Combined Project Information Documents / Integrated Safeguards Datasheet (PID/ISDS)

Appraisal Stage | Date Prepared/Updated: 09-Dec-2021 | Report No: PIDISDSA28429

BASIC INFORMATION

A. Basic Project Data

Country	Project ID	Project Name	Parent Project ID (if any)
Western Africa	P167798	Cameroon-Chad Transport Corridor	
Region	**Estimated Appraisal Date**	**Estimated Board Date**	**Practice Area (Lead)**
AFRICA WEST	06-Dec-2021	25-Jan-2022	Transport
Financing Instrument	**Borrower(s)**	**Implementing Agency**	
Investment Project Financing	Government Republic of Cameroon, Governement Republic of Chad	CAMRAIL, Ministère des Transports, Ministère des Infrastructures, du Désenclavement et des Transports	

Proposed Development Objective(s)

The proposed project development objective is to improve the efficiency and safety of regional trade transport along the Douala-N'Djamena intermodal corridor.

Components

Douala Yaoundé rail tracks rehabilitation and railway signaling modernization
Rail/road connections, railway institutional strengthening and road safety
Ndjamena – Moundou road rehabilitation and maintenance program
Trade facilitation and project implementation support
Immediate Response mechanism -Contingent Emergency Response (IRM-CERC)

PROJECT FINANCING DATA (US$, Millions)

SUMMARY

Total Project Cost	816.00
Total Financing	816.00
of which IBRD/IDA	538.00
Financing Gap	0.00

DETAILS

World Bank Group Financing	
International Development Association (IDA)	538.00
IDA Credit	313.00
IDA Grant	225.00
Non-World Bank Group Financing	
Commercial Financing	103.00
Unguaranteed Commercial Financing	103.00
Other Sources	175.00
EC: European Development Fund (EDF)	45.00
EC: European Investment Bank	130.00

Environmental Assessment Category

B-Partial Assessment

Decision

The review did authorize the team to appraise and negotiate

Other Decision (as needed)

B. Introduction and Context

Country Context

Regional Context

1. Cameroon and Chad share similar fragility and security challenges from internal and regional conflict and violence, notably in the Lake Chad region. Both countries are classified as Fragile and Conflict-affected States (FCS) at a medium-intensity conflict level. Cameroon is suffering from instability in its anglophone regions, located at the western border with Nigeria. In addition, due to recent national crises in neighboring countries such as Sudan, Nigeria and the Central African Republic, both Cameroon and Chad have been hosting an increasing number of refugees, accounting for almost a million people and causing additional tensions at the borders. The Lake Chad region, which is home to a sixth[1] of the riparian countries' populations, is affected by increasing political fragility and social vulnerability. The shrinking of the

[1] World Bank and The Lake Chad Basin Commission

lake water area by 95 percent in fifty years[2] and above all the impact of climate change, increased temperatures and climate variability, make resources increasingly scarce with direct consequences and risks for livelihoods and food security,[3] increased populations migrations and heightened tensions. The conflict generated by the terrorist group Boko Haram, which started in the same area about ten years ago, continues to plague the region and has compounded its fragile situation. Approximately 10.7 million people in the Lake Chad Basin are directly affected by this crisis, with close to a quarter of that number having been forced to flee their homes. The conflict caused by the Boko Haram insurgency has also significantly reduced cross-border trade.[4] Improved political, economic, and social integration in the Lake Chad region is thus essential for the stability of the region. In 2019 the United Nations Development Programme (UNDP) launched the Regional Stabilization Facility (RSF) for the Lake Chad Basin[5] aiming at restoring security and bringing relief to affected communities.

2. Despite efforts within the Central African Economic and Monetary Community (CEMAC) zone to improve regional integration, trade performance for both countries remains among the lowest in the world. CEMAC's[6] Vision 2025 sets the objective of making the sub-region "an emerging and integrated economic space characterized by security, solidarity and good governance in the service of human development". However, despite an ambitious vision, regional integration in CEMAC remains shallow. Numerous obstacles to the free movement of people and goods remain[7], including poor physical infrastructure, but also non-physical barriers and transit logistics inefficiencies. The World Bank's Logistics Performance Index (LPI) highlights the poor performance of Cameroon and Chad regarding cross border trade facilitation. Based on the aggregate LPI of the four last surveys (2012-2018), Cameroon ranked 125th (of 167 countries) while Chad ranked 140th. This index assesses logistics performance every two years through several components, namely customs efficiency, quality of infrastructure and logistics services, tracking and tracing, as well as timeliness and price competitiveness of international shipments.

3. Transit through Cameroon remains the most viable sea access for its two landlocked neighboring countries, Chad and Central African Republic, despite high transport cost and time. About 80 percent of the transit traffic in Central Africa takes place along the Douala-N'djamena and Douala-Bangui corridors, which have a common section within Cameroon, between Douala and Ngaoundéré. In the last decade, 80 percent of goods in transit through Douala port were destined to Chad and about 79 percent of Chad's imports pass through the Port of Douala[8]. Some limited improvements in corridor performance have recently been observed. These are mostly the result of the on-going road/rail improvement works, and the trade facilitation activities financed by IDA under the recently closed CEMAC Trade and Transit Facilitation Project (P079736 –CEMAC TTFP) and the ongoing Multimodal Transport Project (P143801 – MTP). Other development partners have also supported improvements to key intra/inter regional transport corridors. However, more efforts are needed to substantially reduce transport costs which should result in lower transport prices. Transport costs along the

[2] Ikusemoran, M., Alhaji, M. and Abdussalam, B., Adamawa State University Journal of Scientific Research, April 2018, *Geospatial Assessments of the Shrinking Lake Chad*

[3] Vivekananda, J., M. Wall, F. Sylvestre, C. Nagarajan, and O. Brown. 2019. *Shoring Up Stability: Addressing Climate and Fragility Risks in the Lake Chad Region*. Berlin: Adelphi Research. https://shoring-up-stability.org/wp-content/uploads/2019/06/Shoring-up-Stability.pdf.

[4] Socioeconomic Trends in the Lake Chad Region, Takaaki Masaki and Carlos Rodriguez-Castelán, June 2021, World Bank Group.

[5] https://www.africa.undp.org/content/rba/en/home/library/outreach-material/regional-stabilisation-facility-for-the-lake-chad-basin---fact-s.html

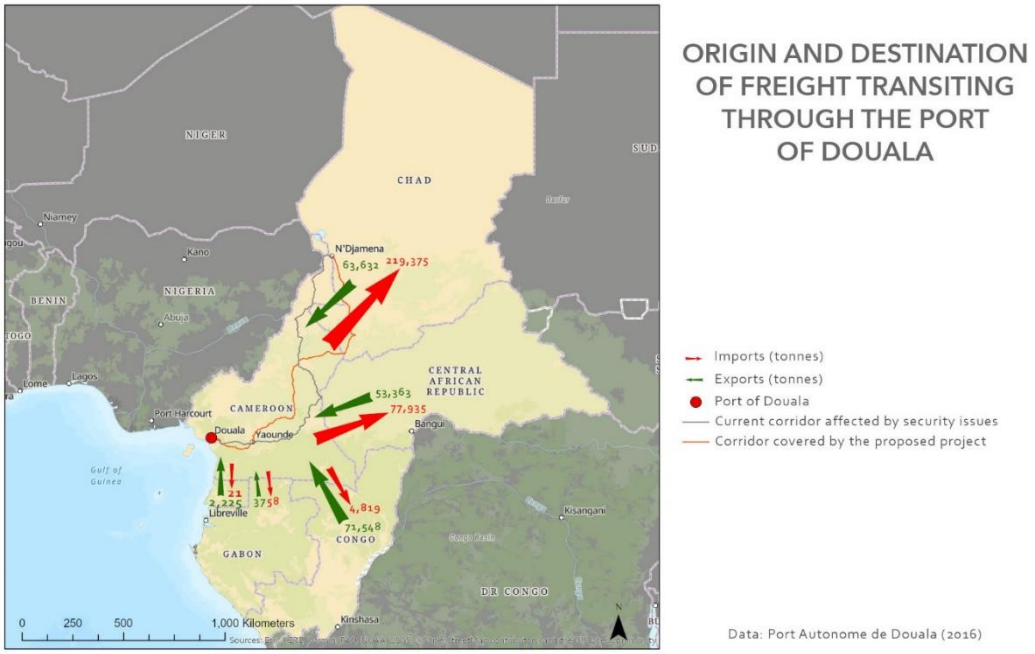
[6] CEMAC includes Cameroon, Central African Republic (CAR), Chad, the Republic of Congo, Equatorial Guinea and Gabon, was officially created in 1994, covers an area of approximately 3 million km² and has a population of about 51 million. CEMAC's main long-term objective is to create a common market for goods, services, capital and labor. CEMAC is itself included in the broader CEEAC ("Communauté Economique des Etats d'Afrique Centrale" - Economic Community of Central African States).

[7] CEMAC - Deepening Regional Integration to Advance Growth and Prosperity, *World Bank, 2019*

[8] S2ITM (Elaboration de la Stratégie intégrée des Infrastructures de Transport multimodal au Cameroun), Fifth report, p. 204

main transit corridors to Chad and Central Africa Republic (CAR) remain indeed among the highest in Sub-Saharan Africa.[9,10] Some rail and road infrastructure sections along the corridors are still highly degraded, hampering the corridors' efficiency. Improving these links is identified as a strategic pillar of the CEMAC Program Regional Economic Program (PER) II (*Programme Economique Régional 2017-2021*) endorsed by all CEMAC Governments in October 2017.

Figure 1.Origin and Destination of freight transiting through the Port of Douala



4. The Douala-Koutéré-Moundou-Ndjamena rail/road corridor has become the safest and most viable transit corridor for Chad to reach maritime shipping routes. Between the port of Douala and Ngaoundéré there is one of the few functioning rail corridors in Africa which offers a safe, competitive and environmentally friendly alternative to road transport. It carries about 40 percent of the freight traffic, mostly hydrocarbon, food, building materials and manufactured products as "uphill traffic" and logs, cotton and raw material as "downhill traffic".[11] From the Ngaoundéré rail-to-road transshipment point onwards, road transporters have two options for reaching Ndjamena: (a) through northern Cameroon, crossing the border to Chad at Kousseri near N'Djamena, or (b) through the alternative road eastward through Moundou, crossing the border to Chad at Koutéré. The recent political and security context in the Far North of Cameroon has led to a shift of truckers to this second alternative route which in 2019 carried almost 375,000 tons of goods, while the traditional corridor through northern Cameroon carried only 20,000 tons.[12] Although some of its sections are highly

[9] Border compliance time to export/import in Cameroon: 202 hours/271 hours; in Chad: 106 hours/242 hours; in SSA: 97.1 hours/126.2 hours. Border compliance cost to export/import in Cameroon: US$983/ US$1407; in Chad: US$319/ US$965; in SSA: US$603.1/ US$690.6
Border compliance time and cost are computed using World Bank data collected through questionnaires and a methodology based on Djankov, Simeon, et al. "Trading on Time." The Review of Economics and Statistics, vol. 92, no. 1, The MIT Press, 2010, pp. 166–73

[10] Logistics Cost Study of Transport Corridors in Central and West Africa, *SSATP 2013.*

[11] Detailed railway traffic composition is provided in Annex 2 of the PAD.

[12] Data provided by BNFT

degraded, the Douala-Koutéré – Moundou – N'Djamena corridor has therefore become the preferred and most viable access to the sea for Chad.[13]

5. This economic Corridor is strategic and important for both countries. The Corridor's 20-km wide area of influence is a significant generator of economic activity and is home to an important share of the population of both countries. It concentrates as much as 35 percent of the Gross Domestic Product (GDP) for both countries, 20 percent of Chad's population and 35 percent of Cameroon's population. In Cameroon this corridor connects the two main economic basins of the country (Yaoundé and Douala) and links both basins to the North of the country. In Chad this Corridor road is the only year-round connection between the capital of N'Djamena and the "economic capital" of Moundou where most of the crucial economic activities of Chad take place: (i) major crude oil extraction from the reserves located north and east of Moundou in the Doba basin; (ii) all the cotton processing taking place in the facilities owned by *CotonTchad* which are located in the Southern part of the country.[14] This road is also the fuel supply route from the Djermaya oil refinery built ten years ago near N'Djamena to the entire Southern region of Chad.

6. Improving the rail/road corridor between Chad and Cameroon is therefore essential for the competitiveness and improved integration of both countries into the regional market, and to alleviate Chad's isolation particularly in the Lake Chad area. Among the nine pillars of RSF's program, *governance through cross-border cooperation* and *socio-economic recovery through infrastructure for trade and integration* have been identified as key drivers for stabilization[15]. An integrated approach, involving investments in both the rail and road infrastructure along the corridor, and intervention on trade facilitation, has the potential to dramatically facilitate trade and economic exchanges between the two countries. A recent study has estimated that such an intervention could increase real national income by 2.8 percent in Cameroon, 3.7 percent in Chad and 4.8 percent for the whole Lake Chad region.[16] Building on and pursuing the objectives of the CEMAC TTFP, the proposed regional Corridor project therefore seeks to improve the overall performance, efficiency and safety of the Douala-Ngaoundéré-Koutéré-Moundou-N'Djamena rail/road corridor through a comprehensive long-term and sustainable approach.

Cameroon Context

7. Cameroon is a Central African lower-middle-income country located in Sub-Saharan Africa, along the Atlantic Ocean. It has a surface of 475,440 km² and a population of almost 25.9 million inhabitants.[17] In the last decade, the population rose by 2.5 percent per year, with an average density of 56.2 person per sq. km of land area, although with a much higher density in large urban centers (Douala, Yaoundé and Garoua) and in the Western and Northern regions[18].

8. Cameroon's situation remains volatile. Despite a slight improvement following the violent riot crisis in 2008 (*Émeutes de la Faim*) thanks to successful political reforms coupled with general elections held in 2013, the political situation remains fragile as the country is still suffering from instability in the Far North near Lake Chad, armed secessionist movement in the Northwest and Southwest regions near the western border with Nigeria, insecurity and inflow of refugees near the East and Adamawa regions near its border with the Central African Republic.

[13] An alternative corridor to connect N'Djamena to Port Sudan (Red Sea) is under rehabilitation and construction but is only at an early stage of implementation.
[14] During the 2014-2016 period, Chad was the fourth Western African producer of cotton. *USDA FAS*
[15] Lake Chad Basin Region and African Union Commission, 2018, Regional Strategy for the Stabilization, Recovery and Resilience of the Boko Haram-affected areas of the Lake Chad Basin Region (Abridged version)
[16] Lebrand, Mathilde (2021), *Infrastructure and structural change in the Lake Chad region,* Chapter 5 from World Bank (2021). *Lake Chad Regional Economic Memorandum: Development for Peace*. Washington, D.C.: The World Bank.
[17] United Nations World Population Prospects, 2019.
[18] United Nations Population Division, 2019.

9. **Cameroon has weak social indicators and high levels of poverty**. Cameroon ranks 153 out of 189 countries for the Human Development Index with an HDI value of 0.563, therefore falling into the lower end of the category "Medium Human Development". Disparities between women and men remain very high in terms of access to education, employment and participation in decision-making bodies. There is also widespread prevalence of Gender-Based Violence (GBV) with rates of sexual violence higher in Cameroon (29 percent) than those in the broader SSA region (14 percent) region. Around 25.3 percent of the population (25 percent of women) live in extreme poverty, with less than $1.90 per day in 2018. Inequality levels are high, with 13 percent of the national income shared by the poorest 40 percent of the population, while 35 percent of the income is shared by the richest 10 percent[19] of the population. The COVID-19 crisis has reversed much of the progress in monetary poverty reduction achieved in recent years as it is estimated that the international poverty rate has increased by 0.82 percentage points between 2019 and 2020, the first time since more than a decade. Poverty projections suggest that the rate of extreme poverty will remain high (around 25 percent) as a result of job and income losses. The number of poor households will continue to increase, with an additional 166,000 people falling into extreme poverty in 2021. Poverty rates are expected to remain above pre-pandemic estimates until 2023.

10. **Cameroon's economic growth decelerated in 2020 due to the global crisis related to the COVID-19 pandemic but has picked up since the beginning of 2021.** Real GDP growth decelerated to 0.5 percent in 2020, from 3.7 percent in 2019, due to lower activity in the primary and tertiary sectors on the supply side. In the tertiary sector, the COVID-19 related lockdown measures have significantly affected non-factor services, including catering and tourism. On the other hand, the industrial sector was resilient amidst the pandemic and was the main growth driver in 2020. The expansion of the construction, mining, and agri-processing industries has supported the performance of the secondary sector. Higher-than-expected oil and value-added tax revenues, coupled with a reprioritization of public spending, helped contain the fiscal deficit at 3.8 percent of GDP in 2020 (compared to 3.3 percent of GDP in 2019). Economic activity picked up in the third quarter of 2020 and has been sustained since then. While considerable uncertainty exists in the economic outlook, the economy is projected to rebound by 3.8 percent on average per year in 2021-2023, with the fiscal deficit narrowing to 2.8 percent of GDP by 2023. The latest World Bank-IMF Debt Sustainability Analysis (DSA) of July 2021 concluded that Cameroon remains at high risk of debt distress.

11. Cameroon is already experiencing climate change and high risks of natural disasters such as flooding of urban and rural areas, coastal flooding, landslides, extreme heat, and water scarcity.[20] Cameroon has a humid and equatorial climate in the southern part of the country and a semi-arid dry climate in the North. Annual average temperatures have been increasing since the 1960s, with the North experiencing the most rapid temperature rise. Temperatures are projected to continue rising, with the rate of warming higher in the interior of the country than at the coast. Average annual precipitation has decreased by 2.9mm per decade on average since the 1960s. Different climate Model projections show a wide range of changes over Cameroon, with some projecting increases in average annual rainfall and others a decrease.[21] Overall, Cameroon is vulnerable to climate change and ranks 143 out of 182 on the Notre Dame Global Adaptation Initiative (ND-GAIN) 2019 Vulnerability Index, which measures a country's exposure, sensitivity and ability to adapt to the negative impact of climate change.[22]

Chad Context

[19] Human Development Report, UNDP, 2020.
[20] Think Hazard, consulted on 17 February 2021. URL: https://thinkhazard.org/en/report/45-cameroon.
[21] WBG Climate Knowledge Portal, consulted on 17 February 2021. URL: https://climateknowledgeportal.worldbank.org/country/cameroon/climate-data-historical
[22] https://gain-new.crc.nd.edu/ranking/vulnerability

12. Chad is a large landlocked country in Central Africa covering an area of 1.284 000 km² with 16.2 million inhabitants. The rural population accounts for 76.7 percent of the total population.[23] People under 15 years of age account for 46.5 percent of the total population, the population growth rate is 3.0 percent per year and average life expectancy is 50 years. [24] With an average density of 13.0 inhabitants per km²,[25] the population is unequally distributed on the national territory with the capital city, N'djamena, concentrating 1.5 million inhabitants, while Moundou as the second largest city has a population of 150,000.

13. Chad is a fragile, violence- and conflict-afflicted country marked by periods of instability. Underscored by the 2021 Chad Risk and Resilience Assessment, the underlying drivers of fragility, conflict and violence, include the elite capture of power and resources, geographical and social exclusion, lack of security and justice, or tension around access to resources. Since the first Boko Haram attack in Chad in 2015, violence has seen a dramatic rise, particularly in the border areas with targeted and indiscriminate attacks on local authorities and leaders, security forces and civilians with the Lake Chad region particularly affected. Inter- and intra-communal conflict, notably between farmers and herders, is also on the rise particularly in the south and east. More recently, Chad has also faced political turmoil caused by the political crisis following the death of the President and the setting-up of a military transition government in April 2021. These multiple burdens have slowed the economic and social development of Chad.

14. Chad is one of the poorest and most unequal countries in the world. It ranks 187 out of 189 countries for the Human Development Index, with a value of 0.398. Since 2010, its HDI has risen by 0.84 percent while the "Low Human Development" category it falls into has seen an average increase of 1.04 percent in the same period. 44 percent of the Chadian people live in extreme poverty (less than $1.9 per day) and the number of poor people is expected to grow in the coming years. In Chad, only 14.6 percent of the total national income is shared by the poorest 40 percent while the richest 10 percent share 32.4 percent of the income.[26] Chad ranks 168 out of 189 in terms of GPD per capita (current US$) with US$710 per capita in 2019 (down from US$ 1020 in 2014), but its GDP per capita growth rate rose again by 3.7 percent in 2019[27]. As is the case in Cameroon, women in Chad are also most negatively affected by poverty, heavier workload, and limited access to basic services and markets. Women also continue to face high rates of gender-based violence.

15. Since Chad began oil production in 2003, the previously agrarian economy has become heavily dependent on oil. Oil has become the main source for wealth creation during the 2000-2011 decade. The fall of crude oil prices since 2014, aggravated by the recent COVID-19 crisis, and combined with the structural weaknesses of the Chadian economy, have led the country into recession.[28] Despite the oil dependence, agriculture remains the main source of employment, providing jobs for three Chadians out of four.

16. **COVID-19 has significantly affected Chad's economy through both external and internal factors.** Major external factors include (i) a reduction in oil prices and the ensuing reduction in export revenues, (ii) contraction in demand for non-oil exports and (iii) reduced foreign direct investment inflows. Key domestic factors include the decline in economic activity stemming from COVID-19 related social distancing policies, border closures, and banking sector vulnerabilities. As a result of the global and domestic economic slowdown, real GDP contracted by 0.9 percent in 2020, compared with growth of 3.2 percent in 2019. This is a downward revision by more than 5 percentage points from the 4.8 percent

[23] World Bank Data, 2019
[24] Human Development Report, UNDP, 2020
[25] United Nations Population Division, 2019
[26] Human Development Report, UNDP, 2020
[27] World Bank data, 2019
[28] Human Development Report, UNDP, 2020

projected before COVID-19. The COVID-19-induced economic downturn is also increasing widespread poverty and is worsening social conditions. The poverty rate is projected to increase by 1.3 percentage points, equating to an additional 200,000 Chadians being plunged into poverty. Almost two-thirds of Chadian households have experienced a decline in their total income because of the pandemic.

17. Chad is also experiencing climate change and is exposed to high risks of natural disasters such as flooding, extreme heat and water scarcity. Chad has three climate zones, with an arid climate in the North, which is part of the Saharan Desert, a semi-arid climate in the Sahelian region of central Chad, and a tropical savannah climate in the South of the country. Average annual temperatures (recorded since 1960) are rising, and projections indicate a continued increase. No consistent trend has however been detected in mean annual rainfall since the 1960s and different projections exhibit a wide range in forecast changes of rainfall quantities. However, annual maximum 5-day rainfall (25-yr RL)[29] is projected to rise (RCP8.5, Collection of model simulations). Overall, Chad is highly vulnerable to climate change and ranks 179 out of 182 on the ND-GAIN 2019 Vulnerability Index.[30] Climate change is exacerbating desertification, putting a strain on farming and livestock, which are the bases for livelihood for 80 percent of the population. The water surface of Lake Chad has shrunk from 25,000 km^2 in 1960 to 1,300 km^2 today[31]. Over the past ten years, the Saharan and Sahelian zones advanced 150km to the south, reducing farming and pasture areas, and resulting in internal migration. This is reinforcing existing inequality and increasing the share of the vulnerable population. The struggle to access natural resources is contributing to social tensions and conflict. [32, 33, 34, 35]

Sectoral and Institutional Context

Trade facilitation

18. **The trade and transit sector requires complex coordination among numerous institutions and stakeholders in both countries, with uneven capacities and commitments**. The main institutions involved are Customs, the single window for foreign trade in Cameroon "*Guichet unique des operations du commerce exterieur*" (GUCE)[36], land freight management units (Bureau de Gestion du Fret Terrestre – BGFT – in Cameroon and Bureau National du Fret Terrestre – BNFT- in Chad), Douala Port, countries' ministries. Under the CEMAC TTFP, the implementation of the new CEMAC transit regime aimed to improve transport sector performance and the fluidity of transit goods movements on the Douala – Bangui and Douala - N'Djamena corridors. The project started in all three participating countries (Cameroon, Chad and CAR) but the objective was not achieved, since the interconnection of the respective customs information systems which was a prior condition to the new transit regime was not fully implemented, although interconnection tests were successfully conducted between Cameroon and Chad customs. As detailed in Annex 4 of the Project Appraisal Document (PAD), the implementation of CEMAC TTFP was hampered by three major factors (i) growing political tensions in the area; (ii) limited

[29] Maximum precipitation sum over any 5-day period that can be expected once in an average 25-year period
[30] https://gain-new.crc.nd.edu/ranking/vulnerability
[31] Ikusemoran, M., Alhaji, M. and Abdussalam, B., Adamawa State University Journal of Scientific Research, April 2018, *Geospatial Assessments of the Shrinking Lake Chad*
[32] WBG Climate Knowledge Portal, consulted on 17 February 2021. URL: https://climateknowledgeportal.worldbank.org/country/chad/climate-data-projections
[33] World Bank Country Overview: Chad, consulted on 17 February 2021, URL: https://www.worldbank.org/en/country/chad/overview
[34] Chad Nationally Determined Contribution submitted to the UNFCCC. 2015. URL: https://www4.unfccc.int/sites/ndcstaging/PublishedDocuments/Chad%20First/INDC%20Chad_Official%20version_English.pdf
[35] United Nations World Food Program, Consulted on 17 February 2021. URL: https://www.wfp.org/countries/chad
[36] https://www.guichetunique.org/web/eguceportal/home

capacity and commitment of the three countries to effectively implement the planned trade facilitation measures, and (iii) institutional weaknesses of the CEMAC Commission.

19. **The efficiency of the logistics chain along the Douala-N'Djamena rail-road corridor is negatively affected by operational, institutional and governance aspects.** The main bottlenecks identified are the need to (i) further simplify and improve customs procedures; (ii) upgrade and scale-up the GUCE; (iii) reduce the dwell time of cargo in the port; (iv) professionalize transport actors; (v) improve the transport data management system; (vi) improve the land freight management and allocation systems to become more transparent and efficient; (vii) enhance the bilateral and national sector dialogue framework.

Railway sub-sector (Cameroon)

20. **The Cameroon railway sector plays a key economic and social role in serving the domestic needs of Cameroon, especially for northern Cameroon, and is also an essential part of the transit corridor to Chad.** The railway sector has an important role to play for improving the overall performance of the rail/road Douala-N'Djamena regional transport corridor. The Cameroon 1,100km long railway infrastructure links the port of Douala with the railhead at Ngaoundéré. In 2014, before Chad's economic crisis, the concessionaire in charge of railway operations (CAMRAIL) carried 1.8 million tons of goods and 1.7 million passengers.[37] The private concessionaire CAMRAIL competes directly with many road transport operators in both domestic and international freight. In 2019 transport tariffs per container were approximately 40 percent lower by rail than by road. Competition between rail and road transport helps contain road transport prices and curb excess loads on the main road corridors, thereby increasing the useful lifespan of roads. Rail transport also has a positive impact on overall transport security and helps mitigate Greenhouse gas (GHG) emissions as the railway sector offers a lower carbon alternative to road transport. The railway sector also offers a more reliable option for freight transport, especially in the rainy season.

21. The institutional organization of the railway sector is based on a concession agreement. The privatization of the operation of Cameroon's railway became effective in 1999 when a concession contract was signed between the Government of Cameroon and CAMRAIL, a private company owned by the French group Bolloré Transport & Logistics. The concession agreement, amended twice and established until 2034, delineates roles and responsibilities between the concessionaire and the conceding authority.[38] The concessionaire notably operates and maintains the rolling stock and the infrastructure, and also undertakes infrastructure investment and renewal projects under the supervision of the Government of Cameroon, through the inter-ministerial committee on railway infrastructure (COMIFER) which is chaired by the Minister of Transport. This role allocation justifies the choice of the concessionaire as the implementing entity for the railway rehabilitation under the proposed project as is the case under the ongoing MTP.

22. The CAMRAIL concession has been considered as one of the rare successful examples of Public and Private Partnership (PPP) in the Africa's railway sector, but it faces challenges. Since 1999, the concession resulted in (i) the modernization of the 300km of rail infrastructure and the upgrading of workshops for axles, bogies and wagons to international standards, (ii) a passenger traffic increase of 70 percent between 1999 and 2016 when the Eseka train accident occurred, (iii) a freight traffic increase of 50 percent in the same period; and (iv) a sharp reduction by 92 percent in the number of annual derailments between 1999 and 2012. Since 1999 CAMRAIL has paid the Government an

[37] In 2019, the freight traffic in 2019 was back at 1,6 million tons following Chad's slow recovery but the passengers' volume was reduced by 60% since 2017 at 0,.6 million passengers as the Eseka accident resulted in the cessation of all intercity services and reduced the availability of the rolling stocks.

[38] A detailed assessment of the roles and responsibilities under the concession agreement is provided in Annex 2 of the PAD.

aggregated amount of US$272 million in concession fees, taxes and import duties, which is a major turnaround from the situation before 1999, when annual operational losses (which had to be covered by the Government of Cameroon) oscillated between US$7 and US$12 million. Nonetheless, the concession model faces several challenges: (i) criticism from the broader public, especially with regards to the performance and quality of passenger services, which was exacerbated following the train derailment in Eseka in 2016; and (ii) criticism of the institutional framework and of the Government of Cameroon's role as supervisor and regulator of the concession.

23. Despite recent improvements,[39] the existing railway infrastructure requires track rehabilitation works and signaling system modernization. The Cameroonian railway network is overall in poor condition, due to many sections of obsolete track, deteriorated bridges and an outdated signaling system. Currently, 568 km of track, representing about 58 percent of the entire network, are under various speed restrictions. Consequently, the average operating speed is currently quite low, being limited on some sections to only 40 km/h or even 20 km/h. These speed reductions have a significant effect on reducing the transport capacity of the railway and on diminishing the quality of services provided. The first urgency is the rehabilitation of the track between Douala and Yaoundé, which is the section with the highest traffic and is vital for all rail traffic not only to / from Douala port, but also for future rail traffic on the planned rail link to be built to the deep seaport of Kribi. All rail traffic from and to neighboring countries needs to use the rail link between Douala and Yaoundé. The rehabilitation of this line will allow increasing its capacity and safety and to accommodate the traffic forecast for the next 30 years. For long-term extensions, the Government of Cameroon adopted in 2012 a railway development plan (*Le Plan Directeur National des Chemins de Fer*) which aims at developing existing rail lines and building new lines at standard gauge to connect Cameroon with its neighboring countries and to connect, in the long term, Ngaoundéré to N'Djamena (ongoing studies financed by the African Development Bank- AfDB).

24. The railway corridor and namely the Douala-Yaoundé section will remain key for freight and passenger traffic even with a shift of port traffic to the new deep seaport in Kribi. As the port of Douala faced several limitations and a constrained capacity, a deep-sea port was developed in Kribi where a container terminal became operational in 2018 and a multipurpose terminal started operating in 2020. Part of the port traffic will shift to the port of Kribi and as the new port is connected only by road, this might reduce the existing railway market share. The railway corridor and namely the Douala-Yaoundé railway section will however remain a critical railway artery for freight and passenger traffic as (i) Douala is the main economic city and will continue to be a major port in Cameroon even with the development of Kribi. The freight and passenger traffic between the two biggest cities and up to Ngaoundéré will remain therefore significant; (ii) while there may be a shift of container traffic from Douala to Kribi, the oil terminal will remain in Douala under short to mid-term and oil product represents the highest share of railway freight traffic; (iii) the construction of the new railway line to connect Kribi to the existing railway line at Edea (located at 50 km from Douala), although not included in the proposed project scope is a priority for the Government of Cameroon.[40] The shared railway section Edea-Yaoundé would therefore support an increased traffic from/to Kribi and Douala; (iv) under the proposed project the GoC is considering a new rail/road platform at Edea to ensure a smooth loading/unloading for freight coming from / going to Kribi while the railway section between Edea-Kribi is not constructed yet.

[39] The CEMAC TTFP and MTP financed the rehabilitation (i) of some railway sections between Batchenga and Ka'a and at the entries of Yaoundé and Douala and (ii) of some bridges

[40] In July 2020 the Government of Cameroon set up an interministerial committee with a view to recruiting an engineering firm to undertake the detailed technical studies for the railway connection between Edea and Kribi.

Road sub-sector (Chad)

25. At the regional and national level, the deficiencies of the road network contribute to isolating the country as a whole and several regions in particular, mostly rural areas. Chad's nearest seaport is located at Douala, 1,800 km away from the capital city of N'Djamena. This results in costs for transit freight which are among the highest in SSA.[41] At the national level, the situation of domestic transport is aggravated by (i) the low density of population and its wide geographical dispersion and (ii) by the poor development of the road network. Chad's nominal road network consists of about 40,000 km of roads, of which 7,475 km are National roads. However, only about 2,600 km of roads are considered permanently useable, while most roads are dry-season only and many roads are in fact unmaintained tracks. Only 6 percent of Chad's road network (2,500 km) is paved and about 12 percent (4,875 km) consists of unpaved gravel roads. Roads carry 95 percent of national and international trade. The poor road conditions mean that travel on most roads is slow, and is difficult in the rainy season, isolating many communities and limiting trade.[42] Costs and delays in the transportation of goods and people are 10 times higher than in developed countries.[43] This impacts the price of products reaching local markets. Chad is one of the countries with the highest unmet needs in term of road infrastructure. According to the 2021 country survey, transport is among the top factors that contribute to poverty reduction, with a significant increase from 6% in 2018 to 23% in 2021[44].

26. **The road corridor N'Djamena - Moundou - Koutéré, Chad's main national and international transport corridor, is highly degraded.** It has a length of 595 km and connects the capital N'Djamena with Moundou, the second most important city in Chad. The road then continues to Koutéré at the border with Cameroon. The zone of influence of the corridor road encompasses more than 7 million people,[45] which represents almost half of the Chadian population. Given the security issues in the Northern part of Cameroon, this transport route is the most safe and reliable, and is the only one to provide a permanent road connection between N'Djamena and the oil-producing and agricultural region around Moundou. As part of the CEMAC TTFP, the World Bank in coordination with other donors had provided financing for the rehabilitation of the section Bongor – Eré - Kelo (131km) and the maintenance of the section Bongor - Moundou - Cameroon border (364km) under a first-generation Output and Performance-Based Road Contract (OPBRC). Unfortunately, the execution of that contract was suspended after a relatively short time as the Government of Chad failed to cover its agreed share (75 percent) of the contract price, due to the drastic drop in oil revenues. Most of the corridor road sections are now either degraded or highly degraded. Additionally, climate change and particularly flooding, which is a recurrent[46] hazard in Chad accelerates the degradation of the road corridor.

27. Truck overloading and inadequate axle-load control has long been a major problem and has led to premature road deterioration in SSA and in Chad especially. The main reasons currently hindering the efficient implementation of axle-load control in Chad are: (i) the fact that overloading is a sensible strategy for trucking firms to increase revenues and profit; ii) the lack of consistent political will and determination of authorities to enforce load restrictions; (iii) bribery and corruption among government enforcement staff in charge of imposing fines at vehicle weigh stations; (iv) truck drivers making extra income by accepting additional informal cargo en-route; and (v) lack of adequate maintenance of

[41] Cost to import (Border + documentary compliance) in Chad/SSA: US$1465/ US$977.8,
[42] Paving the Way Out of Poverty: Expanding Chad's Transport Network. Islamic Development Bank. URL: https://www.isdb.org/case-studies/paving-the-way-out-of-poverty-expanding-chads-transport-network
[43] Chad Trade and Transport Facilitation Audit, World Bank, 2004. URL: http://documents1.worldbank.org/curated/ar/345051468017457955/pdf/477750WP0TD0Fa1Box0338860B01PUBLIC1.pdf
[44] https://microdata.worldbank.org/index.php/catalog/4026
[45] Detailed design's economic report of the road rehabilitation program between N'Djamena, Moundou and Koutere, EGIS/BIAC, p.13
[46] In 2020, according to the United Nations, 120,000 people have been displaced by flash floods caused by heavy rains across Chad, including 32,000 people in the capital city N'Djamena.

weighbridge equipment. Despite all those difficulties, there were times between 2002 and 2008 when the axle load control system in Chad did work quite well, with the support of the World Bank and other funding agencies. There is agreement between all parties that strong efforts must continue to have a functional axle load control system in place.

28. Road accidents take a significant toll on the population and the economy. Despite a low motorization rate in Chad (26 vehicles per 1,000 inhabitants), the road traffic death rate accounts for 27.6 death per year per 100,000 population in 2018, higher than the African average of 26.6 per 100,000 population[47]. Chad records an average of 2,698 deaths and 6,617 injuries per year due to traffic accidents. In addition to the psychosocial trauma suffered by the victims, these road accidents cause an annual economic loss estimated at more than 1.2 percent of the country's GDP.

29. The Ministry for Infrastructure and Opening-Up (*Ministère des Infrastructures et du Désenclavement* - MID) is responsible for the entire road network through the General Directorate for Infrastructure and Transport (DGIT). The distribution of responsibilities between different Government institutions has recently been clarified, as there used to be an overlap of responsibilities. Created in 2010 and operational since 2012, the Road Maintenance Agency (AGER) is responsible for road maintenance of the primary network on behalf of the MID. The maintenance of the national and regional road network is financed by the Road Maintenance Fund (FER) and its execution has been delegated by MID to the Road Maintenance Agency (AGER). Given the limited resources of the FER,[48] only a small part of Chad's road network is maintained each year.

C. Proposed Development Objective(s)

The proposed project development objective is to improve the efficiency and safety of regional trade transport along the Douala-N'Djamena intermodal corridor.

Key Results

PDO Level Indicators

Improve efficiency of regional trade transport along the Douala-N'Djamena intermodal corridor

a. **Freight transit time from departing the Port of Douala to arriving in N'Djaména along the project corridor**
   i. Rail transit time from departing the Port of Douala to arriving to the Ngaoundéré platform
   ii. Uploading and loading time at the Ngaoundéré rail/road platform
   iii. Road transport time from Ngaoundéré to N'Djaména
   iv. Customs clearance time at destination
b. **Transport cost for one ton of freight between Douala and N'Djamena along the project intermodal corridor**
   i. Rail transport operating costs for one ton of freight between the Port of Douala and the Ngaoundéré platform
   ii. Offloading cost for one ton of freight at the Ngaoundere platform.
   iii. Road transport operating costs for one ton of freight from Ngaoundéré to N'Djaména

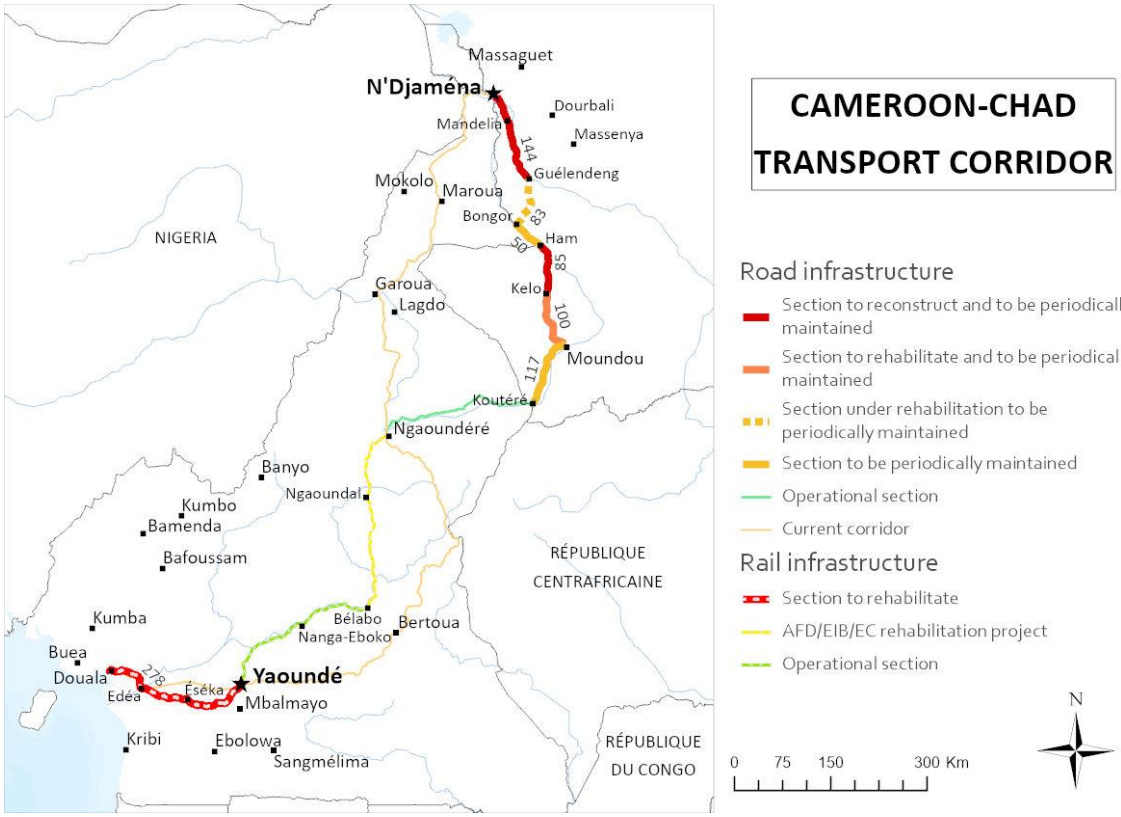
[47] Global Status Report on Road Safety, WHO, 2018.
[48] About 1710 km of roads are currently maintained annually of a network of 7475 km of national roads. While the planning and programing of road maintenance programs is done appropriately, the problem lies with the insufficient level of funding.

Improve safety of regional trade transport along the Douala-N'Djamena intermodal corridor

c. **Reduction in the number of accidents per vehicle-km reported on the project intermodal corridor**
   i. Reduction in the number of casualties per train-km reported on the rail section of the project corridor
   ii. Reduction in the number of casualties per vehicle-km reported on the road section of the project corridor

D. Project Description

Figure 2. Project scope



30. **The proposed project will finance infrastructure improvements for several key sections of the Douala – N'Djamena transport corridor, contributing to the long-term full rehabilitation of the entire rail/road corridor**:

- In Cameroon, the project will include (i) the rehabilitation of the railway infrastructure between Douala and Yaoundé, (ii) the modernization of the signaling system along the entire line between Douala and Ngaoundéré and (iii) the rehabilitation of existing rail/road freight transfer platforms. The CEMAC TTFP has already rehabilitated some railway track sections (between Batchenga and Ka'a and at the entries to the cities of Yaounde and Douala). In parallel, the French Development Agency - *Agence Française de Développement* (AFD), the European Investment Bank (EIB) and the European Union (EU) are planning to finance in 2022 the rehabilitation of the railway section from

Belabo up to Ngaoundéré. Once these projects are completed, the whole existing railway line is expected to be in good condition, thereby increasing capacity, safety, speed, reliability and efficiency of rail traffic and therefore improving the overall performance of the corridor to the benefits of Chad, Cameroon and CAR. As the road section in Cameroon between Ngaoudéré and the Chad border at Koutéré is already fully operational and in good condition, the entire Cameroonian section of the corridor will therefore be fully rehabilitated.

- In Chad, the proposed project will improve the entire road corridor between Koutéré, Moundou and N'Djamena of 595 km length through 10-year Output- and Performance-based Road Contracts which will include major rehabilitation works for some sections, pavement strengthening for other sections, the maintenance of the entire road and the operation of axle load control stations.

31. **The Project will also finance "soft" activities to complement the infrastructure investments and will thereby improve the efficiency and safety of the intermodal corridor.** Trade facilitation activities will be included to implement necessary reforms and to remove some of the non-physical barriers in the trade between Chad and Cameroon, building on the achievements of the CEMAC TTFP. Road safety activities will also be included in both countries to improve the safety performance of the corridor.

32. The proposed project is structured around 5 components: (i) rail track rehabilitation between Douala and Yaoundé, signaling modernization, rehabilitation of bridges and railroad crossings; (ii) rail/road transfer platform rehabilitation, railway capacity building and road safety activities in Cameroon; (iii) road rehabilitation along the corridor N'Djamena-Moundou-Koutéré with performance-based road maintenance during 10 years and road safety activities; (iv) trade facilitation activities and project operating support, and (v) Contingent Emergency Response - CERC.

Component 1: Douala - Yaoundé rail track rehabilitation and railway signaling modernization (estimated cost: US$265 million, to be fully funded through an IDA credit)

33. This component is specific to Cameroon and will be implemented by the CAMRAIL concessionaire under the existing concession agreement. It will finance associated works, services and goods for the following sub-components:

34. *1.1: Railtrack rehabilitation between Douala and Yaoundé.* This sub-component consists of the rehabilitation of about 238 km of the Douala-Yaoundé rail track aimed to make the rail line more efficient and climate resilient. It will finance (i) the rehabilitation of rail tracks, bridges, tunnels, stations and railroad crossings, and the provision of the equipment required therefor; (iii) related consultant services for detailed technical design and supervision of the rehabilitation works; (iv) in-house costs of the concessionaire CAMRAIL that are directly associated to the implementation of this sub-component.

35. The railway section between Douala and Yaoundé is by far the most trafficked section of the whole rail network but is highly degraded. Rehabilitating the rail track, bridges and railroads crossings will (i) increase the transport capacity of the line, (ii) eliminate the current speed restrictions, and (iii) greatly improve traffic safety, reliability and speed. The detailed design of the rehabilitation works needed to sustain the rail traffic for the next 30 years has been carried out as part of project preparation.

36. *1.2: Signaling system modernization.* This subcomponent will finance the modernization of the signaling system for the entire railway line, including (i) the rehabilitation of radio-telecom channels; (ii) the replacement or upgrading of

on-board signaling systems with centralized control; (iii) the replacement of signaling equipment at stations; (iv) the mechanization of selected switches and (v) the modernization and automatization of selected railroads crossings.

37. A strategy for modernizing the signaling system was approved by the COMIFER and its implementation started in 2018. First steps which include mechanizing switches and rehabilitating radio-telecom channels are being completed under the ongoing MTP which will close on December 30, 2021. The proposed project will implement the last and final steps of the strategy.

38. *1.3: Safeguard measures implementation.* This subcomponent will finance the implementation of the social and environmental safeguard instruments including but, *inter alia*, (i) carrying out of GBV prevention programs and related social aspects, through the hiring of non-governmental organizations (NGO) for the supervision of grievance redress mechanisms (GRM), delivery of awareness campaigns notably on the safety dangers of railway circulation, and related activities for promotion of women's employment among CAMRAIL's staff; (ii) a program for the safe management and disposal of creosote-treated sleepers managements removed during track rehabilitation; (iii) the implementation of relevant COVID-19 and other health-related protocols.

Component 2: Rail/road connections investments, Railway capacity building and Road Safety activities in Cameroon (US$24.1 million, to be fully funded through an IDA credit to Cameroon)

39. This component is specific to Cameroon and will be implemented by the new Project Implementing Unit within the Cameroon Ministry of Transport. It will include activities aimed at improving the management of the intermodal corridor within Cameroon for increased efficiency and safety, including (i) improving the efficiency of interface infrastructures between road and rail, (ii) building human capacity in the railway sector for strengthened governance and supervision and (iii) strengthening road safety through the improvement of the regulatory framework and human capacity building. This component will finance associated works, services and goods for the following sub-components:

40. *2.1: Improving the efficiency of rail/road modal transfer facilities.* The recently completed Integrated Multimodal Transport Infrastructure Strategy (S2ITM) which was developed under the ongoing MTP included an in-depth assessment of all multimodal transport infrastructures in Cameroon. It identified gaps, opportunities and weaknesses and was the basis for the development of a comprehensive multimodal strategy in view of an integrated, efficient and cost-effective transport network in line with the NDS30. This study identified the need (i) for the rehabilitation and improvement of existing rail/road platforms in Ngaoundéré and Belabo including their potential transformation into Dry Ports; (ii) for the development in the medium and long term of new modal transfer platforms that should be built, operated and maintained by private sector operators under balanced PPP arrangements[49]; (iii) for the update of the outdated Railway Master Plan (*Plan Directeur Ferroviaire National, 2012*) based on an up-to-date traffic forecast.

41. This subcomponent will therefore finance (i) the updating of the Railway Master Plan and the preparation of the related Strategic Environmental and Social Assessment (SESA); (ii) the rehabilitating of rail/road modal transfer platforms at Ngaoundéré and, if determined, Belabo; (iii) the carrying out of general studies, PPP structuring and advisory services with the aim of recruiting private sector operators that could design, build, operate and maintain new rail/road modal transfer platforms through design-build-operate-maintain scheme. The rehabilitation, operation and maintenance of the platforms is critical to make modal shift from road to rail efficient and effective and consequently to reduce GHG emissions.

[49] A study financed under the Projet Preparation Advance is ongoing to assess potential locations for these new platforms

42. *2.2: Railway sector institutional strengthening.* The Government of Cameroon has committed itself to increase involvement of the State in the railway sector through COMIFER, through a reform of the regulatory framework for the railway sector and through long-term human capital development.

43. This subcomponent will therefore finance (i) the provision of technical assistance required for capacity building and institutional strengthening with a strong focus on COMIFER's expertise reinforcement covering among others any amendment to the Concession Agreement and the definition and implementation of a railway sector reform; and (ii) graduate training programs development within existing engineering schools to develop human capital and skills in the railway sector in Cameroon and other countries in Western and Central Africa;

44. *2.3: Road safety capacity building.* This subcomponent will finance road safety capacity building activities for which the need was identified as part of the *2018 Evaluation of road safety performance in Cameroon* and the *2019-2023 Cameroon Road safety strategy.* The planned activities include (i) the operationalization of road crash and accident data collection, (ii) training and capacity building for road safety actors, (iii) supply of road traffic control equipment, (iv) implementation of activities identified in the National Road Safety Communication Strategy, (v) provision of emergency medical kits to public health facilities along the corridor, (vi) development of standardized procedure manuals for the vehicle inspection and approval processes.

Component 3: Road reconstruction, maintenance and safety improvements (approx. US$389 million, of which US$214 million financed through an IDA grant to Chad).

45. This component is specific to Chad. It will finance associated works, services and goods for the following sub-components:

46. *3.1: N'Djamena-Moundou-Koutéré road corridor rehabilitation and maintenance program*. The N'Djamena-Moundou-Koutéré road corridor is to be rehabilitated and maintained under 10-year Output- and Performance-based Road Contracts (OPBRC).[50] This subcomponent will therefore finance: (i) the rehabilitation and partial upgrading of all deteriorated sections of the corridor road as well as the performance-based maintenance of the entire corridor road, through two 10-year OPBRCs; (ii) the monitoring of compliance by the contractors with the technical, performance and environmental/social criteria established in the OPBRC contracts, as well as technical and social audits.

47. The corridor road will be divided in two sections (or lots) to be covered by separate OPBRC's that will also include the operation and maintenance of the axle load control stations. This allotment will significantly increase the number of potential qualified bidders for the contracts and therefore competition between bidders. Bidders will be able to bid for one lot only, or for both lots if they have sufficient technical and financial capacity. A detailed description of this allotment is provided in Annex 3 of the PAD.

48. The total cost of the two 10-year OPBRC contracts for the entire corridor road of 595 km length is US$ 380 million. This amount includes rehabilitation and maintenance under OPBRC contracts, and respectively 6 percent and 4 percent of additional amounts for supervision costs and contingencies. This will be jointly co-financed by an IDA grant and a blending of EIB loan and EU grant.

[50] Box 1 in Annex 3 of the PAD presents more details on the OPBRC concept.

49. A climate vulnerability assessment for the corridor road was carried out. It identified the necessary measures to enhance the road's climate resilience. These were embedded in the design and maintenance requirements and include the required strengthening and capacity enhancement of drainage structures, and the introduction of additional culverts. The road design will also include various types of physical improvements to improve road safety, following the implementation of a comprehensive road safety assessment of road conditions.

50. The OPBRC contracting method has been chosen following a careful assessment of (i) benefits of this approach compared to traditional contractual arrangements, to ensure long-term infrastructure sustainability (ii) applicability of OPBRC's in FCS country such as Chad; (iii) the experience of Chad with first-generation OPBRCs; (iv) private sector capacity in Chad's road sector. Details of this assessment are provided in Annex 3 of the PAD.

51. *3.2: Axle load control stations upgrading.* There are currently 5 weighing stations[51] along the road corridor to ensure the enforcement of legal axle load limits, out of which 4 are operational. This subcomponent will finance repairs and improvements to axle load control stations, both in terms of civil works and equipment, as follows: (i) the relocation of the station at Walia to Kournarim; (ii) the construction of a new weighing station in Ngueli; (iii) the provision of new axle scales for 6 stations; (iv) the standardization of the older weighing stations at Koumra and Moundou.

52. *3.3: Road safety capacity building activities*. In addition to the road safety measures embedded in the infrastructure design, this component will include road safety capacity building activities. These will be part of a comprehensive 2019-2023 Chad Road safety strategy including (i) improved data collection, (ii) training of drivers and road safety management personnel, (iii) audit and reform of the technical inspection and control system for vehicles, (iv) control and enforcement measures, (v) provision of technical assistance for the National Agency in Charge of Road Safety (ONASER), and (vi) dissemination of the new highway code through communication media.

53. *3.4: Safeguard measures implementation*. This subcomponent will finance implementation of safeguard and social measures including, *inter alia*: (i) carrying out of GBV prevention programs and related social aspects, through the hiring of NGO for GRM supervision, delivery of awareness campaigns, and related activities to attract women to, and promote, women's employment in the road infrastructure construction and maintenance sector; (ii) costs linked to the Resettlement measures identified in the Resettlement Action Plan (RAP) through the financing of Resettlement Costs; and (iii) the implementation of relevant COVID-19 and other health-related protocols.

Component 4: Trade facilitation component and project implementation support (approx. cost: US$34.9 million, of which US$23.9 million financed through an IDA credit and US$11.0 million by an IDA grant).

54. As the CEMAC TTFP implementation was affected by several shortcomings, various challenges remain with regard to trade facilitation, which all stakeholders from Chad and Cameroon jointly assessed during a workshop held in Ngaoundéré in January 2020 and during the virtual pre-evaluation mission for the project that took place in December 2020. However, the proposed Project does not aim to simply resume all those activities of CEMAC TTFP which were left incomplete. Instead, only those which are still considered relevant and critical to facilitate transit and trade, to modernize the customs and transport sectors in both countries and have a high likelihood of improving the efficiency and performance of the transit chain will be implemented. The major bottlenecks were therefore identified following a thorough assessment, and the activities listed below will be supported by the project. More details are provided in Annex

[51] Walia, Guelendeng, Kelo, Moundou and Koumra

4 of the PAD. This component will therefore finance associated works, services and goods for the following sub-components:

55. *4.1: Supporting the modernization of Customs administrations in Chad and Cameroon, improving the efficiency of customs operations through the interconnection of customs information systems, and supporting the professionalization of customs staff, brokers and services users*. This subcomponent will finance activities for (i) the provision of technical assistance and equipment required for the interconnection of Cameroon and Chad customs' information systems and the alignment of customs procedures to facilitate bilateral trade through Douala-N'Djamena Corridor;[52] (ii) the establishment of an accreditation system for freight forwarders and customs brokers active in processing transit procedures shipments on Douala-N'Djamena Corridor; (iii) the improvement of the traceability and speed of the movement of goods in transit on the rail/road Douala-N'Djamena corridor; and (iv) technical assistance or capacity building to reduce customs clearance procedures time in Douala and in N'Djamena.

56. *4.2: Supporting the modernization of the transport sector and the professionalization of public and private sector actors involved in transit, transport and logistics operations.* This subcomponent will finance activities to (i) strengthen the technical capacity of the public sector administration (ministries and government agencies) involved in transit, transport and logistics services; (ii) improve the physical conditions in the Douala port related to accessibility, efficiency and security; (iii) improve efficiency and transparency of the land freight management and allocation systems in Cameroon and Chad; and (iv) provide capacity building for the transport and logistics service providers to help them comply with higher quality professional standards.

57. *4.3: Supporting the dematerialization program of Douala Single Window to expand its services across Cameroon and also to Chad.* This subcomponent will finance activities for (i) the functional extension of the e-GUCE platform for the production of external trade performance indicators, strengthening the security and availability of the e-GUCE platform and improving e-GUCE capacity through technological upgrade; (ii) the integration and development of online assistance solutions to e-GUCE users, and the development of instruments aimed to continuously build the capacity of GUCE users; and (iii) capacity building through the provision of training of GUCE technical teams and users.

58. *4.4: Institutional strengthening and capacity building, supporting bilateral dialogue on trade facilitation.* This subcomponent will finance activities to (i) strengthen the transport sector planning capacity and Project M&E, (ii) support communication campaigns on transport and customs procedures reforms; (iii) supporting national and/or bilateral consultations on transport and transit facilitation issues

59. *4.5: Project management.* This subcomponent will finance project operating costs for the Project Implementing Units in Chad and in Cameroon within the respective Ministries of Transport. It will finance costs associated with the staff, office and communication equipment, and consulting services for project fiduciary support and environmental and social monitoring.

60. In addition to these activities, further capacity building or technical assistance can be provided during the 10-year project implementation period to accommodate for evolving needs in the improvement of trade facilitation.

[52] The United Nations Conference on Trade and Development (UNACTD) will provide a key Technical Assistance in both countries, thereby ensuring a consistent approach and implementation.

Component 5 – Immediate Response mechanism -Contingent Emergency Response (IRM-CERC)

61. In the event of an eligible crisis or emergency, to provide immediate and effective response to it, the Government may request the Bank to re-allocate project funds to support emergency response activities and the reconstruction of infrastructures. This component would draw from the uncommitted credits resources under the project to cover emergency response. This component has, by its nature, a zero funds allocation.

E. Implementation

Institutional and Implementation Arrangements

62. **The overall oversight of this Regional Project will be ensured by a Bilateral Ministerial Steering Committee and a Bilateral Technical Committee.** Bilateral governance arrangements have been extensively discussed during the project preparation workshop held at Ngaoundéré in January 2020 which was attended by delegations from Cameroon, Chad and the World Bank. Subsequently, bilateral implementation agreements between the two countries were drafted in December 2020.[53] The Bilateral Ministerial Steering Committee will be composed of line ministers from the various sectors concerned. It will provide guidance and supervision of project activities and will meet at least once a year. The Bilateral Technical Committee will be composed of focal point staff from the different ministries and agencies involved to provide technical supervision on behalf of the two Governments. It will meet at least once every 6 months during the project implementation period.

63. **Project implementation Units (PIU).**

- In Chad, the Project Implementation Unit (PIU) in charge of infrastructure project within the MID in Chad will manage Component 3 and those activities of Component 4 that are specific to Chad. This PIU is already well established, fully operational and well-experienced in the implementation of Bank financed projects, including the application of the Bank's fiduciary and safeguards policies. The PIU will be strengthened nonetheless to further increase its capacity for managing the project, in particular for the management of the social and environmental safeguards, GBV aspects, fiduciary aspects and the monitoring of project performance through the results framework.
- In Cameroon, institutional and fiduciary arrangements for Component 1 of the project will remain the same as for the regional CEMAC TTFP and for the MTP. The PIU will remain within the concessionaire CAMRAIL under a specific Project Agreement. The project implementation team in CAMRAIL is fully in place. The Project implementation team is adequately staffed with the right skills mix and has proved effective in implementing project activities, even though some delays in managing procurement activities have been observed. A thorough assessment of the team's capacity for implementing the E&S aspects of the project has been undertaken. As a result, staff capacity in this area will be strengthened, and a clear set of procedures established to comply with Bank policies.
- For those activities of Components 2 and 4 which are related to Cameroon, a PIU will be created within the Ministry of Transport in Cameroon, to create new capacity in an entity that plays a critical role in the governance of the railway, trade facilitation and road safety sectors. The

[53] Signing was expected in May 2021 but was postponed due to the political crisis in Chad. It is expected to occur in the coming months.

newly established PIU will have the technical, fiduciary, and safeguard skills necessary for the implementation of the project. The new PIU team has been assisted by the existing PIU in charge of the air transport component as part of the ongoing Transport Sector Development Project (P143801) concerning the fiduciary aspects during the preparation phase.

64. A Project Implementation Manual (PIM) satisfactory to the Bank will be prepared for each PIU. A Project Procedures Manuals (setting out guidelines and procedures for administrative, financial management, and disbursement, and other fiduciary arrangements under the project) and a Monitoring and Evaluation (M&E) Manual will also be prepared for each PIU.

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F. Project location and Salient physical characteristics relevant to the safeguard analysis (if known)

In Cameroon, the railway infrastructure stretches over more than a thousand kilometers, departing from Douala, arriving in Ngaoundere via Edea, passing through Yaoundé. Three quarters of the Trans-Cameroon railway runs through equatorial forest, while the remainder travels over savannah. Railway also crosses urban and rural settings where encroachments of rights-of-way are common practices. Activities under components 1, 2 and, 4 will take place in regions of the regions of Littoral, Central, East and Adamaoua regions in Cameroon. Ten Departments are concerned: Wouri, Sanaga Maritime, Nyong and Ekellé, Mefou-et-Akono, Mfoundi, Lekié, Haute-Sanaga, Lom and Djerem, Djerem and Vina, regrouped into three ecoregions: high Guinean savannas, humid forest areas with bimodal and monomodal rainfall. The project will mainly rehabilitate the 238-km long section between Douala and Yaoundé. In Chad, the road corridor to be rehabilitated stretches over 600 km departing from Ndjamena to Moundou up to Touburo at the border with Cameroon and is the major international transport corridor as it connects the capital, Ndjamena to the Cameroun border via Moundou, the second most important city in Chad. This corridor is the most reliable one because of the security condition in the Far north of Cameroun. It also provides a road connection to the oil and agricultural production region of Moundou. It crosses Mandelia Wildlife Reserve and Logone Lowlands (RAMSAR site). The project will help reinvigorate the economy in the localities it passes through such as Guelengdeng, Bongor, Kélo, Moundou. Delivery times for goods will be improved as well as safety conditions. Improved transportation will make it easier for people to have access to health care in the region.

G. Environmental and Social Safeguards Specialists on the Team

Paivi Koskinen-Lewis, Social Specialist
Aurelie Marie Simone Monique Rossignol, Environmental Specialist
FNU Owono Owono, Social Specialist
Cyrille Valence Ngouana Kengne, Environmental Specialist
Barbara Metuge Emade, Social Specialist

Ndoya-Allah Bantiga, Social Specialist
Charlie Foyet Sonkeng, Environmental Specialist
Aime Bertrand Nkouemou, Social Specialist

SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	For the Cameroon railway rehabilitation section (Component 1), the main issues will be related to worker health and safety during construction, community health and safety during construction and operation, inconvenience due to traffic disruption, perturbation of economic activities around railway stations and pollution. Camrail recently experienced two major rail accidents: (i) the derailment of a passenger train on 21 October 2016; (ii) a derailment of a merchandise train on 26 July 2017 when 5 tank cars spilled over 100,000 liters of fuel. As the Project will use assembly line track technology for track renewal and replacement, all construction works will be conducted within the 5m Right of Way (ROW) of the existing railway platform. Currently there are some injuries (and some deaths) caused by people walking on the tracks or crossing at unsafe intersections. In addition, the final disposal of creosote treated sleepers as well as social issues associated with decommissioned sleepers remain a challenge for CAMRAIL. For Component 2, the main issues are worker health and safety during construction, community health and safety during construction and operation, and risks to neighboring communities and natural habitats. The road rehabilitation in Chad (Component 3) is expected to cause the following risks and impacts: (i) occupational health and safety for workers involved in rehabilitation and maintenance activities, including the risk of spreading COVID-19 and other

		infectious diseases; (ii) labor inflow in remote areas; (iii) degradation of natural habitats including one Ramsar site, the Plaines d'inondation du Logone et les dépressions Toupouri; (iv) community health and safety, such as exposure to noise, air pollution, soil contamination and pollution by wastes; , (v) the risk of road traffic accidents during rehabilitation and maintenance activities and during operation. The project is classified as Category B as anticipated civil works are mainly rehabilitation works and risks and impacts are deemed to be site-specific and manageable over time. The project activities generate negative environmental and social impacts of a smaller scale, very local in nature and reversible.
Performance Standards for Private Sector Activities OP/BP 4.03	No	
Natural Habitats OP/BP 4.04	Yes	This policy is triggered because rail transport is a weak but indispensable link in the bushmeat trade and trophies chain in Cameroon. The Government of Cameroon signed with CAMRAIL in 2016 an agreement with a view to reinforce and intensify the fight against poaching in general and the transportation of wildlife products by train in particular. This project can contribute to enforce the application of this agreement. In addition, rail network expansion studies will consider the sustainable management of natural habitats. New rail lines will likely open up natural habitats and contribute to increase poaching and illegal logging. ESIAs, ESMPs and ESMF have addressed transport of illegal tropical hardwood logs, and sawn timber; transport of illegal bushmeat products. For Chad, the road goes through the Logone lowlands which is a Ramsar site that includes the Mandelia game reserve which is already partly urbanized. The road rehabilitation and maintenance works will take this into account and biodiversity management measures will need to be considered. The following measures will be integrated into the contractor's contract and specific orientation will also be included in bidding documents: o Implement a traffic management plan;

		o Implement an IEC plan for workers and formally prohibit illegal hunting by integrating this into the workers' contract; o Implement a hazardous waste management plan; o Put up signs indicating wildlife corridor.
Forests OP/BP 4.36	Yes	The project does not support commercial forest exploitation. However, any impacts on natural habitats and forests will be assessed and mitigation measures proposed as part of the ESMP. Special measures will be put in place to ensure that illegal timber and bushmeat are not transported by the railway.
Pest Management OP 4.09	No	The project does not entail any use of herbicides, pesticides and other agrochemicals.
Physical Cultural Resources OP/BP 4.11	Yes	Railway rehabilitation and road rehabilitation will entail excavation. Updating the railway master plan will not have any direct environmental and social impacts on cultural heritage. However, future investments may affect sacred sites tangible cultural heritage. A comprehensive chance find procedure has been prepared as part of the ESIA reports, embedded in the overall ESMPs and contracts to that end.
Indigenous Peoples OP/BP 4.10	No	The project works do not impact any indigenous people's (IP) settlements. The closest IP settlement is 5.3 Km away from the project area, specifically, the railroad at Messondo marked for rehabilitation.
Involuntary Resettlement OP/BP 4.12	Yes	In Cameroon, the railway rehabilitation works will be undertaken using a track renewal train with gantries and will take place within the 5-meter Right of Way of the existing railway platform. Following a thorough assessment, no physical encroachment has been identified on this right of way. It was therefore deemed that no RAP is needed. A Resettlement Policy Framework (RPF) has been prepared, consulted upon, and disclosed on December 5, 2021 for the entire project and covers the preparation of potential RAP(s) that could be needed during rehabilitation works for (i) physical displacement on work access roads and/or storage at the railway station(s) or otherwise; and,(ii) potential livelihood restoration activities for registered or unregistered businesses or individual traders at stations during the rehabilitation works.

		In Chad, a Resettlement Policy Framework (RPF) has been prepared, consulted upon, and disclosed on December 8, 2021 for the entire project to guide the preparation of Resettlement Action Plans (RAPs) as required during project implementation. It includes the principles and procedures for involuntary resettlement and/or economic displacement of project-affected people and establishes standards for identifying, assessing and mitigation of negative impacts of project activities. A Resettlement Action Plan (RAP) was prepared, consulted upon and disclosed before appraisal for the road to be rehabilitated between Ndjamena-Moundou-Touboro.
Safety of Dams OP/BP 4.37	No	This policy is not triggered because the project does entail any activities related to dams.
Projects on International Waterways OP/BP 7.50	No	The project does not affect international waterways
Projects in Disputed Areas OP/BP 7.60	No	The project is not in disputed areas

KEY SAFEGUARD POLICY ISSUES AND THEIR MANAGEMENT

A. Summary of Key Safeguard Issues

1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:

In Cameroon, the project will finance critical rail infrastructure rehabilitation and modernization of the signaling system. This is expected to significantly improve safety and security of rail operations as well as the livelihoods of the people along the rail tracks. It will generate positive social impacts by improving transport conditions and facilitating the transport of merchandise and passengers, consequently improving livelihoods from trade. It will also create jobs and income-generating activities along project worksites.

The project will rehabilitate existing rail tracks, stations, bridges, tunnels, and railroad crossings between Douala and Yaoundé, as well as upgrade rail/road modal transfer platforms in Ngaoundéré and potentially in Belabo. Moreover, the project will provide capacity building to actors in railway sector and support the development of graduate training programs within existing engineering schools to develop human capital and skills in the railway sector in Cameroon and the sub-region. The environment and social impacts are therefore limited and can be managed as outlined in the ESIA, ESMF and RPF. The project does not anticipate any potential large scale, significant and irreversible impacts.

For Component 1, the railway rehabilitation works will be undertaken using a track renewal train with gantries within the 5-meter right of way along the existing railway. Following a thorough assessment, no physical encroachment was identified within this corridor. It was therefore deemed that no RAP is needed. The RFP would cover the preparation of potential RAP(s) that could be needed during rehabilitation works for (i) physical displacement on work access roads and/or storage at the railway station(s) or otherwise; and,(ii) potential livelihood restoration activities for

registered or unregistered businesses or individual traders at stations during the rehabilitation works.
The rehabilitation works on rail tracks, bridges, railroad crossings, and rail/road platform investments will result in labor influx, particularly in rural areas. The increased presence of migrant workers will exacerbate gender-based violence, including sexual exploitation and abuse, the occurrence of COVID-19, HIV/AIDS and STDs, theft, crime, grievances, and conflicts within project communities.
The main environmental and social risks are related to: (i) worker health and safety during construction, including activities that might be outsourced to SMEs; (ii) air soil and water pollution because of poor disposal of waste during construction; (iii) the safe removal and final disposal of decommissioned creosote-treated sleepers as well as social issues associated with decommissioned sleepers; (iv) accidents during operation, including deraimments, spillage of toxic or hazardous materials, or explosions; (v) soil erosion and slope instability; (vi) community health and safety during construction and operation, including the exposure of populations to high levels of noise and vibration particularly around schools near the Edea station; (vii) inconvenience due to traffic disruption; (viii) the perturbation of economic activities around railway station; (ix) the potential role of rail transport in the bushmeat trade in Cameroon; (x) the perturbation of sensitive areas and habitat fragmentation; (xi) increase in illegal logging because of improved rail transport; (xii) disturbance of wildlife and increased poaching; and (xii) the risk of road traffic accidents involving contractor vehicles.
Based on the findings of the ESIA, it appears that the project should not cause irreversible or unavoidable impacts on the environment during its implementation and operation phases. Risks and impacts associated with COVID-19 on construction sites and within communities related to project activities have been identified and suitable mitigation measures have been included. A COVID-19 Pandemic Prevention and Management Action Plan for construction sites was prepared in April 2020 by CAMRAIL and is will be applied to the project.

Activities under components 2 and 4 will take place in Littoral, Central, East and Adamaoua regions in Cameroon. Ten Departments are concerned: Wouri, Sanaga Maritime, Nyong and Ekellé, Mefou-et-Akono, Mfoundi, Lekié, Haute-Sanaga, Lom and Djerem, Djerem and Vina, regrouped into three ecoregions: high Guinean savannas, humid forest areas with bimodal and monomodal rainfall. Given the lack of a detailed designs for the rehabilitation of the rail/road transfer platform, an ESMF and a RPF have been prepared.

In Chad, Component 3 of the project will finance the rehabilitation and maintenance of the N'Djamena-Moundou-Koutéré road corridor under 10-year Output- and Performance-based Road Contracts (OPBRC). The risk level of this component has been classified as Substantial with a Category B Assessment. No major risks were identified during project preparation. Particular attention will need to be paid for the rehabilitation of road sections near Mandelia Wildlife Reserve and Logone Lowlands (Ramsar site). Specific provisions have been included in the ESIA and specific measures will be included in both bidding documents and contractor's contract and ESMP. Potential risks and impacts are related to: (i) occupational health and safety issues of workers involved in rehabilitation activities and COVID19 risk associated with labor influx in remote areas; (ii) natural habitats including impact of road rehabilitation and potential perturbation of sensible areas; (iii) community health and safety issues such as population exposure to noise, degradation of air quality, soil degradation and pollution by wastes, water pollution, risk of road traffic accidents; etc. To mitigate the above-mentioned potential risks and impacts and as part of safeguards requirement for Cameroon-Chad Transport Corridor Project, an ESIA/ESMP for the road section between N'Djamena, Moundou and Koutéré has been prepared, consulted upon and disclosed before appraisal.

2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:
Positive social impacts of the project relate specifically to the rehabilitation the rail track and rail/road modal transfer platforms and include better connection between Douala, Yaoundé and Ngaoundere for personal as well as trade

purposes. The same potential positive impacts are anticipated in Chad where the road will reconnect Ndjamena to southern cities and Cameroon.

Under component 2, the updating of the envisioned Rail Master Plan update is likely to not have any direct environmental and social impacts on natural habitats and forests. However, the expected future investments which may be included in that Master Plan may potentially cause large scale habitat fragmentation and social impacts. Thus, the selection of the final sites will require careful analysis and evaluation with consideration of alternative sites that could avoid large resettlements of populations and significant negative environmental impacts. Others impacts to be evaluated are (i) the increase of road traffic near stations; and the need for new parking space; (ii) the number of road accidents; (iii) the creation of new urban development near the new railway stations, etc. A SESA for the transport sector, including for rail transport and dry ports, is under preparation as part of the Transport Sector Development Project (P150999) and is expected to be completed and disclosed in 2023.A specific detailed SESA relative to the update of the Railways Master Plan will be conducted after project effectiveness.

3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.

As the project plans to rehabilitate existing road and railway platforms, the only alternatives considered were the types of sustainable materials and the technical modalities of works.
Several studies have highlighted the dangerousness of waste from CTS (creosote-treated sleepers). Several options for removing CTS including incineration (energy recovery), bioremediation and thermal remediation (Pyrolysis) were considered. Bioremediation is the most environmentally friendly technique and consists of eliminating/reducing the concentration of creosote in wood, or transforming toxic compounds into less dangerous and less complex metabolites.

4. Describe measures taken by the borrower to address safeguard policy issues. Provide an assessment of borrower capacity to plan and implement the measures described.

The following measures were taken to mitigate the above-mentioned potential risks and impacts in accordance with the safeguard policies:

Component 1
An ESIA/ESMP for the Douala-Yaoundé rail tracks rehabilitation was prepared, cleared by the Bank and disclosed both on the Government's and the Bank’s websites in December 2021, before appraisal. In addition during implementation , each contractor will prepare an ESMP and an OHS Plan to cover their activities and workers, based on E&S tender requirements and costs. The project will also benefit from the parent project (CEMAC-Trade and Transport Facilitation Project, P079736), the COVID19 action plan, all facilities (decanter, platform storage areas) linked to the safely storage of creosote treated sleepers TBC, put in place by CAMRAIL and qualified agents (58) trained on railways maintenance. The rail rehabilitation works will take place mostly outside urban environments and only within the existing right-of-way. The quarry is already identified and privately managed. Rehabilitating the rail track, bridges, and railroad crossings, and modernizing the signaling system will greatly improve traffic safety, reliability, and speed. Besides, this would be the continuation of the ongoing CEMAC TTFP, for which the lessons learned have been translated into concrete actions to address environmental and social issues related to the proposed project.
The railway rehabilitation works will be undertaken using a track renewal train with gantries and will take place within the 5-meter Right of Way of the existing railway platform. Following a thorough assessment, no physical encroachment has been identified on this right of way. It was therefore deemed that no RAP is needed. The RFP would

cover the preparation of potential RAP(s) that could be needed during rehabilitation works for (i) physical displacement on work access roads and/or storage at the railway station(s) or otherwise; and,(ii) potential livelihood restoration activities for registered or unregistered businesses or individual traders at stations during the rehabilitation works. A technical assistance activity/study will be conducted during implementation to further assess and provide recommendations to improve the safe circulation of trains (including speed limitations, walls, fences, enhanced buffer zones where warranted, etc).
The ESIA/ESMP includes specific measures and actions related to conflicts/grievances, the removal and disposal of decommissioned wooden railway sleepers, HIV/AIDS/STDs in project-affected communities, Gender Based Violence, Sexual Exploitation and Abuse, and Sexual Harassment (GBV/SEA/SH) risks on women and girls. Moreover, the project implementation unit has carried out a GBV/SEAH social assessment. The assessment incorporates a service provider quality assessment as well as a referral system for GBV/SEAH survivors.
The ESIA proposes biomechanical remediation as a method of eliminating creosote-treated sleepers (CTS) for economic and ecological purposes.
Regarding OP 4.36, the ESIA proposes the plantation of 6,000 trees as compensation measures for GHG emission during the construction phase.
The PIU will be responsible for the environmental, social, hygiene, health and safety compliance of the Project, the obtaining of permits and authorizations required by law, the preparation of periodic monitoring reports and the completion report.
The estimated cost for the implementation of ESIA/ESMP is about XAF 1.0 billion. This amount will cover specific E&S instruments to be prepared during project implementation and the management of E&S aspects that will be carried out by the Project Implementation Unit. It will also finance the implementation of the measures defined under the ESMP of the Douala -Yaoundé rail works.

Components 2 and 4
Given the lack of specific detailed design for the multimodal platforms and dry ports, an ESMF and a Resettlement Policy Framework (RPF) were prepared to cover both Components 2 and 4 and were disclosed before Appraisal.
The ESMF includes a detailed set of ESHS requirements that the Project will include in bidding documents and contracts. The ESHS requirements will serve as the basis for the preparation of Contractor ESMPs that detail how each contractor will fulfill the requirements.
The RPF also set the rules and procedures for risk mitigation and land acquisition process for the entire project. The project will prepare site-specific Resettlement Action Plans (RAP) once the nature of investments is known. Feasibility studies for new railway lines in the Railway Master Plan will also consider social risks related to land acquisition in rural and urban areas bordering future railway lines.
Sub component 2.1
A Strategic Environmental and Social Assessment (SESA) of the Railways Master Plan that will be updated under Component 2. The SESA will be conducted in parallel with the preparation of the railways Master Plan after effectiveness. The main objectives will be to identify externalities associated with this plan and the estimate of the external costs and benefits of the transport modal shift caused by the operation of the network. The following cost categories will be considered: accidents, noise, air pollution, climate change, nature and landscape, urban effects and upstream process associated to transport. It will also improve the information basis for planning, give insight into possible consequences of short and medium-term projects, as well as identifying alternative options and measures that can avoid negative impacts.

Component 3
An ESIA/ESMP for the Ndjamena-Moundou-Koutéré road rehabilitation was prepared, and disclosed before appraisal. The cost of the ESMP is estimated at approximately USD 1 million USD (XAF 559,132,162). The 10-year OPBRC

Contracts will use the due diligences described in the ESIA (page 266, and annex 3 of ESIA).
Any additional ESMPs that may be needed during the implementation of the activities in Chad will be prepared by the OPBRC Contractor. Supervision of the OPBRC by the borrower is well described in the ESIA. The borrower will rely on: Supervision Firms, E&S specialists of the PIU, and the Ministry of Environment (see pages 266-268 of ESIA). With regards to World Bank supervision of the OPBRCs, in addition to the regular supervision missions, the Bank will rely on a consulting firm hired under the US$4million EIB grant. The ESIA conclusions confirmed that the project will not have irreversible or unavoidable impacts on the environment during its implementation and operation phases.
The main mitigation measure detailed in the ESIA is the requirement for the OPBRC and its contractors to meet a detailed set of Environment, Social, Health and Safety (ESHS) requirements. The requirements will be included in bidding documents and contracts, and the OPBRC contractors must prepare Contractor ESMPs before the start of activities that detail how these requirements will be implemented. The Project will employ Control and Monitoring Mission consultants, under the supervision of the Cellule Hygiène et Sécurité des Chantiers (CEHS) of the General Directorate of Infrastructure and Transport (DGIT), to monitor OPBRC compliance with the requirements.

The ESHS requirements cover the following ten areas:
1. General Provisions
2. ESHS Training
3. Facilities and Site Management
4. Occupational Safety Management
5. Health Management
6. Management of the Workforce
7. Traffic Management
8. Emergency Preparedness and Response
9. Stakeholder Engagement
10. Environmental and Social Monitoring

In addition, the Chad PIU will:
1. Ensure that all parties involved in the implementation of the Project play their roles effectively.
2. Inform stakeholders on the measures included in the ESMP
3. Organize the restitution and validation seminar of the ESMP
4. Consult with civil society during the implementation of the ESMP
5. Ensure and finance any resettlement required by the Project
6. Ensure the implementation of complementary measures to be carried out to correct environmental and social problems that concern the area covered by the project's zone of influence.

Field visits during the preparation of the ESIA revealed that the Mandelia Wildlife Reserve was subject to extensive urbanization, and that there were no critical biodiversity features along the road where it crosses the “Plaines d'inondation du Logone et les dépressions Toupouri” Ramsar site. Potential impacts will be mitigated through biodiversity management measures, including measures included in the OPBRC Contractor ESMP, including: (i) Implementation of a traffic management plan; (ii) a complete ban of illegal hunting by workers that is incorporated into workers contracts; (iii) implementation of a hazardous waste management plan; (iv) signage indicating wildlife corridor; and (v) rehabilitation of areas degraded by its activiteis.

A Resettlement Policy Framework (RPF) and a Resettlement Action Plan (RAP) for the rehabilitation works on the N’Djamena-Moundou-Koutéré road corridor to comply with World Bank’s OP/BP 4.12 (Involuntary resettlement) requirements were prepared, approved by the World Bank, and disclosed before appraisal.

To address risks from conflicts and enhance feedback from project communities, the PIU has prepared a GRM, though

it is not yet fully operational. The GRM details channels and procedures to collect, track and respond to general project-related complaints. The PIU is updating the GRM to include information from the ESIA, GBV assessment, and RAP consultations. The GRM will be finalized before the start of field activities and will ensure multiple accessible channels through which project affected people (PAP) can initiate complaints as well as appropriate conflict/complaint resolution procedures that ensure the safety of all its users. Moreover, the updated GRM would provide specific SEA/SH grievance response procedures, including confidential reporting with safe and ethical documenting of GBV cases and referral protocols. A GRM communications plan will be prepared and implemented by the NGO in charge of community/social communications. The project will hire a GBV consultant (NGO) to supervise GRM implementation including SEA/SH complaints collection, processing, and resolution.
The project is committed to a proactive citizen engagement in Cameroon and Chad through the development and implementation of a communication strategy. Citizen engagement has guided the design and preparation of the project and will be continued during project implementation. Consultations with stakeholders have been, and will continue to be, conducted throughout the project cycle. Three main approaches will be used: (i) Collaboration: Representatives of civil society organizations (CSOs) will echo the voices of the beneficiaries and participate in the decision-making process for the implementation of project activities; (ii) Collection, recording and reporting of citizens' contributions. Feedback from beneficiaries on project implementation (effectiveness, inclusiveness, quality, delivery and targeting) will be obtained periodically during supervision missions and during the evaluation of project achievements through focus group discussions and satisfaction surveys. The information collected will be used for continuous improvement; and citizen-led monitoring: CSOs and communities will be involved in the supervision missions as well as in the joint evaluation of project results at the end of the project. Public consultations and stakeholder engagement will be conducted to comply with national and local COVID-19 restrictions in place and minimize risks posed by conducting public meetings. The project will use diversified means of communication that are gender and culture sensitive, to ensure the inclusion of women and other vulnerable groups. The project will follow Bank guidance on COVID-19 and stakeholder engagement.

With regards to the capacity of the Borrower, in Cameroon, institutional arrangements for Component 1 of the project (Douala-Yaoundé railways rehabilitation) are fully in place within CAMRAIL and functional. The E&S specialists that were involved in the closed CEMAC Transport and Trade Facilitation Project (CEMAC- PFTTZ, P079736) and the ongoing Multimodal Transport Project (MTP, P143801) since its inception are still in place and will remain for the proposed project. During project implementation, the unit will also recruit a GBV consultant (NGO) to supervise GRM implementation including SEA/SH complaints registration, processing, and resolution, awareness campaigns, and activities for promotion of women's employment among the concessionaire staff. To manage the GBV/SEA/SH risk CAMRAIL has recruited a GBV specialist and an NGO with Gender and GBV/SEA/SH expertise to lead community/social communications during project preparation.

For activities of Components 2 and 4, a PIU will be created within the Ministry of Transport in Cameroon before project effectiveness. The newly established PIU will be based in Yaoundé and will have the necessary safeguard skills for the implementation of the project. The new PIU will initially be assisted during the preparation phase by the existing PIU in charge of the air transport component of the ongoing Transport Sector Development Project (P150999). Moreover, there are adequate legal frameworks in the country to ensure compliance with World Bank safeguards policies triggered by the proposed project. MINEPDED (Central ESIA authority) reviews and approves ESIAs whereas Divisional Committees (multi-stakeholders committee including CSOs, private sector and municipalities) are divisional ESIA authorities in charge of monitoring ESMPs in accordance with national environmental laws and the respective regulations.

In Chad, the PIU will be the same as the one in charge of the Rural Mobility and Connectivity Project (P164747) which

was also the PIU for the CEMAC Transport and Trade Facilitation Project and for the Multimodal Transport Project (CEMAC- PFTTZ P079736). E&S specialists are fully operational, have great experience in safeguards policies and their performance is currently moderately satisfactory.

Staffing of PIUs. The (3) PIUs (one in Chad, and two in Cameroon) will be adequately staffed with E&S Specialists:
(i) the PIU in Chad will have: 1 Environmental, 1 Social Specialist, 1 GBV specialist, and liaison officers through the recruited NGO. Further, the OPBRC contractor and the supervision firms will have each: 1 Environmental Specialist, 1 Social specialist, and 1 OHS specialist.
(ii) the PIU within CAMRAIL in Cameroon will have: 1 E&S specialist, and 1 GBV specialist. An NGO will be recruited to ensure local communication with the population. A communication protocol with local population is already in place.
(iii) the PIU at the Ministry of Transport in Cameroon will have 1 E&S specialist. The scope of works is limited for this PIU.

The Bank safeguards team will provide safeguards and ESF training to boost PIU capacity in both countries to manage project environmental and social risks. The Bank safeguards team will also provide specific trainings on environmental and social aspects as well as organize information sharing sessions through the platform of PIU Environmental and Social specialists. The project will mobilize adequate financial resources for safeguards implementation and monitoring. During supervision, the Bank safeguards team will verify the project's compliance with safeguards requirements.

5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.

In Cameroon, the main stakeholders in the project are: public administrations, financial partners, populations of ten departments and villages crossed by the project, local civil society organizations, elites, CAMRAIL concessionaire, design offices, public and private media, waste management companies, project workers (construction companies and Control Mission), railways passengers, economic operators (undertakings) who transport their goods by train.
Project preparation involved the extensive consultation of a broad range of project stakeholder during the preparation of the safeguards instruments. Consultations methods included individual meetings, focus group discussions, and community gatherings. The preparation of safeguards instruments involved sixteen (16) public consultation meeting in different project affected communities. The objectives of these meetings were to present and explain the project to local populations, including the process of expropriation and compensation of those affected by the project, and to give them the opportunity to express their concerns and grievances in relation to the anticipated project impacts. The project recorded and integrated stakeholder feedback from consultation meetings into respective project safeguards instruments. Further, the project implemented a social communication strategy during project preparation and will continue throughout project implementation to ensure continueds dialogue with affected communities and proper consideration to their proposals and concerns in implementation plans. In this regard, the consultation plans that were proposed in the relevant safeguards documents will be followed throughout project rollout and the stakeholder's feedback shared in the project periodic reports. During the launch of project activities, consultations will be organized in the key project communities (Douala, Yaounde, Ngaoundere, Belabo) to enhance stakeholder understanding and ownership of the main safeguards instruments.
Key stakeholders in Chad are similar to those in Cameroon, including thus local administration; the population in the road corridor who also use the road to access services, livelihoods and goods; affected people, civil society and NGOs, media and project workers among others. Consultations were held with the stakeholders throughout project preparation to ensure awareness raising about the project as well as gathering the concerns and questions from the population regarding potential negative impacts and their proposed mitigation. The safeguards instruments were

consulted upon during preparation. Continuous stakeholder engagement will continue during project implementation. The PIU will recruit 2 NGOs to assist (i) with communication about topics such as traffic safety, health and safety including communicable diseases like HIV/AIDS and COVID-19; (ii) assistance with communication regarding the GRM, its purpose and how to use it as well as SEA/SH awareness and prevention. and mitig an NGO with the population near the road corridor ensure continuous stakeholder engagement during project implementation.
The key safeguards instruments (ESMF, ESIA/ESMP, RPF, RAP) for Cameroon and Chad have been disclosed on the respective government websites as well as the World Bank website.

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other

Date of receipt by the Bank	Date of submission for disclosure	For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors
17-Sep-2021	08-Dec-2021	

"In country" Disclosure

Cameroon
04-Dec-2021

Comments

Chad
08-Dec-2021

Comments

Resettlement Action Plan/Framework/Policy Process

Date of receipt by the Bank	Date of submission for disclosure
08-Dec-2021	08-Dec-2021

"In country" Disclosure

Cameroon
05-Dec-2021

Comments

Chad
08-Dec-2021

Comments

C. Compliance Monitoring Indicators at the Corporate Level (to be filled in when the ISDS is finalized by the project decision meeting)

OP/BP/GP 4.01 - Environment Assessment

Does the project require a stand-alone EA (including EMP) report?
Yes
If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?
Yes
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?
Yes

OP/BP 4.04 - Natural Habitats

Would the project result in any significant conversion or degradation of critical natural habitats?
NA
If the project would result in significant conversion or degradation of other (non-critical) natural habitats, does the project include mitigation measures acceptable to the Bank?
Yes

OP/BP 4.11 - Physical Cultural Resources
Does the EA include adequate measures related to cultural property?
Yes
Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?
Yes

OP/BP 4.12 - Involuntary Resettlement

Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?
Yes
If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?
Yes

OP/BP 4.36 - Forests

Has the sector-wide analysis of policy and institutional issues and constraints been carried out?
NA

Does the project design include satisfactory measures to overcome these constraints?
Yes

Does the project finance commercial harvesting, and if so, does it include provisions for certification system?
No

The World Bank Policy on Disclosure of Information

Have relevant safeguard policies documents been sent to the World Bank for disclosure?
No

Have relevant documents been disclosed in-country in a public place in a form and language that are understandable and accessible to project-affected groups and local NGOs?
No

All Safeguard Policies

Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?
Yes

Have costs related to safeguard policy measures been included in the project cost?
Yes

Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?
Yes

Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?
Yes

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