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Report No: 20558

### IMPLEMENTATION COMPLETION REPORT (28651; 28608)

### ON A

### GRANT FROM THE GLOBAL ENVIRONMENT TRUST FUND

### IN THE AMOUNT OF SDR 4.1 MILLION EQUIVALENT

### TO THE

### KINGDOM OF MOROCCO

### FOR AN OIL POLLUTION MANAGEMENT PROJECT

JUNE 12, 2000

### INFRASTRUCTURE DEVELOPMENT GROUP MIDDLE EAST AND NORTH AFRICA REGION

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# CURRENCY EQUIVALENTS

# (Exchange Rate Effective)

Currency Unit = Moroccan Dirham (MD) 10.7 Dirham = US\$ 1 US\$ 1.312 = 1.00 SDR

# FISCAL YEAR

# January 1 December 31

# ABBREVIATIONS AND ACRONYMS

CRCP	Comite Regional Pour Coordination du Projet
DP	Direction des Ports (Algeria)
GEF	Global Environment Facility
GET	Global Environment Trust Fund
IBRD	International Bank for Reconstruction and Development
MARPOL	International Convention for Prevention of Pollution from Ships
MDH	Moroccan Dirham
MOD	Moroccan Dirham
ODEP	Office d'Exploitation des Ports (Morocco)
OMMP	Office de la Marine Marchande et des Ports
PPA	Project Preparation Advance
NCP	National Contingency Plan
RCP	Regional Contingency Plan
RVP	Regional Vice President
SDR	Special Drawing Rights
SSEPE	Sous-Secretariat d'Etat charge de la Protection de l'Environnement

Vice President:	Jean-Louis Sarbib
Country Manager/Director:	Christian Delvoie
Sector Manager/Director:	Jean-Claude Villiard
Task Team Leader/Task Manager:	Fathi Ben Slimane

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Project ID: P005347	Project Name: MEDITERRANEAN POLLUTION
	CONTRO
Team Leader: Fathi Ben-Slimane	TL Unit: MNSID
ICR Type: Core ICR	Report Date: May 5, 2000

#### 1. Project Data

Name: MEDITERRANEAN POLLUTION CONTRO Country/Department: MOROCCO L/C/TF Number: 28651; 28608 Region: Middle East and North Africa Region

Sector/subsector: VP - Pollution Control / Waste Management

#### KEY DATES

			Original	Revised/Actual
PCD:	04/15/93	Effective:	05/20/94	05/20/94
Appraisal:	08/10/93	MTR:	10/30/96	10/30/96
Approval:	04/06/94	Closing:	12/31/99	12/31/99

#### Borrower/Implementing Agency: GOVERNMENT OF MOROCCO/ODEP Other Partners:

STAFF	Current	At Appraisal	
Vice President:	Jean-Louis Sarbib	Caio Koch Weser	
Country Manager:	Christian Delvoie	Daniel Richie	
Sector Manager:	Jean-Claude Villiard	Daniel Richie	
Team Leader at ICR:	Fathi Ben-Slimane	Fathi Ben-Slimane	
ICR Primary Author:	Fathi Ben-Slimane		

### 2. Principal Performance Ratings

(HS=Highly Satisfactory, S=Satisfactory, U=Unsatisfactory, HL=Highly Likely, L=Likely, UN=Unlikely, HUN=Highly Unlikely, HU=Highly Unsatisfactory, H=High, SU=Substantial, M=Modest, N=Negligible)

Outcome: S

Sustainability: L

Institutional Development Impact: M

Bank Performance: S

Borrower Performance: S

QAG (if available)

ICR

Quality at Entry: Project at Risk at Any Time: No

#### 3. Assessment of Development Objective and Design, and of Quality at Entry

#### 3.1 Original Objective:

The primary objectives of the project were to reduce the quantity of petroleum hydrocarbons entering the international waters of the Mediterranean and to comply with MARPOL 73/78 Convention requirements. The project also achieved, among other objectives, development of a comprehensive and integrated system for the management of oil pollution caused by marine sources, thus ensuring commonality of approaches and methodologies, promoting exchange of information and coordination, enhancing monitoring capability among the countries in the region for preventing and combating oil pollution, and improving the quality of the marine environment.

The above objectives were successfully attained and deemed to be appropriate and in line with the government's international commitment to monitor compliance with international conventions related to marine pollution. They were clear and realistic with regard to the national and regional agreement (*"Union du Maghreb Arabe- UMA*).As a consequence, a framework for a comprehensive national and regional approach to the management of oil pollution has been developed through enhancement of personnel capability to assess and monitor oil pollution, enactment of national oil spill contingency planning and response capabilities (NCP), drafting of regional contingency plan (RCP), purchase of standardized equipment to combat pollution, and initiation of a cost recovery system. Cost recovery at the port level was achieved through adequate tariff restructuring, and at the national level by enactment of environmental funds, a law regarding fees and penalties, and the polluter-pay principle.

The project was designed to enhance the country's capacity to implement its environmental action plan, which aims in particular to fight pollution, protect the marine environment and beaches, and encourage the participation of the environmental agencies and others entities in efforts to protect the environment. In this regard, the preparation of the project called for great attention and commitment from the government to identify the most appropriate and most representative agency, "Office d'Exploitation des Ports" (ODEP), to implement the project and represent the country in the regional common effort.

No specific technical risk was identified during preparation, except the risk related to the government's willingness to maintain its cooperation with the other recipients, Algeria and Tunisia, to enforce the preparation and adoption of a NCP and the cooperative agreement, to enforce regulations dealing with marine pollution problems, and to implement adequate cost recovery system. This risk was mitigated by: (a) the commitment of the three governments to follow up on the preparation study and implement study recommendations related to the above aspects, and the project components as defined in para. 3.3; (b) the national and regional benefits resulting from project implementation, especially the investments carried out for coastal and ports protection; (c) enactment of an NCP, preparation of an advanced draft of a Regional Contingency Plan (RCP), and an agreement signed by the three port authorities on a joint cooperation for combating accidental oil spills; and (d) comprehensive project preparation and implementation (CRCP). The intensive Bank follow-up effort has ensured maximum success of project implementation during the various stages of the project, and contributed to achieving its objectives.

3.2 Revised Objective:

NA

3.3 Original Components:

The project consists of two main components: (a) national elements; and (b) regional elements.

- (a) National Elements. The national elements included:
  - 1- Physical elements:
    - construction or rehabilitation of sheds to store equipment for combating oil spills (floating booms, dispersant, skimmer heads, accessories, etc);
    - (ii) provision of oil spill response and cleanup equipment and dispersant,

and oil spill response training;

(iii) rehabilitation of the deballasting station located in the port of Mohammedia to receive and handle ballast waters and bilge waters;

2- Institutional element:

- (i) Oil spill National Contingency Plan;
- Monitoring and compliance: The regulatory mechanism included two elements: (i) monitoring capability; and (ii) an environmental management framework.

(b) Regional Elements. Preparation and implementation of a program designed to provide a multilateral framework within which the activities referred to in (a) are developed within a common approach:

- (i) Regional oil spill environmental sensitivity and contingency plans; and
- (ii) Training.

The project was the first experience in its kind in the region. In that sense it was innovative in its design and conception. The physical as well as the institutional components of the project were designed in close consultation with the executing agency, and local and regional authorities. All components and activities were carried out satisfactorily, and were the key factors in strengthening the country's capacity to handle oil pollution. The project as such increased the awareness of the environmental authority to the threat of oil pollution and is considered the most important vehicle for abiding by international regulations and enforcing their implementation.

Physical components successfully implemented included the construction of sheds, and purchase of oil spill response and cleanup equipment and dispersant. Training on operating the equipment was included in the purchase contracts. Regarding the modernization of treatment facilities and recycling of oily residues, the deballasting station in Mohammedia was rehabilitated to meet MARPOL standards for treating ballast waters.

The main national element was the development and implementation of oil spill National Contingency Plan (NCP). The plan incorporates the concept of risk assessment to identify and prioritize key actions to be taken at both the port and national levels. The monitoring element, including auditing of sea waters through sample analysis of oil content, was carried out by selected national laboratories. A baseline of data and measuring locations needed to assess the project's impact on improving the quality of sea water was established in designated areas agreed upon with the Bank. Reports on the findings of the analysis have been produced every six months. The environmental management element has strengthened the technical elements of port and national regulations, by developing mechanisms for cost recovery and financial sustainability.

The regional element included two major elements: the RCP and training. The RCP intends to serve as a template to link the national plans of the three countries. Elements of the RCP and the NCP include appropriate responses to protect sensitive coastal resources, and potential for transport of spilled product to other local or foreign ports. These plans include linkage of equipment and manpower to regional needs and identification of external sources of assistance. Part of this task has consisted of ensuring that equipment purchased under the project is the same in the three countries, and training courses and simulation exercises have been undertaken jointly. These have further promoted the concept of a regional approach to spill response. A joint cooperation agreement was signed among the ports of Algiers, Arzew, Bejaia and Skikda (Algeria), ODEP (Morocco), and "Office de la Marine Marchande et des Ports" (OMMP - Tunisia), defining the conditions and procedures for using all available equipment and personnel to combat accidental oil spills. The cooperation agreement identifies responsibilities in case of accidental oil spills regarding exchange of information, mobilizing of equipment, actions by each party, etc.

Training needs have been provided for those responsible for combating oil spills and for controlling

navigation traffic, deballasting stations, and oil terminals. Three main groups participated in the program: Level I includes management personnel of port enterprises, supervising officers managing the civil protection function, and those responsible for coordination of the intervention in case of an accidental oil spill. Level II includes port officers and civil protection staff responsible for organizing and managing the protection of coastal sites. Level III includes ground staff of the port enterprises and assistant civil protection officers likely to be managing the cleanup of sites or to put the equipment into operation. Training was carried out on a regional basis so as to familiarize the personnel with working together using the same equipment and procedures. Training that was carried out locally made the fullest use of existing vocational and technical institutions and facilities.

#### 3.4 Revised Components:

There was no revision in project components.

#### 3.5 Quality at Entry:

No review was done.

#### 4. Achievement of Objective and Outputs

#### 4.1 Outcome/achievement of objective:

The project achieved all its objectives regarding regional cooperation, standardization of approach, and strengthening of national and regional capacity to handle oil pollution and comply with the MARPOL requirements regarding the discharge of oil into the Mediterranean. The most important outcomes are: (i) prevention as well as preparedness to combat oil spills systems are in place, (ii) enactment of a NCP, (iii) preparation of an advanced draft RCP, and (iv) joint training carried out for regional staff from the three participating countries on operating the contingency plan and preventing and cleaning up oil spills. Bi-annual reports on sea water analysis (oil content in the water) have been satisfactory and regularly provided, and effluent from deballasting stations do not exceed 15 ppm. Cooperation is considered highly satisfactory. CRCP members meet regularly and have been able to handle regional procurement, and have succeeded in ensuring continuous coordination among involved administrations in their respective countries.

The project has contributed to efficient cooperation among concerned administrations and within the region to prevent and control oil pollution. The development of a sub-regional working group and organization for joint training has contributed to enhancing marine pollution management through development of a common approach and mechanisms. The project has improved the country's capabilities to deal with accidental oil spills and has provided equipment and facilities to collect and treat oily ballast and bilge waters, thus reducing hydrocarbon contamination in the Mediterranean. The project has created the foundation for permanent cooperation in the region in terms of monitoring and compliance auditing, state of marine pollution reporting, and a common approach to spill response. It has also potentially met the GEF objective of protecting international waters, and is responsible for the re-refining of recovered oily materials in concert with local and national waste management programs. Its well-identified components have helped to strengthen and enhance port and national regulations, regulatory mechanisms, and the linkage between environmental monitoring and management.

#### 4.2 Outputs by components:

All originally identified components have been completed satisfactorily. Because of cost savings, additional means identified in the feasibility study have been procured. The regional components have been completed to the satisfaction of all concerned parties, including training and procurement of standardized equipment and dispersant for combating oil spills. One exercise simulating oil spills to test new equipment and the NCP was organized during project implementation, at the port of Mohammedia. The project is closed on December 31, 1999. The detailed list of equipment procured and total personnel trained are in Annex 7.

#### 4.3 Net Present Value/Economic rate of return:

The project provides significant, although not quantified, economic benefits through provision of

environmental benefits. While formal economic and financial returns analysis (environmental economic benefit, and financial returns were not required for projects of the pilot phase) have not been attempted for the SAR and the ICR, it is widely recognized that pollution impacts all aspects of the marine economy, from fishery to recreation. Maintenance of and improvements to the existing coastal marine environmental are necessary for the continued success of the coastal fishery and tourism, a major industry in Morocco and neighboring countries. Further, methods and protocols for improving the quality of the marine environment, as achieved by the project, will serve as a model for establishing similar facilities in other Mediterranean ports.

The development of a generic oil spill contingency and response led the Government of Morocco to implement the plan on a nationwide basis for all ports. Further, the government plans to organize annual oil spill response exercises at the national level, thereby continuing to enhance the skills of port authority staff to respond to oil spills.

#### 4.4 Financial rate of return:

No formal FRR has been attempted for the SAR and the ICR. The project was based on the need to address potential negative environmental impacts of discharged ballast and bilge waters, as well as accidental oil spills, on the southwestern part of the Mediterranean, and the lack of resources to tackle this issue of global importance. Given the competing demands of the various sectors on their national budgets, the Maghreb countries were reluctant to, on their own, allocate funds to combat the problem of marine pollution. The availability of grant funds reinforced the governments' commitment to participate in reducing the risk of marine pollution. Pollution funds have been set up, and decrees and laws regarding fees and fines to be paid by polluters have been revised and enforced. A model for recovering the operating and investment cost of the deballasting station has been developed for port authorities. Proposals for port tariff adjustments to progressively cover the cost of environmental protection are being made at the beginning of each fiscal year.

#### 4.5 Institutional development impact:

The GOM undertook several actions during preparation and implementation of the project, including the creation of a pollution fund and enactment of the NCP, and the creation of specialized department in the Ministry of Environment and ODEP dealing with marine and land based pollution.

#### 5. Major Factors Affecting Implementation and Outcome

#### 5.1 Factors outside the control of government or implementing agency:

Only one factor that partially affected implementation of the joint training program is worth mentioning. It is related to the security issue in Algeria, which delayed the training scheduled to take place in Algiers by almost a year. A joint effort undertaken by the Bank and Algerian authorities to overcome the security issue reassured the consultant that it would be safe to carry out the delayed sessions. The training was completed in June and September 1999.

#### 5.2 Factors generally subject to government control:

The project included several elements to be implemented directly through ODEP (national components) as the implementing agency, and through ODEP as a member of the CRCP (regional components, including training, studies, and procurement of standardized equipment). This made the project complex and difficult to implement. Several factors thus affected the project.

(a) Factors that had a positive influence on the project included:

(i) GOM and ODEP already had an established regulatory regime and institutional setup. Building on this, the Government of Morocco is now implementing a strategy with actions that will reduce the risk of major environmental hazards and stop major causes of pollution. It has formulated a comprehensive institutional and legal framework that permits better environmental management and law enforcement, as well as enhancing institutional cooperation at the national and regional levels. The overall objective of the policy and strategy consists of strengthening coordination among state and private institutions at the regional and national levels, in order to improve environmental management and tackle environmental problems, defining incentives and encouraging implementation of pilot environmental projects locally and nationwide, and strengthening and enhancing institutional cooperation at the national and regional levels, in order to gain better control over activities that affect the environment.

(ii) To be able to implement all provisions of MARPOL 73/78, both current and proposed, GOM recognized the need to improve the efficiency of existing facilities for waste treatment and reception, and the need to purchase environmental monitoring and cleanup equipment, and develop oil spill contingency and response plans and training.

(iii) Through this project, Morocco has established a long and fruitful working relationship within the institutions and agencies in charge of environment, and with the two other participating countries, through establishment of the CRCP and the mutual agreement for cooperation among port authorities. This established relationship has created deep trust and confidence within the country's institutions and among the countries in the region, which was critical to the project's success and made implementation smoother.

(b) There were also some less positive factors:

(i) All aspects of maritime pollution prevention and combat require considerable investments to meet requirements set by international conventions, many of which conflict with the demands of continuing economic growth. This competition for funds means that investments in environmental improvements are still difficult to promote.

(ii) While the port authorities had responsibility for providing waste reception facilities, the cost of running such facilities make it difficult to implement cost recovery principles for investments and operations.

#### 5.3 Factors generally subject to implementing agency control:

The well-structured and well-managed implementing agency, ODEP, with significant experience in dealing with Bank projects, made project preparation and implementation a successful undertaking.

#### 5.4 Costs and financing:

The project was estimated to cost US\$6.3 million equivalent, including physical and price contingencies, of which US\$5.6 million equivalent was in foreign currency and US\$0.7 million equivalent in local currencies. The actual figures at closing were as follows: US\$6.7 million equivalent, of which US\$5.5 million and US\$1.2 million were in foreign and local currency respectively. The increase in local currency shows the government effort and willingness to expend its investment in oil pollution prevention and control activities. Changes in foreign currency is due to the variation of the exchange rate between SDRs and US dollars. A summary of project costs is given below and details are given in Annex 2. The above costs are net of taxes and customs duties, as the government waived taxes and duties on all items procured under the project. The costs reflect actual prices using the prevailing exchange rate during project implementation. The foreign exchange cost of the project was financed through SDR 4.1 million, equivalent to US\$5.6 million; concessional funding was secured from GET core funds, and the local exchange cost (MDH11.0, equivalent to US\$1.2 million) was financed by the implementing agency.

97 percent of the grant was disbursed by the closing date. The balance of .09SDRmillion was canceled. The balance was due to savings incurred during implementation because of the regional procurement process followed to purchase standardized equipment for the three participating countries, and because of the more favorable international competition and price market.

### 6. Sustainability

#### 6.1 Rationale for sustainability rating:

The existing institutions in Morocco, including the implementing agency, have the capacity and the skills to operate and maintain the facilities and equipment provided under the project. In addition, the project provided training to implement and operate the national and regional contingency plans. Technical assistance was geared toward developing mechanisms to achieve financial sustainability for the facilities and regional organizations. The government and the executing agency are implementing study recommendations to cover investment and operating costs. Meanwhile, the legal and institutional framework, including an environmental fund, have been enacted and will provide the additional funds needed to operate and maintain the facilities and equipment supplied under the project. Furthermore, the project make the environmental authority aware of the threat posed by oil pollution. This has resulted into an additional investment financed through local funds, including port contingency plans, periodic testing of equipment, and periodic simulation exercises to test the NCP, and request from the countries in the South Mediterranean Sea (Algeria, Egypt, Libya, Morocco and Tunisia) to prepare and implement a follow project in the region.

The development of a generic oil spill contingency and response led the GOM to implement the plan on a nationwide basis for all ports. Further, GOM held several national oil spill response exercises in Mohammedia and Tangiers. The evident success of this exercise (attended by representatives from REMPEC, CEDRE, Oil industry, MOIG) will shift the program to an annual series, thereby further enhancing the skills of port authority staff to respond to oil spills.

#### 6.2 Transition arrangement to regular operations:

Based on the foreseen results of the project and its highly satisfactory rating for development and implementation objectives, GEF provided funds to carry out a feasibility study to expand the benefit of the project to the south Mediterranean, which includes Algeria, Egypt, Libya, Morocco, and Tunisia. A PCD has been prepared and approved by the Bank management; however, the GEF Secretariat, in order to coordinate among international waters projects, decided not to go with the project until the final result of the ongoing studies in the straits of Malaca and Bosphoros are published. The first phase of the proposed project would consist of an institutional arrangement enabling the five countries and the oil industry to cooperate in protecting the Mediterranean and preventing oil spills.

#### 7. Bank and Borrower Performance

#### <u>Bank</u>

#### 7.1 Lending:

The Bank identified key issues and prepared the project in a timely fashion. The project was identified in December 1992 and appraised in August 1993, with the staff appraisal report issued in October 1993. The grant was approved on April 6, 1994 and made effective on May 20, 1994.

#### 7.2 Supervision:

Bank supervision was also efficient. Bank performance was enhanced by use throughout the project of the same team, consisting of a financial analyst and a port engineer. This provided a consistency of approach to the issue and an assurance that the project design would be successfully implemented. Further, team members had worked with the CRCP and other involved authorities and thus had established a successful working relationship. The project implementation was supervised on a regular site-visit basis, with supervision staff including the two key project staff and CRCP members. The annual average input of staff resources for supervision was 9 staff-weeks, which included various specialties (see annex 4). This was possible because supervision of three Bank-financed port projects was coordinated with supervision of this project.

#### 7.3 Overall Bank performance:

Overall, the Bank performance was satisfactory. Frequent supervision missions and contact with countries' authorities and CRCP members smoothed the path for sound project preparation and

#### implementation.

#### <u>Borrower</u>

#### 7.4 Preparation:

The strong involvement of the borrower during preparation phase of the project was one of the major aspects of project success. Its close follow-up of the feasibility study financed under a PPF grant contributed to the appropriate definition of project scope and components. In addition, its commitment to the regional activity was a cornerstone for the creation of the CRCP, which became the implementing body for the regional component of the project.

#### 7.5 Government implementation performance:

With the exception of the approval of a final Regional Contingency Plan, borrower implementation of the national and regional components of the project was excellent and timely. The preparation of the final RCP draft experienced some delays due to difficulty in reaching consensus within each administration involved, but the final draft was completed before the closing of the project. It will constitute the major step towards implementation of regional cooperation provision in the UMA treaty.

#### 7.6 Implementing Agency:

During 1994 and early 1995, the Moroccan authorities focused on facility design, equipment procurement, and training. Most procurement processes were well advanced by the first implementation supervision mission, and were essentially complete by the mid 1995. With respect to equipment procurement for the waste facilities, the borrower was able to obtain excellent prices through competitive bidding. With respect to monitoring equipment, ODEP has appropriate purchasing power through consolidated bid packages. This format generated competitive prices and savings have been made through joint training programs and joint procurement of equipment.

#### 7.7 Overall Borrower performance:

One of the key objectives of the project was to use successful application of various aspects as a model for other ports within Morocco. This objective was met and exceeded. The proposed oil spill contingency and response plan has been made the designated national model and is being introduced in other ports. Further, the successful development and implementation of the project components, both national and regional, provide a model for other countries to use as part of their efforts to manage and reduce ship and port wastes. As shown in Annex 7, covenants were generally met. The borrower's performance is evaluated as satisfactory.

#### 8. Lessons Learned

This project was funded mainly by a grant from GEF and was the first major funded project within GEF's "Pollution Reduction in International Waters" category. It can be judged to have clearly met GEF criteria.

The regional approach of the project has proven to have a high demonstration value. Through enhancing and upgrading national and regional standards, policies, and waste monitoring and rehabilitation of waste reception and handling facilities, the project has convinced GOM of the environmental benefit of the investments. This has triggered adoption of a multiport program to be implemented over the coming years, including a ship waste tracking system, port oil spill contingency and response plan for major Moroccan ports, and oil spill response training exercises for all ports and other relevant agencies. Further, GOM will be implementing a port fee schedule on a national basis with conjunction of environmental fund, provide a reserve fund for expanding existing facilities, construct new facilities, expand training, and purchase and rehabilitate response equipment.

Success of the project can be attributed to both the borrower's and the Bank's approach to the project. The Bank utilized a multi-disciplinary team of a financial analyst, port engineer, and an environmental specialist. This provided consistency throughout, from design and appraisal to implementation. While

several administrations and agencies were involved in the project, key leadership was provided by ODEP, ensuring a national consistency and regional coordination as active member of the CRCP.

Port and coastal environmental management is inherently complex due to overlapping jurisdictions of different departments and ministries, port authorities, and private interests. If Tunisia, Algeria, and Morocco had not strongly committed themselves to the project and had not had existing efficient port institutions, and if they had not created the CRCP base upon which the project could be constructed, this project would have been much more difficult to implement. Replication and/or extension of this project to other countries can be successful, if there are established regulatory and management regimes suitable to the task. Alternatively, such regimes should be first established and stabilized.

Management of ships and port wastes is only one aspect of port and coastal maritime environmental management. The success of a ship waste project can be further enhanced by (a) adoption of an environmental coastal zone and port management plan (a concept already being initiated by the Xiamen Special Economic Zone); (b) implementation of other pollution control activities (e.g., oil spill response); and (c) control and management of land-based sources of pollution.

#### 9. Partner Comments

(a) Borrower/implementing agency:

The borrower prepared an ICR and sent his comments. Borrower's conclusions concur with those of the ICR.

(b) Cofinanciers: N.A.

(c) Other partners (NGOs/private sector): N.A.

**10. Additional Information** 

# Annex 1. Key Performance Indicators/Log Frame Matrix

### Outcome / Impact Indicators:

Indicator/Marrix	Projected in last PSR	Actual/Latest Estimate
Biannual report on sea water analysis (oil	quarterly report	Provided twice a year
content in the water)		
Effluent from deballasting station not to	international standard	International standards met
exceed 15 ppm		
Enactment of national Contingency Plan	condition for disbursement against	Enacted on November 22, 1996
	standardized equipment	
Preparation of Draft Regional Contingency	drafi finalized	Drafted and discussed among national
Plan	ļ	committee members, and transmitted to
	1	other beneficiaries
Training of technical and Management staff	manager and operational staff	training program abroad and local completed
Annual meeting of the CRCP (Regional	once a year	twice a year, as much as the implementation
Steering Committee)		of the regional component needed.

#### **Output Indicators:**

Indicator/Matrix	Projected in last PSR	Actual/Latest Estimate
Oily material treated	NA	38,000 m3 treated and 3,300 tons of slops produced and sold
Staff trained	112	203
Baseline data on oil content in sea water	December 1994	Baseline provided December 1995, and monitoring reports provided twice a year
Equipment purchased	equipment purchased, delivered, tested and personal trained	equipment tested, and training completed during project implementation

<sup>1</sup> End of project

# Annex 2. Project Costs and Financing

Project Cost b	y Component	(in US\$	million of	equivalent)	
<b>a</b>					

Project Cost By Component	Appraisal Estimate US\$ million	Actual/Latest Estimate US\$ million	Percentage of Appraisal
Storage sheds	0.20	0.15	0.95
Equipment to combat oil spills	4.07	3.12	0.74
Rehabilitation of Deballasting station	0.70	2.45	3.37
Training	0.22	0.28	1.36
Consultant services	0.10	0.29	2.9
Laboratory works	0.00	0.41	1
Total Baseline Cost	5.29	6.70	
Physical Contingencies	0.26		
Price Contingencies	0.75		
Total Project Costs	6.30	6.70	
Total Financing Required	6.30	6.70	

# Project Costs by Procurement Arrangements (Appraisal Estimate) (US\$ million equivalent)

Expenditure Category	Procurement Method			NBE	Total Cost	
	IUD	NCB	Other	N.D.F.	10141 0031	
1. Works	0.00	0.20	0.00	0.00	0.20	
	(0.00)	(0.00)	(0.00)	(0.00)	(0.00)	
2. Goods	4.65	0.00	0.20	0.00	4.85	
	(4.30)	(0.00)	(0.20)	(0.00)	(4.50)	
3. Services	0.00	0.00	0.25	0.00	0.25	
training	(0.00)	(0.00)	(0.20)	(0.00)	(0.20)	
4. Rehabilitation	0.70	0.00	0.20	0.00	0.90	
Deballasting station						
	(0.60)	(0.00)	(0.20)	(0.00)	(0.80)	
5. Miscellaneous	0.00	0.00	0.10	0.00	0.10	
	(0.00)	(0.00)	(0.10)	(0.00)	(0.10)	
6. Miscellaneous	0.00	0.00	0.00	0.00	0.00	
	(0.00)	(0.00)	(0.00)	(0.00)	(0.00)	
Total	5.35	0.20	0.75	0.00	6.30	
	(4.90)	(0.00)	(0.70)	(0.00)	(5.60)	

# Project Costs by Procurement Arrangements (Actual/Latest Estimate) (US\$ million equivalent)

Expenditure Category	ICB	Procurement NCB	Method <sup>1</sup> Other <sup>2</sup>	N.B.F.	Total Cost
1. Works	0.00 (0.00)	0.15 (0.00)	0.00 (0.00)	0.00 (0.00)	0.15 (0.00)
2. Goods	3.12 (3.00)	0.00 (0.00)	0.00 (0.00)	0.00 (0.00)	3.12 (3.00)

3. Services	0.28	0.00	0.00	0.00	0.28
training	(0.28)	(0.00)	(0.00)	(0.00)	(0.28)
4. Rehabilitation Deballasting station	2.45	0.00	0.00	0.00	2.45
_	(1.88)	(0.00)	(0.00)	(0.00)	(1.88)
5. Miscellaneous	0.00	0.00	0.40	0.00	0.40
	(0.00)	(0.00)	(0.00)	(0.00)	(0.00)
6. Miscellaneous	0.00	0.29	0.00	0.00	0.29
	(0.00)	(0.29)	(0.00)	(0.00)	(0.29)
Total	5.85	0.44	0.40	0.00	6.69
	(5.16)	(0.29)	(0.00)	(0.00)	(5.45)

<sup>17</sup> Figures in parenthesis are the amounts to be financed by the Bank Loan. All costs include contingencies.

<sup>2</sup> Includes civil works and goods to be procured through national shopping, consulting services, services of contracted staff of the project management office, training, technical assistance services, and incremental operating costs related to (i) managing the project, and (ii) re-lending project funds to local government units.

	Api	raisa) Estin	nate	Actua	/Latest Esti	mate	Percent	age of Aj	opraisal
Charles and the	Bank	Gøyt.	CoF.	Bank	Govt	CoF.	Bank	Gdvt.	CoF.
Construction of storage		0.20			0.15		0.0	75.0	0.0
sheds									
<b>Rehabilitation Deballasting</b>	0.70	0.20		1.88	0.57		268.6	285.0	0.0
station			{						1
Equipment	4.50	0.25		3.02	0.12		67.1	48.0	0.0
Training	0.30	0.05		0.30	0.00		100.0	0.0	0.0
Consulting services	0.10			0.29			290.0	0.0	0.0
Laboratory works					0.40		0.0	0.0	0.0

### Project Financing by Component (in US\$ million equivalent)

• Annex 3: Economic Costs and Benefits

N.A.

# Annex 4. Bank Inputs

### (a) Missions:

Stage of Project Cycle	N	o. of Persons and Specialty	Performance Rating		
	(e.g	2 Economists, 1 FMS, etc.)	Implementation	Development	
Month/Year	Count	Specialty	Progress	Objective	
Identification/Preparation January 1992	3	Financial Analyst, Port Engineer, Environmental Specialist			
Appraisal/Negotiation				- <u></u>	
July 1993	3	Financial Analyst, Port Engineer, Environmental Engineer			
January 1994	2	Financial Analyst, Port Engineer			
Supervision					
October 1994	2	Fin. Analyst, Port Egr	HS	HS	
April 1995	2	Fin. Analyst, Port Egr	HS	HS	
May 1996	2	Fin Analyst, Port Egr	S	HS	
October 1996	1	Financial Analyst	S	HS	
April 1997	1	Financial Analyst	S	HS	
December 1997	1	Financial Analyst	S	HS	
March 1998	2	Fin. Analyst/Economist	HS	HS	
October 1998	1	Financial Analyst	HS	HS	
June 1999	1	Financial Analyst	HS	HS	
ICR					
December 1999	2	Financial Analyst, Environmental Engineer	HS	HS	

# (b) Staff:

Stage of Project Cycle	Actual/Latest Estimate			
	No. Staff weeks	US\$ (,000)		
Identification/Preparation	14.2	39.6		
Appraisal/Negotiation	13.0	38.3		
Supervision	47.3	153.1		
ICR	2.0	8.0		
Total	76.5	239.0		

# Annex 5. Ratings for Achievement of Objectives/Outputs of Components

(H=High, SU=Substantial, M=Modest, N=Negligible, NA=Not Applicable) Rating

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	Kating
🛛 Macro policies	$\bigcirc H \bigcirc SU \bigcirc M \bigcirc N $ $\blacksquare NA$
Sector Policies	$\bigcirc H \bigcirc SU \bigcirc M \bigcirc N $ $\blacksquare NA$
🖾 Physical	$\bullet H \bigcirc SU \bigcirc M \bigcirc N \bigcirc NA$
🛛 Financial	$\bigcirc H \bigcirc SU \oplus M \bigcirc N \bigcirc NA$
🛛 Institutional Development	$\bigcirc H  \bullet SU \bigcirc M \ \bigcirc N \ \bigcirc NA$
Environmental	$\bullet H \bigcirc SU \bigcirc M \bigcirc N \bigcirc NA$
Social	
Poverty Reduction	$\bigcirc H \bigcirc SU \bigcirc M \bigcirc N $ $\bigcirc NA$
🛛 Gender	$\bigcirc H \bigcirc SU \bigcirc M \bigcirc N $ $\blacksquare NA$
Other (Please specify)	
Private sector development	$\bigcirc H \bigcirc SU \bigcirc M \bigcirc N $ $\blacksquare NA$
Public sector management	$\bullet H \bigcirc SU \bigcirc M \bigcirc N \bigcirc NA$
Other (Please specify)	

.

# Annex 6. Ratings of Bank and Borrower Performance

(HS=Highly Satisfactory, S=Satisfactory, U=Unsatisfactory, HU=Highly Unsatisfactory)

6.1 Bank performance	Rating
<ul> <li>☑ Lending</li> <li>☑ Supervision</li> <li>☑ Overall</li> </ul>	$ \begin{array}{c c} HS \bullet S \\ \bullet HS \circ S \\ \bullet HS \circ S \\ \bullet HS \bullet S \\ \end{array}  \begin{array}{c c} U & \circ HU \\ \bullet HU $
6.2 Borrower performance	Rating
<ul> <li>Preparation</li> <li>Government implementation performance</li> <li>Implementation agency performance</li> <li>Overall</li> </ul>	$\begin{array}{c c} HS \bigcirc S \\ HS \bigcirc U \\ HU $

- 16 -

# Annex 7. List of Supporting Documents

Deballasting station: Functioning chart Lists of procured equipment by location Training schedule and program Covenants Borrower's ICR and comments



# STATION DE DEBALLASTAGE DU PORT DE MOHAMMEDIA

Réception et traitement des eaux polluées de ballast ou de lavage provenant des navires pétroliers





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#### COUT

6 Millions de DH

#### DATE DE MISE EN SERVICE

LOCAL

**BB** 

REST RUPTENT

ELEC IRICITE 100Volte tri 50he

TROF FLEIN CAU DE LAVAGE ECREMATEVIDANGES VERS BASSIN 8713

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### AFFECTATION DES EQUIPEMENTS ET PRODUITS MARCHE N°13/DG/96 - FOURNISSEUR : ROCLEAN PAYS DE PROVENANCE : GRANDE- BRETAGNE ET NOUVELLE ZELANDE

DESIGNATION	PORTS DESTINATAIRES		
	MOHAMMEDIA	NADOR	
Lot 1 : Produits de traitement et movens d'épandage			
Dispersants conditionnés pour le Maroc			
pour la livraison à Nador		10 T	
pour la livraison à Mohammédia	50 T		
Epandeurs de dispersants par navire hauturier :			
- Equipement complet d'épandage par navire	2U	1U	
d'instruction	20	10	
- Ensemble de stockage	2U	10	
- Prééquipement d'un navire pour mise en oeuvre	2U	10	
de repandeur			
Lot 2 : Matériel de confinement et de stockage			
Barrages côtiers :			
- Section de 15 m de barrages, avec accessoires	10U	100	
- Section de 20 m de barrages, avec accessoires	20	20	
- Lot de conteneurs (1 par site de livraison)	10	10	
- Lot de pièces de rechange, kit de réparation et manuel	រប	IU	
d'instruction (1 ensemble "lot+ kit+manuel" par site)			
Barrages portuaires :			
Longueur de 150 m de barrages, sur touret en conteneurs			
- Longueur de 150 m de bartages	40	4U 411	
- Lot de pièces de rechange, kit de réparation et manuel	40	4U	
d'instruction			
Longueur de 200 m de barrages, sur touret en conteneur :			
- Longueur de 200 m de barrages	20	20	
- Lot de pièces de rechange, kit de réparation et manuel	20	20 2U	
d'instruction			
Stockage flottant souple pour produits pétroliers :			
- Stockage flottant souple de 100 m3	10		
- Stockage flottant souple de 10 m3	20	110	
- Unité de stockage adaptée	3U	20	
- Lot de pièces de rechange, kit de réparation et manuel	30	20	
d'instruction			
Lots de 2 stockages terrestres pour produits pétroliers			
livrés en conteneur :			
- Unité de stockage adaptée		50	
- Lot de pièces de rechange, kit de réparation et manuel		50	
d'instruction		_	

# AFFECTATION DES EQUIPEMENTS ET PRODUITS MARCHE N°11/DG/96 - FOURNISSEUR : DESMI PAYS DE PROVENANCE : DANEMARK

DESIGNATION	PORTS DESTINATAIRES			
	MOHAMMEDIA	NADOR		
Barrage - récupérateur d'hydrocarbures flottants : - Moyen de confinement - Dispositif d'écrémage et pompe associée - Groupe de puissance				
<ul> <li>- Ensemble de flexibles</li> <li>- Lot de pièces de rechange, mallette de maintenance et manuel d'instruction</li> <li>- Conteneurs par conditionnement</li> <li>- Prééquipement d'un navire pour mise en oeuvre du barrage-récupérateur</li> </ul>		1 U 1U 1U 4U		
Barrage - récupérateur pour produits visqueux :	177			
<ul> <li>Moyen de confinement</li> <li>Dispositif d'écrémage et pompe associée</li> <li>Groupe de puissance</li> <li>Ensemble de flexibles</li> <li>Lot de pièces de rechange, mallette de maintenance et manuel d'instruction</li> <li>Conteneurs par conditionnement</li> <li>Prééquipement d'un navire pour mise en oeuvre du barrage-récupérateur</li> </ul>	10 10 10 10 10 10 40			
Ensembles écrémeur - pompe-tonne : - Tête d'écrémage - Citerne - Motopompe - Ensemble de flexibles - Lot de pièces de rechange, kit de réparation et manuel d'instruction	2U 2U 2U 2U 2U 2U	2U 2U 2U 2U 2U 2U		
Tonnes à vide allégées pour la récupération de produits pétroliers :				
- Tonne - Pompe à vide - Ensemble de flexibles - Lot de pièces de rechange, kit d'entretien et manuel d'instruction	2U 1U 1U 1U 1U	2U 1U 1U 1U		

.

DESIGNATION	PORTS DESTINATAIRES		
	MOHAMMEDIA	NADOR	
Têtes flottantes d'écrémage de pétrole :			
- Tête d'écrémage	6U	2U	
- Lot de pièces de rechange et manuel d'instruction	6U	2U	
Epandeurs de produits de lavage :			
- Ensemble épandeur complet	10	1 <b>U</b>	
- Lot de pièces de rechange, kit d'entretien et manuel d'instruction	10	1U	
Nettoyeurs à haute pression et à eau chaude :			
- Nettoyeur à eau chaude	6U	2U	
- Ensemble de flexibles et lance à haute-pression	6U	2U	
- Remorque routière pour le stockage et le transport du nettoyeur	6U	2U	
- Lot de pièces de rechange, kit d'entretien et manuel d'instruction	6U	2U	

# AFFECTATION DES EQUIPEMENTS ET PRODUITS MARCHE N°31/DG/96 - FOURNISSEUR : ITEPS PAYS DE PROVENANCE : U S A

DESIGNATION	PORTS DESTINATAIRES		
	MOHAMMEDIA	NADOR	
Ensemble de trois conteneurs dont deux conteneurs			
à Mohammédia et un conteneur à Nador			
Lot de tenues de protection et de produits de nettoyage			
- Tenues de protection :			
bleus de travail			
tailles moyennes	40U	20U	
grandes tailles	120U	60U	
très grandes tailles	80U	40U	
. cirés complets (veste et pantalon) :			
taille 46/48	101	5U	
taille 50/52	40U	20U	
taille 54/56	140U	70U	
taille 58/60	30U	15U	
taille 62/64	20U	10U	
, bottes (paires) :			
taille 41	10U	5U	
taille 42	30U	15U	
taille 43	30U	15U	
taille 44	10U	- 5U	
taille 45	100	5U	
taille 46	10U	5U	
, chaussures de sécurité (paires) :			
taille 41	30U	15U	
taille 42	60U	30U	
taille 43	60U	30U	
taille 44	40U	20U	
taille 45	30U	15Ư	
taille 46	20U	100	
. cuissardes (paires):			
taille 43	6U	3U	
taille 44	8U	4U	
taille 45	eu	3U	
paires de gants de travail grande taille			
PVC renforcé pour hydrocarbures	7000	350U	
coton renforcé	700U	350U	

DESIGNATION	PORTS DESTI	NATAIRES
	MOHAMMEDIA	NADOR
. casques plastiques de chantier grande taille	20U	10U
. lunettes de protection (paires)	10U	5U
. masques à cartouches et lot de cartouches pour	10U	10U
va peurs d'hydrocarbures		
. brassards fluorescents (5 couleurs)	200U	100U
Produits de nettoyage		
. déchets de coton (kg)	200U	100U
. savon en pâte pour travaux de mécanique. en bidon de 5 kg	24U	120
. rouleaux de papier essuie-mains	20U	10U
ot de moyens de ramassage manuel de manutention et de transport		
- Moyens de ramassage		
. pelles carrées	100U	50U
. pelles à sable	100U	50U
. raclettes métal	40U	20U
. râteaux de jardinier	20U	10U
. crocs ou fourches courbes	200	100
. fourches à foin	200	100
. Dalais brosse	400	200
. Deches de jardinier	200	100
piocnes de changer	100	50
écones plastiques à manche	6011	3011
. absorbants conditionnés en feuilles	4M3	2M3
- Moyens de manutention et de transport		
. seaux plastique	100U	50U
. sacs plastique		
501	6000U	30001
	6000U	30000
. poubelles plastique	1000	500
. LIVICIES EN DOIS	400	511
il chanve	1000M	500M
. corde nylon	500M	250M
fil fer zingué	600M	300M
· ··· ··· •··	00011	

DESIGNATION	PORTS DESTINATAIRES			
	MOHAMMEDIA	NADOR		
Lot de moyens de stockage et divers petits matériels				
<ul> <li>Moyens de stockage</li> <li>bâches plastiques en PVC</li> <li>piquets métalliques</li> <li>ruban fluorescent bicolore</li> </ul>	8U 40U 1000M	4U 20U 500M		
<ul> <li>Divers petites matériels <ol> <li>pompe à main</li> <li>épandeurs de produits</li> <li>jerricans plastique</li> <li>trousse médicale de ler secours</li> <li>trousse à outil</li> <li>lampe torche rechargeable</li> <li>appareil de télécommunication portable</li> <li>de type VHF</li> </ol> </li> </ul>	2U 20U 4U 2U 2U 10U 6U	1U 10U 2U 1U 1U 5U 3U		
Nettoyeur à haute pression et à eau chaude Pompe à eau complète Capacité de stockage	6U 2U 2U	3U 1U 1U		

# AFFECTATION DES EQUIPEMENTS ET PRODUITS MARCHE N°22/DG/98 - FOURNISSEUR : OIL STOP PAYS DE PROVENANCE : USA

DESIGNATION	PORTS DEST	TINATAIRES
이 지않는 것 같은 것 같	MOHAMMEDIA	NADOR
BARRAGES GONFLABLES DE HAUTE MER		
- Section de 200 m de barrages, stockés sur tourets et conteneurisés		
- Section de 200 m de barrages avec accessoires	10 U	10 U
- Lot de conteneurs avec tourets	10 U	10 U
- Lot d'unitésde puissance, de gonflage et de dégonflage de barrages	6 U	4 U
- Lot de pièces de rechange, kit de réparation et manuel d'instruction.	6 U	4 U

# AFFECTATION DES EQUIPEMENTS ET PRODUITS

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# MARCHE N° 25/DG/96 - FOURNISSEUR : DJET

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# PAYS DE PROVENANCE : FRANCE

PORTS DEST	INATAIRES
MOHAMMEDIA	NADOR
2 U	1 U
2 U	1 U
2 U	1 U
2 U	1 U
2 U	1 U
2 U	1 U
1 U	
1 U	
1 U	
1 U	
1 U	
1 U	
1 U	
	PORTS DEST MOHAMMEDIA 2 U 2 U 2 U 2 U 2 U 2 U 2 U 2 U 2 U 1

Annexe VIII

# PROJET DE GESTION DE LA POLLLUTION PETROLIERE POUR LA REGION SUD-OUEST DE LA MEDITERRANEE - GEF PROGRAMME ET REALISATIONS DES FORMATIONS

(Etat récapitulatif)

		Les	effect	ifs de	1995	Les e	effecti	fs de	1996	Les	effect	ifs de	1997	Les effec	tifs de 1999
			P	1	R		P		R		P	1	R	Р	R
NIVEAU 1	ODEP		1		1		1		1					1	1
	Direction des Ports et du		1	1											
Gestion des	domaine Public Maritime														
situations	Ministère de l'Environnement		1		1		1		1					1	1
d'urgence	Gendarmerie Royale		1		1		1		1					1	1
	Marine Royale		1		1		7		7					2	2
1	Marine Marchande		1		1		1		1					1	1
	Protection civile		1		1		1		1					1	1
	SOUS TOTAL		7		7		12		12					7	7
		LZL	LZP	LZL	LZP	LM	LZL	LM	LZL	LZP	LM	LZP	LM	[	
NIVEAU 2	ODEP		2	I	1	1		1		1	3	2	2		
	Direction des Ports et du	1		1	1		]			1		1	1		
- Lutte en	domaine Public Maritime		]						1			<u> </u>			
zone littorale	DPCM		1		1		<u> </u>			1	1	1	1		
- Lutte en zo	Gendarmerie Royale		1		1	1	1	1	1			·			
portuaire	Marine Royale	1	1	1	1	3		3	L		2		2		
- lutte en me	Marine Marchande		1		1	1	1	1	1	L					
	Protection civile	4		4			4		4	3		2			
		6	6	6	6	6	6	6	6	6	6	6	6		
	SOUS TOTAL	]	2	1	2		2	<u> </u>	12		2	1	2		
NIVEAU 3	ODEP					2	20			2	0			20	20
	Direction des Ports et du			<b> </b>			6			j '	3			6	
Stage de	domaine Public Maritime			L											
formation	DPCM				n		3				3			3	
des	Gendarmerie Royale														
formateurs	Marine Royale							[						/	(
	Marine Marchande										~~~~				
L	Protection civile					3	0			3			<u> </u>		20
	SOUS TOTAL		0			5	9			0	9		<del></del>		
<b>D D</b> (	TOTAL GENERAL	1	9		9	8	3	2	54		1		2	03	94

P: Prévu LZL : Lutte en zone littorale

R : Réalisé LZP : Lutte en zone portuaire

LM : Lutte en Mer

ODEP

# PROJET GEF

# LISTE DES FORMATEURS RETENUS

ORGANISMES	STAGIAIRES	FONCTIONS
MARINE ROYALE	• Ahmed KAMOUN • Rachid BEN CHAIBA • Mustapha BEN BEKHA	Capitaine de Corvette Lieutenant de Vaisseau Ingénieur Mécanicien 1° Classe
GENDARMERIE ROYALE	• El Houssein NAFFEAA • Abdellah BENDRIOUCH	Capitaine Lieutenant
DPCM	• Mohamed Abdelfatah BOURY	Ingénieur
PROTECTION CIVILE	• Mohammed SAAD • Bouchaïb MOUSSAHIM • Haddou SBITRI	Capitaine Lieutenant Capitaine
ODEP	• Abdellah ALIATI • Khalic EL BELGHITI • Abdelfattah RHOUNY	Chef de Division à la DEPT Chef de Service à la DEPM Chef de Service à la DEPM

# LISTE DES PARTICIPANTS AU STAGE NIVEAU 2 "LUTTE EN ZONE PORTUAIRE" Brest du 12 au 16 Mai 1997

ORGANISMES	STAGIAIRES	FONCTIONS
PROTECTION CIVILE	• Haddou SBITRI • Mohamed OUACHAM	Capitaine Lieutenant
DIRECTION DES PORTS ET DU DOMAINE PUBLIC MARITIME	• Abdelaziz EL HIOUEL	Directeur du Port de Safi
DIRECTION DES PORTS DE CASABLANCA ET MOHAMMEDIA	• El Hassan LECHGHAR	Chef de Service
OFFICE D'EXPLOITATION DES PORTS	• Mokhtar BECHRI • Khalid EL BELGHITI	Chef de Division Chef de Service

# LISTE DES PARTICIPANTS MAROCAINS AU STAGE DE FORMATION DE FORMATEURS Casablanca du 08 au 10 Juillet 1997

ORGANISMES	STAGIAIRES	AUDITEURS
MARINE ROYALE	• Rachid BEN CHAIBA (Lieutenant de Vaisseau)	
PROTECTION CIVILE	• Bouchaïo MOUSSAHIM (Lieutenant)	• Mohammed SAAD (Inspecteur Préfectoral de la Protection Civile de Mohammédia)
GENDARMERIE ROYALE	<ul> <li>El Houssein NAFFEAA (Capitaine)</li> <li>Abdellah BENDRIOUCH (Lieutenant)</li> </ul>	
ODEP	-	• Abdellah ALIATI (Chef de Division à la Direction d'Exploitation du Port de Mohammédia)

### LISTE DES PARTICIPANTS AU STAGE NIVEAU 2 "LUTTE EN MER" Brest du 15 au 19 Septembre 1997

ORGANISMES	STAGIAIRES	FONCTIONS
MARINE ROYALE	• Abdelouahed DIHAЛ • Mustapha BEN BEKHA	Capitaine de Corvette Ingénieur Mécanicien 1° Classe
DIRECTION DES PORTS ET DU DOMAINE PUBLIC MARITIME	• Ahmed Fouad BELKEZIZ	Ingénieur d'Etat Principal - Chef d'Aménagement du Triangle de Pêche au Port d'Agadir
DIRECTION DES PORTS DE CASABLANCA ET MOHAMMEDIA	• Lahoucine MEKAOUI	Ingénieur d'Etat Principal - Chef du Service Infrastructures
OFFICE D'EXPLOITATION DES PORTS	• Mohammed KOUHKOUH • Abdelfattah RHOUNY	Commandant du Port de Nador Chef de Service Environnement à la Direction d'Exploitation du Port de Mohammédia

# GESTION DE SITUATIONS D'URGENCE

# TUNIS DU 15 AU 19 MAI 1995

# LISTE DES STAGIAIRES

# STAGIAIRES ALGERIENS

MessieursSalim HAMDANE<br/>Miloud KHENAFOUDirection des Ports, Ministère des Transports<br/>Entreprise Portuaire d'ArzewTaher BENSAADAEntreprise Portuaire de BéjaiaRachid BOUKHALFAEntreprise Portuaire de SkikdaSmail DJENNIDirection Générale de l'EnvironnementAbdellah HAFSIService National des Garde-CôtesMérouane BACHIRService National des Garde-Côtes

### STAGIAIRES MAROCAINS

MessieursMohamed DGUADEG<br/>Rachid KANOUNIInspection de la Protection Civile<br/>Brachid KANOUNIMohamed Saïd OUALIDEtat-Major de la Marine RoyaleMohamed Saïd OUALIDMinistère des Pêches Maritimes et de la Marine MarchandeLA ALAMIMinistère de l'EnvironnementAbderafi BOUCHAMADirecteur des Ports et du Domaine Public MaritimeAbdelhaq ASLANIDirection d'Exploitation du Port de MohammédiaNAAFFEAAGendarmerie Royale

#### STAGIAIRES TUNISIENS

Messieurs Chokri BEN JANNET Ridha AYACHI Larbi BOUGUERRA Malek SMAOUI Rhida AMMAR Zine El Abidine KHALKI Taieb BEN MILED Office National de la Protection Civile (Garde Nationale) Office National de la Protection Civile (Garde Nationale) Agance Nationale pour la Protection de l'Environnement Direction Générale de la Marine Marchande Directeur du Port de Sfax Service National de Surveillance Côtière

#### CANDIDATS LIBRES TUNISIENS

Messieurs Frej NJEAIMI Moncef BOUAZIZ Sahbène BEN FADHEL Mohamed Adel MOKHTAR Omar MADJOUB

Direction Générale de la Marine Marchande Direction Générale de la Marine Marchande Office des Ports Nationaux Tunisiens Directeur du Port de Bizerte Directeur de Port

# PROJET GEF

# LISTE DES PARTICIPANTS MAROCAINS AU STAGE NIVEAU 2 ''LUTTE EN ZONE LITTORALE'' CEDRE BREST 26-30 JUIN 1995

NOMS ET PRENOMS	QUALITE	ORGANISME
Ahmed KAMOUN	Capitaine de Corvette	La Marine Royale
Stitou TOUALEB	Ingénieur	Direction des Ports (MTP)
SAAD Mohamed	Capitaine	Protection Civile
AMOUMOU Zine Eddine	Capitaine	Protection Civile
KABBAJ Abderrahim	Capitaine	Protection Civile
BERRAK Mohamed	Capitaine	Protection Civile

# PROJET GEF

# LISTE DES PARTICIPANTS MAROCAINS AU STAGE NIVEAU 2 "Lutte en Zone Portuaire" CEDRE Brest du 04 au 08 Septembre 1995

NOMS ET PRENOMS	QUALITE	ORGANISME
Ahmed KAMOUN	Capitaine de Corvette	Marine Royale
MERSIOUI Abderrahmane	Ingénieur	Direction des Ports (MTP)
BELHOUSSINE El Mostapha	Capitaine	Marine Marchande
BOURY Mohamed Abdelfatah	Ingénieur	DPCM (MTP)
ALIATI Abdellah	Chef de Division Exploitation	ODEP / DEPM
BEN BALLA Saïd	Capitaine	Gendarmerie Royale

### LISTE DES PARTICIPANTS MAROCAINS AU STAGE NIVEAU 1 "GESTION DES SITUATIONS D'URGENCE" Casablanca du 08 au 12 Janvier 1996

ORGANISMES	STAGIAIRES	AUDITEURS
MARINE ROYALE	• Mohammed TAOUDI (Capitaine de Corvette)	•Lahoussine EL BEKKAR (Capitaine de Corvette)
	• Mohamed KARBA (Lieutenant de Vaisseau)	• Ali REDOUANE (Lieutenant - Ingénieur Mécanicien)
		• Mohammed HAMMIOUI (Lieutenant de Vaisseau)
		• Khalid LOUDIYI (Lieutenant de Vaisseau)
		• Mly Abdellah LEMRANI (Ingénieur Mécanicien 1°CL)
MINISTERE DE L'ENVIRONNEMENT	• Mohamed DAHHOU (Chef du Service "Plan d'Urgence et Interventions")	
PROTECTION CIVILE	• Mohammed DGUADEG (Commandant)	
MINISTERE DES PECHES MARITIMES ET DE LA MARINE MARCHANDE	<ul> <li>Ahmed MEHDAOUI ALAOUI (Délégué Régional des Affaires Maritimes de Mohammédia)</li> </ul>	
GENDARMERIE ROYALE	• Saïd BENBALLA (Capitaine)	
ODEP	• Abdeslam MESSOUDI (Directeur d'Exploitation du Port de Mohammédia)	

### LISTE DES PARTICIPANTS AU STAGE NIVEAU 2 "LUTTE EN MER" Brest du 27 au 31 Mai 1996

ORGANISMES	STAGIAIRES	FONCTIONS
MARINE ROYALE	• Mohamed TAOUDI	Capitaine de Corvette
	• Rachid BEN CHAIBA	Lieutenant de Vaisseau
	• Ahmed BOUJARNIJA	Lieutenant de Vaisseau
DIRECTION DE LA MARINE MARCHANDE	• Ahmed MEHDAOUI ALAOUI	Administrateur des Affaires Maritimes (Délégation Régionale - Port de Pêche de Mohammédia)
GENDARMERIE ROYALE	• El Houssain NAFAA	Capitaine
ODEP	• Rachid ELLAIA	Chef de Service Remorquage (Direction d'Exploitation du Port de Mohammédia)

# LISTE DES PARTICIPANTS AU STAGE NIVEAU 2 "LUTTE EN ZONE LITTORALE" Brest du 16 au 20 Septembre 1996

ORGANISMES	STAGIAIRES	FONCTIONS
PROTECTION CIVILE	<ul> <li>Allal KHEBOUIZ</li> <li>Moussa SRHIR</li> <li>Mohamed El Hassan TALEB</li> <li>Bouchaib MOUSSAHIM</li> </ul>	Capitaine Capitaine Capitaine Lieutenant
DIRECTION DE LA MARINE MARCHANDE	Mohamed RHAITI	Délégué des Affaires Maritimes
GENDARMERIE ROYALE	Abdellah BENDRIOUCH	Lieutenant

### LISTE DES PARTICIPANTS AU STAGE NIVEAU 1 "GESTION DES SITUATIONS D'URGENCE" Alger du 27 Mai au 03Juin 1999

ORGANISMES	STAGIAIRES	FONCTION
MINISTERE DE L'ENVIRONNEMENT	• Mohamed DAHHOU	Chef de Service du Plan d'Urgence et d'Intervention
PROTECTION CIVILE	• Bouchaïb MOUSSAHIM	Lieutenant de la Protection Civile d'Essaouira
MINISTERE DES PECHES MARITIMES ET DE LA MARINE MARCHANDE	• Abdelfettah KANDANI	Administrateur des Affaires Maritimes - Délégation Régionale d'Agadir
GENDARMERIE ROYALE	• Taoufik BOUAYOUN	Ingénieur Chimiste au Laboratoire de Recherches et d'Analyses Techniques et Scientifiques de la Gendarmerie Royale de Témara
OFFICE D'EXPLOITATION DES PORTS	• Rachid ELLAIA	Chef de Division Sécurité et Environnement à la Direction d'Exploitation du Port de Mohammédia
MARINE ROYALE	Mohamed TAOUDI	Capitaine de frégate - Lieutenant Colonel - Marine Royale de Casablanca
	• Lanoucine EL BERKAR	Marine Royale de Casablanca

# PROGRAMME DE FORMATION DE MISE EN SERVICE DES EQUIPEMENTS ANTI-POLLUTION DU PROJET GEF

### **1 – THEME DE LA FORMATION**

Initiation pratique à la mise en œuvre et à la maintenance des équipements pour le personnel des organismes membres du Comité National de Suivi du Projet GEF. Formation dispensée par les fournisseurs ayant livré les équipements.

### 2 - FOURNISSEURS /FORMATEURS - DATE ET DUREE DU DEROULEMENT DE LA FORMATION

Fournisseurs/Formateurs	Date	Durée	Lieu
DESMI (Danemark)	Du 23 Juin	3 jours	Mohammédia
	Du 27 Juin au 29 Juin	3 jours	Nador
ROCLEAN (Angleterre)	Du 30 Juin au 3 Juillet	4 jours	Mohammédia
	4 Juillet	l journée	Nador
DJET (France)	7 Septembre	3 jours	Mohammédia
	7 Septembre	l journée	Nador
ITEPS (USA)	12 Septembre	l journée	Mohammédia
OIL STOP (USA)	Septembre 2000 Prévu	2 jours	Mohammédia et Nador

### 3 - EFFECTIF DES ORGANISMES AYANT SUIVI CETTE FORMATION RESPECTIVEMENT A MOHAMMEDIA ET NADOR

- Gendarmerie Royale	:	16
- Marine Royale	:	18
- Protection Civile	:	10
- Bureau de Contrôle Véritas	:	04
- ODEP	:	36
- Direction des Ports et du	:	10
domaine public maritime		

المملكة المغربية ROYAUME DU MAROC

Office يلاب الـ D'Exploitation des Ports

### A L'ATTENTION DE MONSIEUR FATHI BENSLIMANE ANALYSTE FINANCIER PRINCIAPL GROUPE DEVELOPPEMENT DE L'INFRASTRUCTURE BUREAU REGIONAL MOYEN-ORIENT ET AFRIQUE DU NORD

N°<u>788</u>/D.DCRB/2000/FD/SL Casablanca, le

22 MAI 2000

**OBJET. :** Projet FEM (TF 28650-AL/51-MOR/52-TUN) Rapport d'Achèvement Système de Gestion de la Pollution Pétrolière dans le Sud-Ouest de la Méditerranée.

J'ai l'honneur de vous adresser ci-joint, le rapport établi, par l'Office d'Exploitation des Ports, afin que celui-ci soit incorporé dans la version finale du Rapport d'Achèvement préparé par la Banque.

Le rapport préparé par la BIRD ne soulève aucune observation de la part de l'ODEP.

Veuillez agréer Monsieur, l'assurance de notre très haute et parfaite considération.

LE CHEF DE LA DIVISION COOPERATION ET RELATIONS AVEC LA BIRD F. DAOUH



EMBER 19

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