



AFRICAN DEVELOPMENT FUND

PROJECT : TRANS-GAMBIA CORRIDOR
PHASE I : CONSTRUCTION OF THE TRANS-GAMBIA BRIDGE AND CROSS BORDER IMPROVEMENT
COUNTRIES : THE GAMBIA AND SENEGAL

Date: November 2011

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Currency Equivalents

As of September 2011

UA	=	1.11374EURO
UA	=	46.8132GMD
UA	=	730.566CFA
EURO	=	42.03243GMD
EURO	=	655.95700 CFA

Fiscal Year

Gambia: July 1- June 30

Senegal: January 1 – December 31

Weights and Measures

1 metric tonne	=	2204 pounds (lbs)
1 kilogramme (kg)	=	2.200 lbs
1 metre (m)	=	3.28 feet (ft)
1 millimetre (mm)	=	0.03937 inch (“)
1 kilometre (km)	=	0.62 mile
1 hectare (ha)	=	2.471 acres

Acronyms and Abbreviations

ADB	African Development Bank	JAS	Joint Assistance Strategy
ADF	African Development Fund	OMVG	Organisation Pour La Mise En Valeur Du Fleuve Gambie (Gambia River Basin Organisation)
AADT	Annual Average Daily Traffic	OSBP	One Stop Border Post
AIDS	Acquired Immune Deficiency Syndrome	PBA	Performance Based Allocation
AGERROUTE	Road Agency in Senegal	PAP	Project Affected People
CSP	Country Strategy Paper	PCN	Project Concept Note
CCPTF	Technical and Financial Partners’ Consultative Committee	PPMS	Project Performance Monitoring System
CO ₂	Carbon Dioxide	PPP	Public Private Partnerships
ECOWAS	Economic Community of West African States	PC	Project Coordinator
EDF	European Development Fund	PRSP	Poverty Reduction Strategic Paper
ESIA	Environmental and Social Impact Assessment	PPMS	Project Performance Monitoring System
ESMP	Environmental and Social Management Plan	ARAP	Abbreviated Resettlement Action Plan
EU	European Union	RISP	Regional Integration Strategy Paper
GCI	Global Competitive Index	STI	Sexually Transmitted Infection
GDP	Gross Domestic Product	GoS	Government of Senegal
GoTG	Government of The Gambia	SSATP	Sub-Saharan Africa Transport Policy Program
NRA	The Gambia’s National Road Authority	VOC	Vehicle Operating Cost
ICB	International Competitive Bidding	VPD	Vehicles Per Day

IsDB	Islamic Development Bank	VGA	Village General Assemblies
IRP	Involuntary Resettlement Policy	VOC	Vehicle Operating Costs
JICA	Japan International Cooperation Agency	VPD	Vehicles Per Day

Loan Information

Client's information

BORROWER:	REPUBLIC OF THE GAMBIA REPUBLIC OF SENEGAL
EXECUTING AGENCY:	NATIONAL ROAD AUTHORITY (THE GAMBIA) AGEROUTE (SENEGAL)

Financing plan

Source	Amount UA Million						Instrument	
	GoTG			GoS				Total
	PBA	RO	CF	PBA	RO	CF		
ADF	0.74	62.81					63.55	Grant
ADF				1.06	2.12		3.18	Loan
GoTG			0.16				0.16	Counterpart Fund
GoS						0.47	0.47	Counterpart Fund
TOTAL COST							67.36	

ADB's key financing information

The Gambia

Grant currency	UA
NPV (base case)	21.82 million
EIRR (base case)	18.59%

Senegal

Loan currency	UA
Commitment fee*	0.5%
Service charge*	0.75%
Tenor	50 Years
Grace period	10 Years

Timeframe - Main Milestones (expected)

Concept Note approval	September, 2011
Project approval	December, 2011
Effectiveness	June, 2012
Last Disbursement	May, 2017
Completion	May, 2016
Last repayment (Senegal)	June, 2062

Project Summary

Project Overview

The Trans-Gambia Road Transport Corridor is an economic and strategic link connecting the northern and southern parts of both The Gambia and Senegal, and by extension ECOWAS countries through the corridor between Dakar and Lagos. It thus highly supports regional integration and is consistent with the Bank's key focus areas of infrastructure and regional integration as mentioned in the Bank's Medium-Term Strategy (MTS 2008-2012) and Pillars 2 and 3 of the Regional Poverty Reduction Strategy Paper (RPRSP) for West Africa. Due to the magnitude, complexity and varying readiness of project components, it is to be implemented in two phases.

Phase I, the subject of this PAR, includes the construction of the Trans-Gambia Bridge and two (2) One Stop Border Posts (OSBPs) while Phase II comprises of rehabilitation of 137 km of Senoba-Ziguinchor road in Senegal and pavement strengthening of 24 km of Farafenni – Senoba road in The Gambia. The total project cost of Phase I, including contributions from the two governments is UA 67.36 million. The project is co-financed by the Bank Group (99.07%), the Government of The Gambia (0.24%) and the Government of Senegal (0.69%). The project will be executed over a period of five years (2012 – 2017).

The construction of the bridge will allow free traffic flow between the northern and southern parts of both The Gambia and Senegal. The project will therefore reduce travel time, boost trade and reinforce cohesion among communities which were previously isolated. The project will facilitate the transportation of agricultural products to markets reducing post-harvest losses and boosting socio-economic activities.

Needs Assessment

Interstate transit on the corridor is characterised by several barriers that include lack of a reliable and fixed connection across the Gambia River (Yalitenda) currently serviced by a ferry and poor road conditions. Additional challenges include non-physical obstacles such as numerous check points, long and costly customs procedures and lack of equipment at borders. The effect of these barriers is slow movement of freight leading to high transaction costs thereby hindering national and regional trade.

Bank's Added Value

The feasibility and detailed design studies for the construction of the Trans-Gambia Bridge were completed in 1998 and updated in 2010 with Bank financing. The proposed project will ensure the Bank's continued involvement and support for the transport sector in both countries. The Bank, together with other development partners, are committed to further development of an efficient and reliable corridor as demonstrated through the proposed phasing of the project.

Knowledge Management

Through its complexity, the project provides an excellent opportunity to enhance existing knowledge delivery of priority regional infrastructure as per Bank Group Regional Integration Strategy Paper (RISP 2011-2015). The project includes studies to determine: (i) the specific and appropriate cross border improvement measures which will take into account the two countries' peculiar physical border interfaces; and (ii) the optimal need to reduce controls and cost of corridor transportation.

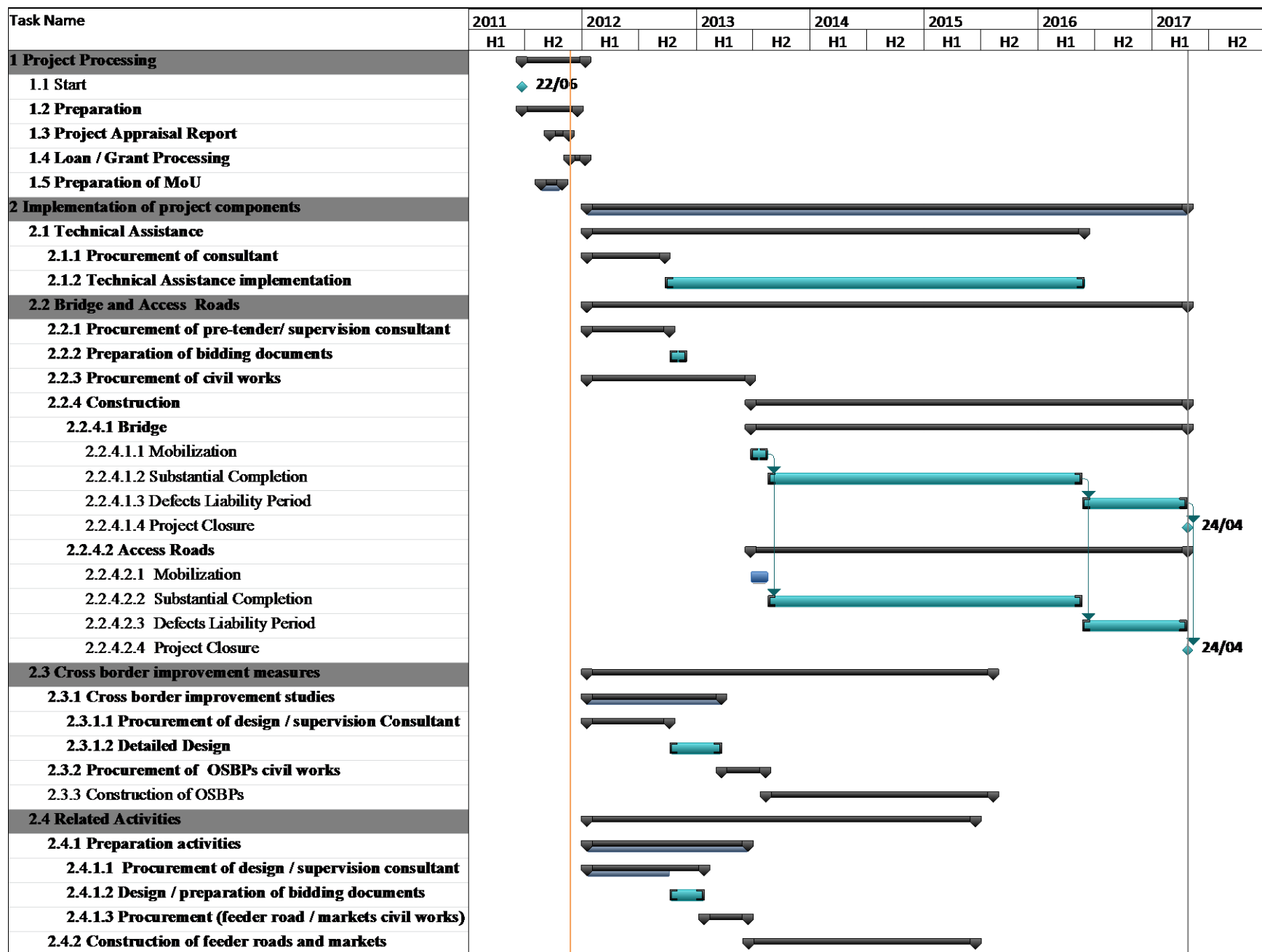
RESULTS BASED LOGIC FRAMEWORK

Country and project name: The Gambia and Senegal: Trans-Gambian Corridor, Phase I

Purpose of the project: Facilitate overland traffic flow between Northern and Southern Parts of The Gambia and Senegal and ECOWAS member states.

Results chain		Performance indicators			Means of verification	Risks/mitigation measures																							
		Indicator (including CSI)	Baseline	Target																									
Impact	Contribute to economic growth of the countries through development of transport infrastructure that increases competitiveness	GDP Growth Rate	Gambia: 5.4% Senegal: 4.3%	Gambia: 5.5% Senegal: 4.5%	Government / Regional / International Statistics Reports	Political Instability Government of Senegal to continue country dialogue in the Casamance region.																							
		Global Competitive Index on Infrastructure	Gambia: 3.8 Senegal: 2.7	Gambia: 4.8 Senegal: 3.7																									
Outcomes	Outcome 1 Reduced transport costs	Vehicle Delay Cost Savings , trucks (cost per hour)	€ 3.6 per hour	€ 0.26 per hour (from 2016)	<ul style="list-style-type: none"> Road Agencies (NRA in The Gambia and AGEROUTE in Senegal) Country / ECOWAS statistics reports. Freight / Transport Associations in both countries Observatory of Abnormal Practices (OPA) Reports 	Transit Traffic Facilitation Lack of enforcement of protocols leading to non-reduction of transit time. As mitigation, bi-lateral MoU signed between the two countries.																							
	Outcome 2 Facilitate overland traffic flow	Increased Annual Average Daily Traffic (AADT)	532 AADT (Year 2011)	5% increase of AADT by 2016																									
	Outcome 3 Reduced travel and cross border times	Transit Time , (min) Cross Border Time, (hrs)	Ferry Transit Time: 34 min (+ 45 min waiting) Customs formalities at the border: 4 hrs in 2011	Bridge Transit Time: 1.5 min by 2016 Customs formalities at the border: 2 hr in 2016																									
	Outcome 4 Rural Access Index	Improved access to transport in zone of influence within 2 km of their homes	Gambia: 32%	Gambia: 35% by 2016																									
Outputs	PHASE I (Bridge + Cross Border Improvement)	1.1 Length of Bridge 1.2 Length of Access Road (km) 1.3 Number of OSBP constructed and equipped 1.4 Length of FR (km) / Number of Markets 1.5 Number Sensitized in both Countries (HIV, Gender, Road Safety)	N/A	By 2016 1.1 942 m bridge 1.2 1 km Access Road 1.3 Two (2) OSBP 1.4 15km of FR, two (2) markets (Number of stalls used by Women increases from 4% to 60%) 1.5 At least 1000 people Sensitized in each country (HIV, Gender, Road Safety) 1.6 400 temporary jobs (30% women)	<ul style="list-style-type: none"> Executing Agencies Progress Reports Project Completion Reports 	Unforeseen Ground Conditions Include provisions for additional geotechnical investigations Availability of materials Provide adequate contingencies to cover haulage from alternate sources and provisions for additional prospecting for materials																							
	Component 1: Bridge / Access Roads 1.1 Bridge /Access Roads Works Component 2: Cross Border Improvement 1.2 One Stop Border Posts (Both) Component 3: Related Activities 1.3 Feeder Roads (FR) / Markets Component 4: Complementary Activities 1.4 Sensitization (HIV/Gender/Safety)																												
Key activities	Components (The Gambia)		Components (Senegal)		Inputs																								
	1. Civil Works: Bridge, Access Roads, Consultancy Supervision, ESMP Implementation, 2. Cross Border Improvement: Studies, Border Posts, Equipment, Consultancy Supervision. 3. Project Management: Technical Assistance, Financial and Technical Audits 4. Related Activities: Feeder Roads and Markets 5. Complementary Activities: Sensitization, Compensation		1. Cross Border Improvement: Border Post, Equipment and Consultancy Supervision. 2. Project Management: Project Coordination Activities, Financial and Technical Audits		<table border="1"> <thead> <tr> <th></th> <th>UA million</th> </tr> </thead> <tbody> <tr> <td>1. Civil Works</td> <td>41.46</td> </tr> <tr> <td>2. Cross Border Improvement</td> <td>7.88</td> </tr> <tr> <td>3. Related Activities</td> <td>2.84</td> </tr> <tr> <td>4. Project Management</td> <td>3.03</td> </tr> <tr> <td>5. Complementary Activities</td> <td>0.46</td> </tr> <tr> <td>Base Cost</td> <td>55.67</td> </tr> <tr> <td>Project Cost (Plus Contingencies)</td> <td>67.36</td> </tr> <tr> <td colspan="2">Financing Sources</td> </tr> <tr> <td>ADF Grant (UA 63.55 m) /Loan (UA 3.18 m)= UA</td> <td>66.73 million</td> </tr> <tr> <td>Governments Contributions</td> <td>= UA 0.63 million</td> </tr> <tr> <td>Total Project Cost</td> <td>= UA 67.36 million</td> </tr> </tbody> </table>			UA million	1. Civil Works	41.46	2. Cross Border Improvement	7.88	3. Related Activities	2.84	4. Project Management	3.03	5. Complementary Activities	0.46	Base Cost	55.67	Project Cost (Plus Contingencies)	67.36	Financing Sources		ADF Grant (UA 63.55 m) /Loan (UA 3.18 m)= UA	66.73 million	Governments Contributions	= UA 0.63 million	Total Project Cost
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PROJECT TIME FRAME



REPORT AND RECOMMENDATION OF THE MANAGEMENT OF THE ADB GROUP TO THE BOARD OF DIRECTORS ON A PROPOSED GRANT TO THE GAMBIA AND LOAN TO SENEGAL

Management submits the following Report and Recommendation on a proposed Grant of **UA 63.55 million** to the Republic of The Gambia and a Loan of **UA 3.18 million** to the Republic of Senegal.

1. STRATEGIC THRUST & RATIONALE

1.1. Project linkages with country strategy and objectives

1.1.1 The project is in line with The Gambia's Poverty Reduction Strategy Paper (PRSP II 2007-2011) which recognises high transport cost as a major barrier to development of productive sectors of the economy. The Joint Assistance Strategy for Gambia (JAS 2008-2011) includes "Enhancing Productive Capacity and Accelerating Growth and Competitiveness" as a strategic pillar and is thus aligned to the PRSP II. The PRSP II successor (to be approved), the Programme for Accelerated Growth and Employment (PAGE 2012-2015) has four out of its five pillars: (i) economic growth; (ii) infrastructure; (iii) access to social services; and (iv) social cohesion, which could be reinforced through the implementation of the proposed project. Senegal's Country Strategy Paper (CSP 2010-2015) is developed around the PRSP III (2011-2015) and includes "Strengthening National and Regional Infrastructure" as a strategic pillar. The project is accordingly developed within the scope of this pillar and included, in Senegal's current CSP. The project is set within the framework of regional programmes (NEPAD and ECOWAS Priority Road Transport Programme (PRTP)) and aligned with the Bank's Regional Integration Strategy Paper (RISP 2011-2015) for West Africa, i.e. through Pillar I "Linking Regional Markets through Infrastructure Investment, Trade and Facilitation". The Trans-Gambia Bridge is mentioned in the RISP's indicative lending programme. The project is expected to not only contribute to attaining the objectives of the two countries' infrastructure development agenda by improving the quality of transport links, but also to enhance trade within ECOWAS.

1.2. Rationale for Bank's involvement

1.2.1 The project responds to the challenges outlined in The Gambia's Country Transport Sector Policy (under review) and Senegal's Transport Sector Programme that aims to drive accessibility and regional integration. The Bank's involvement stems from the following: (i) the Trans-Gambia Road Transport Corridor is an economic and strategic link connecting the northern and southern parts of both The Gambia and Senegal, and by extension ECOWAS countries through the Dakar -Lagos corridor. It thus supports regional integration and is consistent with the Bank's key focus areas of infrastructure and regional integration as contained in the Bank's Medium-Term Strategy (MTS 2008-2012) and Pillars 2 and 3 of the Regional Poverty Reduction Strategy Paper (RPRSP) for West Africa; (ii) the project is consistent with the two countries development objectives as highlighted in section 1.1; and (iii) the Bank is involved in similar regional flagship projects and will therefore leverage its wealth of experience and leadership.

1.3. Donor coordination

1.3.1 There is informal donor coordination in the road sector for The Gambia. The Management and Aid Coordination Directorate in the Ministry of Finance and Economic Affairs however facilitate aid coordination at the national level. Harmonisation and alignment

of strategy for engagement in Gambia between the Bank and World Bank resulted in the Joint Assistance Strategy (JAS 2008-2011).

1.3.2 In Senegal, Donor Assistance is coordinated through the Technical and Financial Partners' (TFP) consultative committee which comprises fifty partners. The committee meets once a month under the leadership of the UNDP and World Bank.

Table 1.1 Donor Coordination

Sector or subsector		Size		
		GDP	Exports	Labor Force
Road Transport – The Gambia*				
Road Transport – Senegal**		[4.2%]		
Players - Public Annual Expenditure (average)				
The Gambia		Senegal		
GOTG^a	Donors	GOS^b	Donors	
UA 1.9 million (14%)	UA 11.2 million (86%)	UA 221 million (53%)	UA198 million (47%)	
	<i>EU</i>	44.72%	<i>EU</i>	12.32%
	<i>ISDB</i>	8.60%	<i>WADB</i>	0.10%
	<i>BADEA</i>	7.74%	<i>AFD</i>	14.50%
	<i>Saudi Fund</i>	7.74%	<i>IDA</i>	2.50%
	<i>Abu Dhabi</i>	10.32%	<i>ADF</i>	4.16%
	<i>Others</i>	6.88%	<i>Arab Funds</i>	2.82%
			<i>Others</i>	10.79%
Level of Donor Coordination				
Existence of Thematic Working Groups:		:The Gambia		Yes
		:Senegal		Yes
Existence of SWAPs or Integrated Sector Approaches:		The Gambia		No
		:Senegal		No
ADF's Involvement in donor coordination***:		The Gambia		No
ADF's Involvement in donor coordination***:		Senegal		M
** Average (2004 – 2006) for Transport		'a' - four years average (2006-2010)		
*** L: leader, M: member but not leader, none: no involvement		'b' – six years average (2000-2006)		

2. PROJECT DESCRIPTION

2.1. Development Objectives

2.1.1 The sector goal of the project is to support economic growth of the countries on the Trans-Gambian Corridor (Kaolack-Trans-Gambian Highway-Ziguinchor), considered part of the Trans-West African Highway (Dakar –Lagos Corridor) and ECOWAS at large by fostering integration through reliable, efficient and seamless transport infrastructure that will increase the competitiveness of the whole region.

2.1.2 The objectives of the project are to facilitate overland traffic flow between the northern and southern parts of both The Gambia and Senegal, and by extension among the ECOWAS Member States. The project is expected to improve transit and accessibility of the communities in the project's zone of influence to markets and other social-economic activities. The expected outcomes include: (i) reduced transport cost, travel time and customs formalities time at the borders; and (ii) enhanced potential for trade thereby contributing to poverty reduction and social-economic empowerment of communities on the corridor and the West African Region as a whole.

2.2 Project components

2.2.1 The Trans-Gambian Corridor is an economic and strategic link connecting the northern and southern parts of The Gambia and Senegal. Interstate transit on the corridor is characterised by several barriers that include lack of a reliable connection at Yalitenda, currently serviced by a ferry across the Gambia River and poor road conditions. Additional challenges include non-physical obstacles such as numerous check posts, long and costly customs procedures and lack of equipment at borders. The effect of these barriers is slow movement of freight leading to high transaction costs thereby hindering national and regional trade. The project is thus an effort to address these challenges on the corridor.

2.2.2 Due to the magnitude, complexity and varying readiness of project components, it is to be implemented in two phases. Phase I, the subject of this PAR, includes the construction of the Trans-Gambia Bridge and two (2) One Stop Border Posts (OSBPs). The construction OSBPs is in line with ECOWAS Decision A/DEC.13/01/03 on the establishment of a regional road transport and transit facilitation programme in support of intra-community trade and cross-border movements. Phase II will comprise of rehabilitation of 137 km of Senoba-Ziguinchor in Senegal and pavement strengthening of 24 km of Farafenni –Senoba in The Gambia. Studies for Phase II are yet to be completed. In support of development of sections of the corridor, JICA intends to finance rehabilitation of 40km of Dinguiraye-Keur Ayip in Senegal.

Table 2.1: Project Components for Gambia and Senegal

No.	Component Name	Estimated Base Cost (Million UA)	Component Description	
			The Gambia	Senegal
1	Bridge and Access Roads	41.46	1.1 942 m cantilever concrete bridge; 1.2 990 m road access roads in mangrove; 1.3 Design review, pre-contract services, and supervision of works; 1.4 Environmental and Social Management Plan (ESMP).	
2	Cross Border Improvement	7.88	1.1 Cross border improvement (studies and supervision); 1.2 Construction and Equipment (weigh bridge and IT facilities) for two (2) One Stop Border Posts (OSBPs); 1.3 Soft Issues i.e. training, seminars, study tours, sensitization; 1.4 Joint Technical Committee (JTC).	
3	Related Activities	2.84	1.1 Design of feeder roads and markets and supervision; 1.2 Rehabilitation of feeder roads; 1.5 Construction of markets.	
4	Project Management	3.03	1.1 Technical Assistance (TA): ✓ Fees / operating costs; ✓ Maintenance training; ✓ Monitoring and evaluation; 1.2 Financial and Technical Audits.	1.1 Project coordination activities; 1.2 Monitoring and evaluation; 1.3 Financial and technical audits.
5.	Complementary Components	0.46	1.1 HIV/AIDS/STI awareness and prevention programs; 1.2 Roads safety awareness and education campaigns targeting children, cyclists, pedestrians, and public service operators; 1.3 Compensation of Project Affected People	

2.3 *Technical solution retained and other alternatives explored*

2.3.1 The selected option for the bridge was based on extensive analysis of principal design considerations that included site selection, determination of navigation gauge, resilience to floods based on a 100 year discharge/return period, detailed geotechnical and seismic risk analysis and cost factors. Bridge alignment was selected on the basis of an economic and technical assessment after comparison with three other sites. The selected site, located 120 m downstream of the current ferry site provides best alignment with existing road alignment on either bank and also ensures continuance of ferry operations during construction. Five types of bridge structures were studied and compared. The preferred option was a 942m cantilever bridge with pre-stressed concrete segments of variable height in the centre span and constant height on other spans. The proposed use of concrete structure makes good use of resources available in the region as well as promotes sound maintenance strategies that require limited interventions and expenditure.

2.3.2 Under the project preparation study, Private Public Partnership (PPP) options were analyzed for possibility of financing the investment. Full concession in which private concessionaire provides 100% investment costs and assumes maintenance and operation of the facilities for 50 years was found to be financially unsuitable. The project was only viable with foreseeable increase of current ferry tariffs of over 130% and was consequently not considered. The GoTG therefore preferred to finance the bridge through either a concessionary loan or grant, with the bridge being managed and maintained, as required by Gambian Law, by the Country's National Road Authority (NRA).

2.4 *Project type*

2.4.1. The project is designed as a multinational, stand-alone operation to be co-financed through ADF grant and loan facilities from the Banks's country allocation and regional operation windows. The investments against which the funds are to be disbursed are well defined and specific. As such, the project approach is the most appropriate arrangement for Bank's intervention in this operation.

2.5 *Project cost and financing arrangements*

2.5.1. The total project cost including contributions from the two governments is UA 67.36 million (EUR 75.02 million). These cost estimates are based on the detailed design studies of the project as well as international norms and average unit prices for the works and services.

Table 2.2: Project cost estimates by component

No	Components	UA (millions)			% FE
		Foreign Exchange	Local Currency	Total	
1	Bridge and Access Roads	33.17	8.29	41.46	80%
2	Cross Border Improvement Measures	6.30	1.58	7.88	80%
3	Related Activities	2.27	0.57	2.84	80%
4	Project Management	2.08	0.95	3.03	80%
5	Complementary Components	0.26	0.20	0.46	80%
	Total Base Cost	44.08	11.59	55.67	
	Physical Contingency	4.41	1.16	5.57	
	Price Contingency	4.85	1.27	6.12	
	Total Project Cost	53.34	14.02	67.36	

2.5.2. The estimated total cost of components in The Gambia (net of taxes) as summarised in table 2.3 is UA 63.71 million (EUR 70.95 million) of which the foreign exchange cost is UA 50.46 million (EUR 56.20 million) or 80% of the total, and the local cost is UA 13.25 million (EUR 14.75 million) or 20% of the total. The estimated cost of components in Senegal is approximately UA 3.65 million (EUR 4.06 million) of which the foreign exchange cost is UA 2.88 million (EUR 3.20 million) and the local cost is UA 0.77 million (EUR 0.86 million).

Table 2.3: Project cost estimates by component and country (UA millions)

No	Components	Gambia			Senegal			% FE
		Foreign	Local	Total	Foreign	Local	Total	
1	Bridge and Access Roads	33.17	8.29	41.46				80%
2	Cross Border Improvement Measures	4.34	1.09	5.43	1.96	0.49	2.45	80%
3	Related Activities	2.27	0.57	2.84				80%
4	Project Management	1.66	0.80	2.46	0.42	0.15	0.57	80%
5	Complementary Components	0.26	0.20	0.46				80%
	Total Base Cost	41.70	10.95	52.65	2.38	0.64	3.02	80%
	Physical Contingency	4.17	1.10	5.27	0.24	0.06	0.30	
	Price Contingency	4.59	1.20	5.79	0.26	0.07	0.33	
	Total	50.46	13.25	63.71	2.88	0.77	3.65	

2.5.3. The proposed project will be financed by ADF and the two participating governments as shown in Table 2.4. In view of its constrained budget, the GoTG requested that Counterpart Funding (CF) requirements be reduced to cover only compensation related costs. In line with the Policy on Expenditure Eligible for Bank Group Financing and The Gambia's Country Financing Parameters, ADF could finance components up to 100% (Annex F).

2.5.4. However in line with its request and demonstration of commitment to the project, the GoTG is expected to contribute 0.25% (UA 0.16 million) of its components cost as CF, to cover compensation related costs.

2.5.5. The GoS is expected to contribute 13% (UA 0.47 million) of its components cost as CF, to cover costs for project coordination activities.

Table 2.4: Sources of financing

Source of Financing	UA millions			% Total
	Foreign Exchange	Local Currency	Total	
ADF Grant	50.46	13.08	63.55	94.34%
ADF Loan	2.88	0.31	3.18	4.73%
GoTG		0.16	0.16	0.24%
GoS		0.47	0.47	0.69%
Total Project Cost	53.34	14.02	67.36	100%

2.5.6. The total ADF contribution to the multinational project would be UA 66.73 million as shown in table 2.5. ADF contribution for The Gambia amounts to UA 63.55 million. In accordance with the Operational Framework for Regional Operations¹, (OFRO) under the Debt Sustainability Framework (DSF) class for ADF XII, The Gambia is required to contribute 10% of its PBA. The remaining balance (UA62.81 million) will come from the

¹ Based on 4.6 of the Strategic and Operational Framework for Regional Operations, 2008 which states that "To accommodate the specific constraints faced by small countries, a ceiling of 10% on the amount of drawdown on individual ADF country allocations will be applied to countries with relatively small ADF allocations (UA 20 million or less). Allocated costs in excess of this ceiling will be covered by the ADF regional envelope. This is a cumulative ceiling for the entire ADF replenishment period.

Regional Operations (RO) window. Senegal's ADF contribution amounts to UA 3.18 million. Pursuant to the OFRO, Senegal must contribute 33% (UA 1.06 million) of its components cost from its Performance Based Allocation (PBA) while the remaining balance of UA 2.12 million is expected to come from the RO window.

Table 2.5: Sources of ADF financing (UA millions)

Country	ADF XII DSF Class	ADF XII				Total PBA	Total RO	Total ADF
		PBA		RO				
		10%	33%	67%	Balance			
Gambia	Grant	0.74			62.81	0.74	62.81	63.55
Senegal	Loan		1.06	2.12		1.06	2.12	3.18
Total		0.74	1.06	2.12	62.81	1.80	64.93	66.73

2.5.7. The contribution of each Country's PBA has been confirmed by government authorities.

2.5.8. As a result 3% (UA 1.80 million) of the project cost will come from the ADF XII PBA based on the national allocations of The Gambia and Senegal. The remaining 97% (UA 64.93 million) will come from the RO window. The source of ADF financing is shown in Table 2.5. The project cost by category of expenditure per country and schedule by component are presented in tables 2.6 and 2.7.

Table 2.6: Project cost by category of expenditure per country (UA millions)

No	Category	Gambia			Senegal			Project Cost
		Sources of financing						
		ADF	GoG	Total	ADF	GoS	Total	
1	Civil Works	45.33		45.33	2.11	-	2.11	47.44
2	Consultancy	7.19		7.19	0.52	-	0.52	7.71
3	Miscellaneous		0.13	0.13		0.39	0.39	0.52
	Total Base Cost	52.52	0.13	52.65	2.63	0.39	3.02	55.67
	Physical Contingency	5.25	0.01	5.27	0.26	0.04	0.30	5.57
	Price Contingency	5.78	0.02	5.79	0.29	0.04	0.33	6.12
	Total	63.55	0.16	63.71	3.18	0.47	3.65	67.36

Table 2.7: Expenditure schedule by component

No	Components	UA millions					
		2012/13	2013/14	2014/15	2015/16	2016/17	Total
1	Bridge and Access Roads	2.07	12.44	12.44	10.36	4.15	41.46
2	Cross Border Improvement Measures	0.22	1.53	4.59	1.54		7.88
3	Related Activities	0.23	0.52	1.31	0.52	0.26	2.84
4	Project Management	0.76	0.76	0.76	0.75		3.03
5	Complementary Components	0.13	0.11	0.11	0.11		0.46
	Total Base Cost	3.41	15.36	19.21	13.28	4.41	55.67
	Physical Contingency	0.34	1.54	1.92	1.33	0.44	5.57
	Price Contingency	0.38	1.69	2.11	1.46	0.48	6.12
	Total	4.13	18.59	23.24	16.07	5.33	67.36

2.6 *Project's target area and population*

The bridge will facilitate movement within the ECOWAS zone along the Trans-Gambia corridor. The population of the Project Influence Zone (PIZ) along the corridor is estimated at 925,206, out of which about 52% are women. The PIZ is predominantly rural with high agricultural production of groundnuts, rice, sorghum and vegetable but with more than 60% poverty rate. One of the main reasons behind the PIZ poverty rates is the lack of reliable transport infrastructure to link farms to markets. In addition to the bridge, the project includes rehabilitation of 15 km of feeder roads and construction of two regional markets. These key socio-economic infrastructures have been retained under the proposed project, based on their potentially high poverty reduction effects as well as the priorities identified by the concerned communities.

2.7 *Participatory process for project identification, design and implementation*

2.7.1. Given its regional and strategic importance, the project formulation process has involved extensive consultations with the concerned regional economic communities (ECOWAS, OMVG) and the two countries (Senegal and The Gambia) as well as other development partners. The institutional setup of the project takes into account the principle that each country retains full ownership of infrastructure within its sovereign territory. At the bilateral level, Senegal and The Gambia have held several consultative meetings on cooperation and re-affirmed their commitment to comply with the ECOWAS convention of Interstate Road Transit of Goods (IRST). A high level Memorandum of Understanding to operationalize optimal transit and transport facilitation arrangements is being finalized and will be in effect prior to the project's completion

2.7.2. During the conduct of the Environmental and Social Impact Assessment, public consultations with various stakeholders were undertaken in The Gambia and Senegal. Additional public consultations were held during the Bank's project preparation and appraisal missions and these involved relevant government agencies, local decentralized authorities and the general public. These consultations were meant to: (i) present the project to the stakeholders; (ii) seek their views and concerns with regards to the project's impacts; and (iii) identify key activities that could contribute to and complement the design of the project. The project has incorporated specific design features in response to the concerns raised by stakeholders. These include: (i) construction of two markets; and (ii) rehabilitation of feeder roads.

2.8 *Bank Group experience, lessons reflected in project design*

2.8.1. The Bank's intervention in the sector in the Gambia has been limited. The PCR for the development of Banjul Port which is the only major recent sector operation, pointed to a number of challenges in project contract management. The project design includes a Technical Assistance (TA) component to support operations of the Executing Agency (EA) in The Gambia during the entire construction period. In Senegal lessons are drawn from two past operations that include the Rehabilitation of Diam Niadio-Mbour-Kaolack and the Road Maintenance Project and one on-going project, construction of Dakar-Diamniadio toll road. Major procurement delays have been cited as main challenges on these projects. The project design includes as condition the appointment of experienced staff to coordinate all major project activities including procurement. The Bank will also provide adequate induction in Bank's procurement procedures during and after launching of the project.

2.8.2. Lessons from multinational projects are drawn from two (2) on-going multinational projects, namely, the Road Improvement and Transport Facilitation Programme on the Southbound Bamako-Dakar Corridor between Senegal and Mali and Transport Facilitation on The Conakry – Dakar Corridor through The Labe–Seriba – Tambacounda Road Development Project between Guinea and Senegal. Major challenges experienced under these projects included: (i) lack of proper coordination in implementing project activities among the participating countries; (ii) lack of good quality studies during project preparation; and (iii) differences in setting deadlines for attainment of financing conditions. The project design adopts these lessons through: (i) strengthening project implementation through creation of a Joint Technical Committee to oversee implementation of cross border improvement measures; (ii) appraisal of projects on the basis of updated studies to avoid funding gaps; and (ii) alignment of target dates by which countries are required to meet required loan and or grant conditions.

2.9 Key performance indicators

2.9.1. Key performance indicators have been discussed with the governments and are shown in the Results Based Logic Framework (RBLF). The principal key indicators include: (i) two (2) impact related indicators, namely GDP growth rate and Global Competitive Index (GCI); (ii) four (4) outcome related indicators that will measure vehicle delay cost savings, increase in Annual Average Daily Traffic (AADT), travel and cross border times, and Rural Access Index (RAI) and; (iii) other output indicators as shown in the RBLF. Technical Assistance to the NRA will include consulting services for the design of a Project Performance Monitoring System (PPMS) including collection of base line data. The PPMS will also collect data on additional indicators on marketing opportunities for women in the PIZ, accident rates, income/poverty levels and HIV/AIDS prevalence. The indicators will be measured at: (i) Project inception (baseline survey); (ii) mid-term survey; and (iii) final survey after completion of civil works. Where relevant, indicators will be disaggregated by gender.

3. PROJECT FEASIBILITY

3.1. Economic performance

3.1.1. The feasibility and detailed design studies for the construction of the Trans-Gambia Bridge were completed in 1998 and updated between 2007 and 2010 with Bank financing and approved by both governments through the OMVG that supervised the studies. The economic analysis conducted through the standard methodology of cost benefit analysis, comparing the situations “without” (ferry continues operation with replacement) and “with” (bridge constructed) project scenarios over a period of 30 years gives an EIRR of approximately 18.59% (at 12% discount rate). The data used for the economic analysis are based on the present and future traffic, the investment and maintenance costs of the bridge and the ferry and the vehicle delay cost. The total traffic (including normal traffic, diverted traffic and generated traffic) is estimated to increase from 532 VPD in 2011 to 2911 VPD in 2046. The baseline assumes current ferry operation and investment expenditures corresponding to the acquisition of new ferries, to help maintain the current quality of service, and the funds required for the renewal of the ferries, which average life duration is expected to be 15 years. The situation “with project” is the construction of the new infrastructure system including the bridge, access roads and all other complementary components. The major benefits are related to: (i) the vehicles time savings (cargo/passengers); (ii) the capital and operational cost savings of the ferry; and (iii) savings on transport cost for diverted traffic (VOCs for passage through Tambacounda and Kolda and the bridge, a difference of respectively 387 km and 178 km).

3.1.2 The measures of project worth used are the EIRR, and NPV. An assessment of the investment cost of building the Trans-Gambia Bridge (2011 prices) gives an internal rate of return of 18.59%. A 20% rise in the investment cost and a 20% drop in benefits (the most unfavourable situation) results in a 13.6% internal rate of return for the entire project. Consequently, the development solution chosen for the Trans-Gambia Bridge is economically viable. Further details on the economic analysis are provided in Annex E.

Table 3.1: Key Economic and Financial Figures (Detailed calculations are available in Annex E)

EIRR (base case), NPV (12% Discount)	18.59%, EUR 24.31 million
EIRR (+20% costs & -20% benefits), NPV (12% Discount)	13.59%, EUR 6.57 million

3.2. Environmental and Social impacts

Environmental

3.2.1. This project has been classified as a category 1 project given the nature and magnitude of the works. The summary of the Environmental and Social Impact Assessment (ESIA) was cleared for posting on August 17, 2011 in accordance with applicable Bank and Gambian policies. The Environmental Permit was issued by the National Environmental Agency (NEA) on 5 October 2011. The major direct adverse environmental impacts of the project include: (i) clearing of about 4 ha of mangrove on both sides of the River Gambia which will lead to loss of flora and topsoil; (ii) disruption of traffic, access and networks which could lead to increased air pollution (both from dust and gas emission); (iii) noise and dust from the earth works; (iv) loss of fauna including Ichthyofauna during the works as a result of increased poaching and fishing; and (v) soil erosion and siltation of the River during the construction and operation phases.

3.2.2. Key mitigation measures include: (i) minimal removal of vegetation during the works. This will be combined with trees planting made (indigenous species) along the road and in erosion prone areas with full participation of local communities; (ii) access management and provision of appropriate signage during construction and operational phases; (iii) regular watering of diversions, materials access tracks and excavation areas, particularly in the vicinity of houses and in villages located around the project (Farafenni, Bereto, Jenio, Pakalinding and Soma). Impact of noise will be mitigated through restriction of construction activities implemented during day-time especially in the vicinity of settlements; (iv) Sensitization campaigns on environmental protection will cover topics such as poaching and overfishing which will contribute to mitigate the risk related to loss of fauna; Moreover, poaching and destruction of the fauna habitat during the works will be limited by selecting the works base camp close (about 5 km away) to large villages as the fauna habitat around those villages is already very degraded as compared to more remote places; (v) protection of vulnerable areas against erosion by means of biological methods (planting vegetation) or mechanically (bricked walls or rip-rapped banks). In addition, opening of borrowing areas within 100 m from water courses, 50 m from roads and within 2 km from the nearest housing facilities will be prohibited as well as the excavation area at less than 100 m from water courses. Finally, provision of appropriate drainage facilities could reduce risk of erosion and siltation of the River during operation phase and avoid the flooding of neighbouring vulnerable environments.

3.2.3. All these mitigation measures will be combined, where applicable with sensitization campaigns on environmental protection. The cost of environmental mitigation and monitoring measures is estimated to Euro 1.51 million and is included in the project cost.

Climate Change

3.2.4. Data going back to 1940 show an increase of 0.4° C per decade in the average monthly temperatures and changes in rainfall patterns. According to the National Adaptation Programme of Action (NAPA) of The Gambia, the major climate risks are: (i) increases in temperature and rainfall which could lead to floods on over 10% of the mangrove area along the River Gambia; and (ii) combination of sea level rise and increase rainfall patterns could lead to increased saline intrusion into the River Gambia and coastal aquifers. Rehabilitation of the early warning systems on climate-related natural hazards nation-wide is the first priority of the Gambia NAPA. The implementation of this system could contribute to mitigate the impacts of floods along the River.

3.2.5. The proposed bridge design incorporates various considerations aimed at adapting to climate change especially to extreme events such as floods, increased salinity and temperature in the project area as follows: (i) design of foundation, piles and deck taking into account large horizontal forces (such as wind and extreme water speed) and extreme temperatures. The design of the bridge has also taken into account the highest water level and design discharge with a 100 year recurrence. In addition the access road pavement layers will be made of waterproofing layer with side pumping. Finally collection and evacuation of sediments from the river's bottom (generated by the excavation works) will contribute to reduce the risk of floods; and (ii) protection of piles against corrosion to mitigate the risk related to saline intrusion into the River and coastal aquifers.

3.2.6. Although there is no baseline data on Carbon dioxide (CO₂) emission in the project area, it is expected that in the long run, CO₂ net emission into the atmosphere will decrease. The bridge will allow for better traffic flow at a nominal speed of at least 40km/h. The stabilized speed limit of 40km/h will allow for operation of vehicles at optimum consumption levels for best energy efficiency, resulting in minimum emissions compared to the “without project” situation (ferry) where CO₂ emissions were concentrated at congestion points and are exacerbated by frequent stop-and-start during waiting times (weighing and at the pier). Furthermore, the bridge will significantly shorten travel distance of Senegalese road users travelling between the northern and southern regions. Travel distance from Dakar to Casamance via the future bridge will reduce the route via Tambacounda by 378 km.

3.2.7. Additional measures adopted under the project, which could positively contribute to mitigating climate change through carbon sequestration and reduction of greenhouse gas emissions into the atmosphere, include: (i) reducing the straight section at the bridge right bank so as to reduce clearance of the mangrove; (ii) restoring the mangrove to help to absorb CO₂ emissions; (iii) planting of trees made of various indigenous species; (iii) proper reinstatement of borrow pits..

Gender

3.2.8. Agriculture is the primary source of revenue for inhabitants along the corridor. There is a gendered division of labor in the agricultural sector. Men primarily grow sorghum, millet, maize and groundnuts while women grow rice and vegetables. Women mainly derive their income from small scale food production and trading. According to Gambia's latest national household poverty survey, 52% of the poor are women. Women form about 70% of

subsistence agricultural sector producers and are responsible for 40% of the total agricultural production. Given the difficulties in accessibility between the production and sales points, post-harvest losses are high especially for women's crops which are highly perishable. The construction of the bridge would open up the growth area and improve access to agricultural inputs and markets. This will boost agricultural production and ultimately farmers' incomes.

3.2.9. In addition, the project will promote trading activities through the construction of two regional markets (one on each bank of The Gambia River) and rehabilitation of 15 km of feeder roads. There are about 300 vegetable farms in the North Bank and Lower River regions, but most of them are located in remote areas lacking access roads, making it difficult for female producers to sell their vegetables. With the improved feeder roads, women food producers along the road corridor will be able to more easily move their outputs for sale at the regional markets. The design of these markets which will be undertaken by a private consulting firm and reviewed by the Gambia's Women's Bureau will include several stalls, food sales area and agro-processing and storage facilities. Currently, the gender breakdown shows that the trading activities at the ferry sites are monopolized by men, while very few women run only small restaurants and food stands. Women account for only 4% of the trading opportunities at the ferry site. The two new regional markets will accommodate not only the 115 traders affected by the project, but also cater for women for whom 60% of the close to 200 new stalls will be reserved. The expected overall increase in economic activity in the area will improve incomes for men and women and promote economic empowerment of both sexes.

3.2.10. The project will attract more people into the PIZ, thus exposing female, especially young women, to greater risks of HIV/AIDS/STI infection and gender based violence. The HIV/AIDS/STI program of awareness, prevention and treatment will focus on the plight of girls and women in this cross-border setting. This will offer an opportunity for girls and women to receive targeted and accurate information on the epidemic and how they can be protected. Furthermore, the project has made some provision for displays, (through signage, brochures) of trade and immigration related information at the OSBPs to be readily available and accessible to cross-border traders, especially females, who are generally confronted with harassment at borders.

Social

3.2.11. The construction of the bridge over the Gambia River will allow free traffic flow between the northern and southern parts of both The Gambia and Senegal. The project will therefore reduce travel time, boost trade and reinforce cohesion among communities which were previously isolated. The project will facilitate transportation of agricultural inputs and outputs to markets reducing post-harvest losses and boosting socio-economic activities. During the bridge works phase, the project will create employment opportunities in the construction sector, i.e. over 400 unskilled jobs for men and women particularly the youth will be available. The feeder roads construction which will mainly utilise labour intensive constructions techniques in The Gambia, will favour employment of local communities. Income generating activities through the supply of food and various items to construction workers will also be a source of revenue by the local communities.

3.2.12. The project has taken measures to maximize benefits and minimize potential negative social effects. Corridor projects of such regional importance can increase the spread of HIV/AIDS and other STIs in the area, as people living along major transit routes are particularly susceptible to infection with STDs. The project includes HIV/AIDS/STI

prevention campaigns which will be targeted at the local communities, susceptible groups such as construction workers, drivers and women to educate and raise awareness. Civil works contracts will also include clauses requiring contractors to regularly sensitize their workers on HIV/AIDS/STIs. Road safety campaigns have been incorporated in the project since improvements in the corridor condition may lead to a rise in road traffic accidents (injuries and fatalities). Improvements in women's earning power particularly in male dominated societies such as the project area could expose them to the risk of violence from their spouses. However, men's incomes will also improve through the project so the risk will be minimal. The inclusion of clauses in works contracts for the recruitment of local labour has been recommended.

Involuntary resettlement

3.2.13. The project will affect: (i) three (3) farmers owning about two (2) ha of rice fields on both sides of the Gambia River; (ii) income-earning opportunity of about 115 established traders on both sides of the Gambia River in Yelitenda and Bambatenda; and (iii) income-earning opportunities related to ferry activities specifically for about 60 employees of the Gambia Ports Authority (GPA). The total number of Project Affected People (PAP) is 178.

3.2.14. An Abbreviated Resettlement Action Plan (ARAP) which defines the framework of compensation and restoration of revenues for all PAP has been prepared. The mitigation measures will include: (i) a provision of an amount of Euros 2,535 to compensate owners of the rice fields. Full compensation of the farmers prior to the works is a condition for first disbursement; (ii) construction of two new regional markets under the project to enable the 115 established traders to continue their activities in an improved setting. Given that there will be a lapse of time between the shutdown of the ferry and the relocation to the new markets, a provisional amount of Euro 62,104 (equivalent to three (3) months average income) will be paid to the 115 traders. In addition to these mitigation measures, a provision of a lump sum of Euros 12, 674 will be made to assist the PAPs including the established traders for their relocation on the new sites. The GoTG committed itself to give priority to the 115 established traders and in particular to the women in the allocation of space in these new regional markets; the balance of traders includes people engaged in informal trading activities, who are self-employed, flexible and adapt to demand and will be relocated to the two markets to be constructed. (iii) ensuring that no staff of the GPA operating on the ferry that will be decommissioned as a result of the Trans Gambia bridge results in either jobs losses or income earning opportunities. Commitment in this regards was requested to GoTG. The following solutions were discussed with the employees of the GPA and include (details on these solution are described in the ARAP): (i) redeployment of staff (mainly ferry drivers, mechanics and electricians) to other ferry sites with payment of a lump sum to facilitate the relocation; (ii) reassignment to other duties in other public facilities with payment of compensation for relocation and training; and (iii) voluntary retirement/separation for the remaining staff. Arrangement will be made by the GoTG for the payment of benefits in line with applicable laws and procedures.

3.2.15. In order to implement these three above-mentioned solutions in the framework of the ARAP, provisions have been made to carry out the following key activities: (i) sensitization and explanation of all compensation options to all PAPs including staff of the GPA (cost included in the ESMP); (ii) establishment of ferry workers' focal point; (iii) aptitude test for relevant staff in line with the new assignments (Euros 3,802 included in the budget for the ARAP); (iv) relocation choice and arbitration with assistance of a legal officer (provision of Euros 3,802 in the budget of the ARAP); (v) skills upgrade in cash transactions, accounting,

management and training in civics and customer relations (provision of Euros 24,081 included in the budget for the ARAP); (vi) provision of Euros 40, 558 for identification of candidates and payment of separation / early retirement in the budget of the ARAP.

3.2.16. The cost, excluding contingencies, for compensating and restoring revenues of PAPs has been estimated to GMD 5, 900 000 (about Euro 149 556) to be paid by GoTG. This will constitute a condition prior to first disbursement.

4. IMPLEMENTATION

4.1. Implementation arrangements

Executing Agencies

4.1.1. The project components in each country will be executed by the respective road authorities, National Roads Authority (NRA) in The Gambia and AGEROUTE in Senegal. The Agencies have effectively implemented several donor funded projects (EU, BADEA, OPEC and Islamic Development Bank) and are familiar with the requirements of multilateral donor institutions. The agencies will each appoint a Project Coordinator (PC) from within its organization who will be the key contact person responsible for coordinating and monitoring all project activities. In carrying out project activities, the PC will rely on existing management systems in areas such as finance, procurement, monitoring and evaluation and environment. The submission of the CV(s) of the Project Coordinator(s) to the Bank for no-objection is a condition for first disbursement

4.1.2. In the Gambia, NRA is directly responsible for implementing the ESMP and the ARAP. In line with the AfDB's Involuntary Resettlement Policy (IRP) and the Gambia land acquisition and compensation Act of 1999, implementation of the ARAP will be monitored regularly by NRA to ensure that actions have proceeded in accordance with the provisions of the ESMP and ARAP. This will be done under the supervision of the Ministry of Local (MoLG) Government and the National Environmental Agency (NEA) to ensure that the NRA follows the schedule and abides by the principles of this ARAP. NRA is in the process of filling the vacancy for an environmental expert who will directly work with the MoLG and NEA.

4.1.3. In Senegal, the EA is the Ministry of International Cooperation, Infrastructure, Air Transport and Energy (MICATTIE) through an autonomous agency AGEROUTE. To accomplish its work, AGEROUTE has a procedures manual for governing its functioning and currently employs 128 staff comprising of at least 52 technical staff. The performance of the staff of Ageroute is assessed regularly. The Agency's organogram includes critical departments responsible for technical issues, finance and procurement on which the project will rely for its implementation.

4.1.4. Furthermore, a Joint Technical Committee (JTC) will be set up to coordinate the overall implementation of the project cross border improvement components. The JTC will address coordination/harmonization issues on the project as well as give guidance to any issues that may impede the implementation of the project. The JTC will be comprised of a total of eleven (11) members: five (5) from each of the two countries and one (1) representative from the ECOWAS directorate of transport and telecommunications. The JTC membership for Senegal will include the Director of AGEROUTE and representatives from Ministry of Land Transport, Ministry of Interior, Revenue Authority and Transporters Association. For The Gambia the composition will include the NRA Director,

representatives from the Ministry of Works, Ministry of Interior, Customs and Revenue Authority and Transporters Association. The JTC will meet twice a year. Progress reports will be produced by the JTC on semi-annual basis. Given that most of the project activities will be implemented in the Gambia, it was agreed that the Gambia would lead and coordinate the project. The related costs of the JTC are covered under the grant to The Gambia.

4.1.5. The NRA will be required to manage the implementation of the project and administer the consultant and contractors contracts. Currently most projects at NRA are managed by project engineers who might oversee more than one project while attending to other administrative tasks. A recent study financed by the EU, identified a number areas, such as procurement and contract management, in which the NRA staff needed to build capacity. For this project, the NRA recognises the need for Technical Assistance (TA) in contract management and other short-term targeted assistance aimed at enhancing its overall capacity.

4.1.6. Implementation support to the NRA will thus be provided through a Technical Assistance (TA) component, which shall include full time consultancy services support for four (4) years in contract management and targeted short term consultancies, as agreed with the NRA management. The TA will also assume responsibility for the development of Project Performance and Monitoring System, as well as managing training of NRA staff.

Procurement

4.1.7. The executing agencies will be responsible for the procurement of works, goods and consulting services (packaged by country) and will manage the process of obtaining the necessary internal approvals in line with respective Public Procurement Laws and Regulations. All procurement of goods and works will be in accordance with the Bank's "Rules and Procedures for Procurement of Goods and Works" and Consultancy Services will be with "Rules and Procedures for the Use of Consultants", using the relevant Bank's Standard Bidding Documents. The civil works in both countries are packaged under four (4) lots; three (3) lots in The Gambia and one (1) in Senegal. In The Gambia, the three (3) lots are: (i) bridge and access roads; (ii) One Stop Border Post; and (iii) related works (markets and feeder roads). In Senegal, the one (1) lot is for the OSBP.

4.1.8. The agencies have generally developed capacity in the use of procurement guidelines and regulations of donor institutions such as the EU, OPEC and Islamic Development Bank. The NRA however has not carried out any procurement under AfDB procedures. In view of the foregoing, the capacities of the NRA to undertake the procurement was considered to be satisfactory, though NRA staff needed to be strengthened and inducted in the use of the Bank's procedures. To address this shortcoming and ensure the training of the staff, the TA will provide short term targeted training and support in procurement. AGEROUTE has adequate experience in carrying out procurement using the Bank's rules and guidelines.

Financial Management and Disbursement Arrangements

4.1.9. **Financial:** Gambia's NRA accounting department will assume responsibility for the accounting of the project. As detailed in the FM technical annex, an FM capacity assessment of the department concluded that there is sufficient manpower and capacity to meet the accounting and reporting requirements of the project. Use will therefore be made of the institution's entire suite of systems and procedures, meaning that this project will comply fully with the Bank's requirement to use the existing FM system where it is deemed capable. In Senegal, the FM capacity assessment of AGEROUTE concluded that the accounting procedures and systems are adequate and will be used for the project.

4.1.10. **Audit:** In the Gambia, the Project will make use of the existing NRA audit arrangements. The Auditor General of Gambia outsources the audit of the NRA to private firms. NRA will ensure that the audited project financial statements, inclusive of the accompanying audit management letter, will be submitted to the Bank annually within six (6) months of the end of the year audited. In Senegal an audit of the Project will be carried out each year by an independent auditor recruited by AGEROUTE in accordance to the Bank's procurement rules and procedures. Audit reports will be submitted to the Bank no later than within six (6) months following the end of each fiscal year. At least five (5) audits will be undertaken covering the entire construction period.

4.1.11. **Disbursement:** Direct disbursement method will be used for the majority of all project expenditure. All disbursements will follow the procedures outlined in the Bank's *Disbursement Handbook*.

4.2. Monitoring

4.2.1. Project execution will be monitored using a three dimensional approach. At the first level, competent professional consultants will be procured to supervise on a day-to-day basis the quality and progress of the works. At the second level, the Executing Agencies will supervise the consultants through a Senior Engineer, appointed by each of the two EAs as Project Coordinator. The EAs are expected to provide the Bank with quarterly progress reports including status of implementation of ESMP measures. For the Gambia, a TA will be provided to strengthen its project management capacity and other short term targeted consultancies. The Bank will provide a third level of support through periodic field missions that will aim to access the performance of the project through the respective EAs. Table 4.1 provides a summary of the Bank's key monitoring milestones.

Table 4.1 Implementation and Monitoring Timeframe

<i>Timeframe</i>	<i>Milestone</i>	<i>Monitoring process</i>	<i>Feedback loop</i>
Q1/Q2 -2012	Project Launching, Commence Procurement Arrangements, ARAP issues	Supervision Mission	Progress Report
Q3/Q4 - 2013	Construction commences	Supervision Mission	Progress Report
Q2,Q4 - 2014	Construction	Supervision	Progress Report
Q2,Q4- 2015	Construction	Supervision, Midterm review	Progress Report
Q2,Q4 - 2016	Construction , Substantial Completion	Supervision mission	Progress Report
2016/2017	Defects Liability Period	Supervision mission	Project Completion Report

4.2.2. Monitoring of environmental and social impacts will be undertaken by the EAs, directly responsible for implementing the ESMP and the ARAP. The EAs are expected to provide the Bank with quarterly progress reports including status of implementation of ESMP measures. The supervising consultant will ensure full compliance with ESMP and ARAP mitigations measures. The NRA, with assistance of the NEA will also be responsible for the monitoring of the ESMP and the ARAP.

4.2.3. Financial Management and Auditing aspects will be monitored through existing accounting and reporting procedures. The EAs will programme mid-term review of the project and schedule preparation of the Project Completion Report towards the end of the project.

4.2.4. A Monitoring and Evaluation (ME) mechanism which will be operational from the commencement of the project to its completion will monitor project impacts in Senegal and the Gambia through the Log Frame indicators. This mechanism will serve to: (i) refine project indicators and define a baseline situation for project impact monitoring requirements; (ii) compile and manage information on the level of implementation of the different project components through a relational database, and; (iii) carry out mid-term and post-completion Project impact assessments using the same methodology as was used in establishing the baseline situation. This ME service will be provided through the Technical Assistance consultancy.

4.3. Governance

The governments are committed to undertake the project using adequate safeguards on public expenditure. The Gambia has continued to implement Public Expenditure Reforms (PEF) aimed at improving governance systems such as tightening of fiscal policy through cash-budgeting for monthly expenditure. Senegal is committed to its economic reforms through reducing the fiscal deficit, increasing transparency, encouraging the private sector and strengthening the financial sector. The project provides the following mitigation measures: (i) periodic Independent Technical and Financial Audits which will provide feedback and early warning on the project's implementation; and (ii) technical assistance to the NRA will ensure thorough contract management.

4.4. Sustainability

4.4.1. The sustainability of the project depends on the availability of resources to cover recurrent maintenance costs, quality of works and conditions under which the bridge is to be used. The bridge and minor access roads are entirely located in The Gambia and will thus fall under the responsibility of the GoTG while the OSBP to be constructed in each country will be owned by the respective government. The maintenance and operation requirements in each country are described below.

Gambia

4.4.2. Concerning routine maintenance financing, Gambia has, since 2003, put in place a second generation Road Fund (RF) that targets financing of maintenance activities. The resources of the RF are mainly made up of government contributions which account for over 90% of the resources. Contributions to the Road Fund are provided by the Ministry of Finance on a quarterly basis into a Road Fund account at the Central Bank of Gambia which is administered by the NRA. Between 2007 and 2010 the resources by the RF have steadily increased by over 300% from Euro 0.29 million in 2007 to about Euro 1.27 million in 2010.

4.4.3. The current maintenance policy is to prioritize preservation of all roads that are in good and fair condition by channeling funds first to routine maintenance and then to periodic maintenance. The current Road Fund allocation is sufficient to cover routine maintenance requirements (14% of current RF revenue) of the Core Road Network (CRN). However, the total Road Fund revenue is insufficient to cover periodic maintenance requirements.

4.4.4. The GoTG has pledged to increase funding to the RF and other funding mechanisms are currently under study. As an immediate response, a Road User Charges Advocacy Paper was prepared under the EU Technical Assistance to the NRA in 2010 with proposals to mobilise additional funds through increases in: (i) road user tax; (ii) vehicle licensing fees; and (iii) subventions from GoTG to be paid directly to the bank account of the Road fund. It was noted that the most efficient road user charging instrument was fuel levy and that an

increase of about Euro 0.07 per litre of fuel could generate sufficient revenue to the RF of about € 4.5 – € 5 million to provide sufficient funds for periodic maintenance. The project design therefore includes as condition provision of evidence on GoTG's commitment to implement measures aimed at increasing local revenue resources to the Road Fund.

4.4.5. With regard to quality of work, the impact of the recurrent maintenance cost on the government is minimal, due to the selected technical solution. The choice of reinforced concrete for the bridge structure is most appropriate and improves the overall efficiency of the project with regard to maintenance. Reinforced Concrete (RC) has minimal maintenance requirements and supports the project sustainability in terms of future maintenance expenditure. The bridge and access roads maintenance cost will be borne by the government after construction. It has been estimated that the average annual routine maintenance cost of the bridge is about € 0.003 million or 0.24% of current Road Fund revenue. Based on current routine maintenance strategy it can be confirmed that the GoTG has sufficient financial capacity to carry out proper routine maintenance of the Bridge

4.4.6. To ensure physical sustainability, the Gambia's draft Transport Policy (2012-2017) includes as a high priority adoption of axle load control facilities to regulate weight of heavy vehicles plying the road network. The project thus includes construction of axle control load facilities to prevent excessive loading which could lead to the premature deterioration of the bridge and road corridor pavement.

Senegal

4.4.7. In accordance to ECOWAS Decision A/DEC.13/01/03, the OSBP in both countries will be managed under the rules and procedures of ECOWAS. The sustainability of investments and measures related to cross border improvement will be ensured by putting in place a Corridor Management Committee responsible for ensuring compliance with regulations governing the free movement of goods and people. The management of the common border checkpoint will be entrusted, on concession or lease, to a private or semi-private structure. The cost of maintenance and management of the border post is estimated at nearly EUR 0.15 million per annum will be charged to trade and transport operators benefitting from the facilitation who should accept it since it represents only about 3% of the road charges that they are currently paying. Transporters will mostly benefit from reduced border transit time of two (2) hours, from the current estimate of four (4) hours.

4.5. Risk management

4.5.1. The potential risks and outcome indicators are:

Impact Risks

Political Instability: The Trans-Gambia corridor traverses the Casamance Region of Senegal, considered politically sensitive due to the presence of a separatist movement, which over the years has led to several unrests and proved highly disruptive to the local economy. Potential consequences include delays in completion of the project. As a mitigation measure, the GoS are engaged in dialogue with affected communities within the country and the region to solve the conflict.

Outcome Risks

Transit Traffic Facilitation: In the absence of well-defined framework for enforcement of the ECOWAS Inter State Road Transport (ISRT) protocol on transit of goods, the proposed cross border improvement measures may not translate into the desired outcomes i.e. reduced travel and cross border times. As mitigation, ECOWAS has prepared a simplified document to facilitate the implementation of the ISRT. The MOU planned within this project will allow the Corridor Management Committee to streamline the enforcement of the ISRT measures on the Gambian and Senegalese sections.

Output Risks

Unforeseen Ground Conditions: Bridge foundations are highly complex and existing ground conditions at construction can easily influence changes in design with likely cost implications. The tender documentation will make allowance for additional geotechnical investigations.

Availability of building materials: Lack of good quality and quantity of construction materials (aggregates) in the area of influence of the project is a plausible risk. Adequate contingencies to cover the cost of haulage from reliable alternate sources have been included in the project's detailed cost estimates. The tender documentation will also make allowance for additional prospecting of materials.

4.6. Knowledge building

Through its complexity, the Project provides an excellent opportunity to enhance existing knowledge delivery of priority regional infrastructure as per Bank Group Regional Integration Strategy Paper (RISP 2011-2015). The project includes studies to determine: i) additional specific and appropriate transport facilitation measures which will take into account the two countries' peculiar physical border interfaces; and ii) the optimal need to reduce controls and cost of corridor transportation.

5. LEGAL INSTRUMENTS AND AUTHORITY

5.1. Legal instrument

5.1.1. The Bank instruments to finance this operation are an ADF Grant to The Gambia and a Loan to Senegal. The ADF Grant to The Gambia amounts to UA 63.55 million. The ADF Loan to Senegal amounts to UA 3.18 million. The standard ADF financing terms and conditions are applicable to the grant and loan.

5.2. Conditions associated with Bank's intervention

The Gambia

Conditions Precedent to the Entry into Force of the Grant Agreement

The Grant Agreement shall enter into force upon signature by the Republic of The Gambia and the Fund.

Conditions Precedent to First Disbursement of the Grant

The obligation of the Fund to make the first disbursement of the Grant shall be conditional upon the entry into force of the Grant Agreement and evidence by the Recipient to the satisfaction of the Fund, that the following conditions have been fulfilled:

- (i) Having developed and delivered to the Fund an Abbreviated Resettlement Action Plan (ARAP) describing: (a) the farm land to be affected during the civil works; and (b) a timeframe for the compensation of all Project Affected Persons (farmers, established traders and affected GPA staff), in form and substance satisfactory to the Fund;
- (ii) Having compensated and/or resettled all Project Affected Persons with respect to the farm land in accordance with the ARAP; and
- (iii) Submission of the CV of the Project Coordinator to the Bank for no-objection.

Other Conditions

The Recipient will provide evidence in form and substance acceptable to the Fund of the following:

- (i) Having fully compensated and/or resettled all the PAPs (farmers, established traders and affected GPA staff) in accordance with the agreed ARAP and any updates to the ARAP;
- (ii) Funds allocated for the resettlement and compensation of all Project Affected Persons in accordance with the ARAP have been deposited in a dedicated account with terms and conditions acceptable to the Fund;
- (iii) Have provided evidence that the government is committed to implementing measures aimed at increasing local revenue resources to the Road Fund; and
- (iv) Establish no later than three (3) months from the date of signature of this Agreement, a Joint Technical Committee (JTC) to coordinate the implementation of the project cross border improvement components. The JTC will comprise a total of eleven (11) members: five (5) from each of the two countries and one (1) representative from the ECOWAS directorate of Transport and Telecommunication. The JTC membership for The Gambia shall include the National Roads Authority (NRA) Director, representatives from the Ministry of Works, Ministry of Interior, Customs and Transporters Association.

Undertakings

The Recipient hereby undertakes the following:

- (i) To implement and report on the implementation of the ESIA, ESMP and the A RAP on a quarterly basis in form acceptable to the Fund.
- (ii) To report on a quarterly basis in form acceptable to the Fund on the measures adopted and progress on HIV/AIDS and STD prevention and counselling and gender sensitization and awareness raising.

Senegal

Conditions Precedent to Entry into Force of the Loan Agreement

The entry into force of the Loan Agreement shall be subject to the fulfilment by the Republic of Senegal of the provisions of Section 12.01 of the General Conditions.

Conditions Precedent to First Disbursement of the Grant

The obligation of the Fund to make the first disbursement of the Loan shall be conditional upon the entry into force of the Loan Agreement and evidence by the Recipient to the satisfaction of the Fund, that the following conditions have been fulfilled:

- (i) Submission of the CV of the Project Coordinator to the Bank for no-objection.

Other Conditions

The Recipient will provide evidence in form and substance acceptable to the Fund of the following:

- (i) Establish no later than 3 months from the date of signature of this Agreement, a Joint Technical Committee (JTC) to coordinate the implementation of the project cross border improvement components. The JTC will comprise a total of eleven (11) members: five (5) from each of the two countries and one (1) representative from the ECOWAS directorate of Transport and Telecommunication. The JTC membership for Senegal will include the Director of AGEROUTE and representatives from Ministry of Land Transport, Ministry of Interior, Revenue Authority and Transporters Association

5.3. Compliance with Bank Policies

(Yes) This project complies with all applicable Bank policies.

(None) The following exceptions to Bank policies are recommended for approval. The project complies with all other applicable Bank policies

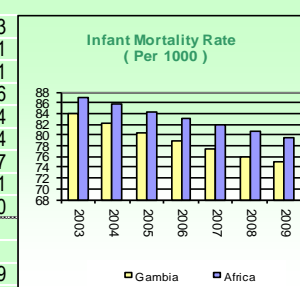
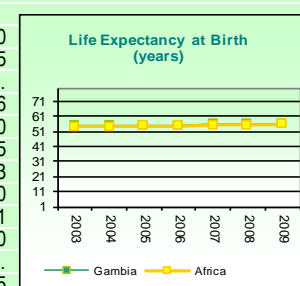
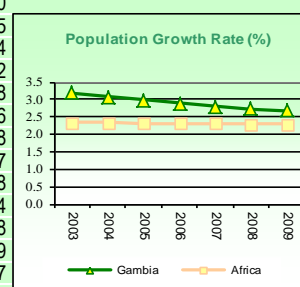
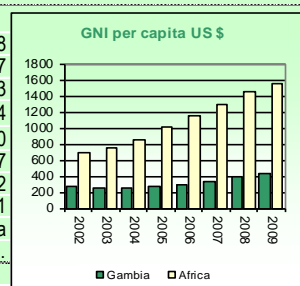
6. RECOMMENDATION

Management recommends that the Board of Directors approve the proposed grant **UA 63.55 million** to the Government of the Republic of The Gambia and a loan of **UA 3.18 million** to the Government of the Republic of Senegal for the purposes and subject to the conditions stipulated in this report.

Appendix I Country's comparative socio-economic indicators

Gambia COMPARATIVE SOCIO-ECONOMIC INDICATORS

	Year	Gambia	Africa	Developing Countries	Developed Countries
Basic Indicators					
Area ('000 Km ²)		11	30 323	80 976	54 658
Total Population (millions)	2010	1.8	1,031.5	5,659	1,117
Urban Population (% of Total)	2010	58.1	39.9	45.1	77.3
Population Density (per Km ²)	2010	155.0	34.0	69.9	20.4
GNI per Capita (US \$)	2009	440	1 525	2 968	37 990
Labor Force Participation - Total (%)	2010	45.0	40.1	61.8	60.7
Labor Force Participation - Female (%)	2010	46.3	41.0	49.1	52.2
Gender -Related Development Index Value	2007	0.452	0.433	0.694	0.911
Human Develop. Index (Rank among 169 countries)	2010	151	n.a	n.a	n.a
Popul. Living Below \$ 1 a Day (% of Population)	2005-08	...	42.3	25.2	...
Demographic Indicators					
Population Growth Rate - Total (%)	2010	2.6	2.3	1.3	0.6
Population Growth Rate - Urban (%)	2010	4.0	3.4	2.4	1.0
Population < 15 years (%)	2010	42.1	40.3	29.0	17.5
Population >= 65 years (%)	2010	3.0	3.8	6.0	15.4
Dependency Ratio (%)	2010	81.6	77.6	55.4	49.2
Sex Ratio (per 100 female)	2010	98.4	99.5	93.5	94.8
Female Population 15-49 years (% of total populati	2010	23.9	24.4	49.4	50.6
Life Expectancy at Birth - Total (years)	2010	56.6	56.0	67.1	79.8
Life Expectancy at Birth - Female (years)	2010	58.3	57.1	69.1	82.7
Crude Birth Rate (per 1,000)	2010	35.8	34.2	21.4	11.8
Crude Death Rate (per 1,000)	2010	10.9	12.6	8.2	8.4
Infant Mortality Rate (per 1,000)	2010	74.0	78.6	46.9	5.8
Child Mortality Rate (per 1,000)	2010	111.6	127.2	66.5	6.9
Total Fertility Rate (per woman)	2010	4.9	4.4	2.7	1.7
Maternal Mortality Rate (per 100,000)	2008	400.0	530.2	290.0	15.2
Women Using Contraception (%)	2005-08	61.0	...
Health & Nutrition Indicators					
Physicians (per 100,000 people)	2008	4.0	58.3	109.5	286.0
Nurses (per 100,000 people)*	2008	44.6	113.3	204.0	786.5
Births attended by Trained Health Personnel (%)	2006	56.8	50.2	64.1	...
Access to Safe Water (% of Population)	2008	92.0	64.5	84.3	99.6
Access to Health Services (% of Population)	2005-07	...	65.4	80.0	100.0
Access to Sanitation (% of Population)	2008	67.0	41.0	53.6	99.5
Percent. of Adults (aged 15-49) Living with HIV/AIDS	2007	0.9	4.9	0.9	0.3
Incidence of Tuberculosis (per 100,000)	2009	269.0	294.9	161.0	14.0
Child Immunization Against Tuberculosis (%)	2009	92.0	79.9	81.0	95.1
Child Immunization Against Measles (%)	2009	88.0	71.1	80.7	93.0
Underweight Children (% of children under 5 years)	2006	15.8	30.9	22.4	...
Daily Calorie Supply per Capita	2007	2 385	2 465	2 675	3 285
Public Expenditure on Health (as % of GDP)	2008	5.3	5.7	2.9	7.4
Education Indicators					
Gross Enrolment Ratio (%)					
Primary School - Total	2010	84.7	102.7	107.2	101.3
Primary School - Female	2010	85.5	99.0	109.2	101.1
Secondary School - Total	2010	50.3	37.8	62.9	100.1
Secondary School - Female	2010	49.5	33.8	61.3	99.6
Primary School Female Teaching Staff (% of Total)	2008	33.4	47.0	60.5	81.4
Adult literacy Rate - Total (%)	2008	45.3	64.8	80.3	98.4
Adult literacy Rate - Male (%)	2008	56.7	74.0	86.0	98.7
Adult literacy Rate - Female (%)	2008	34.3	55.9	74.8	98.1
Percentage of GDP Spent on Education	2006	...	4.6	3.8	5.0
Environmental Indicators					
Land Use (Arable Land as % of Total Land Area)	2008	39.0	7.8	10.6	10.9
Annual Rate of Deforestation (%)	2005-09	...	0.7	0.4	-0.2
Annual Rate of Reforestation (%)	2005-09	...	10.9
Per Capita CO2 Emissions (metric tons)	2009	0.3	1.1	2.9	12.5



Sources : ADB Statistics Department Databases; World Bank: World Development Indicators;

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May 2011

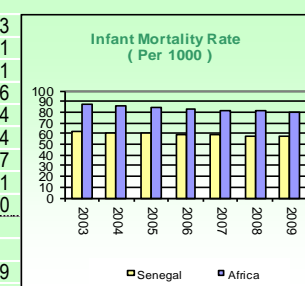
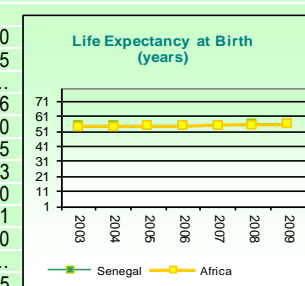
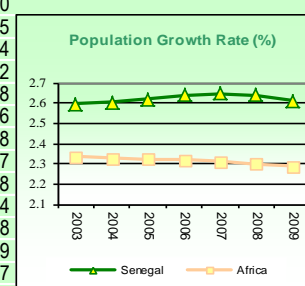
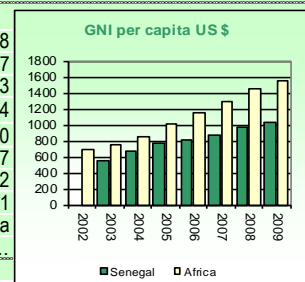
UNAIDS; UNSD; WHO, UNICEF, WRI, UNDP; Country Reports.

Note : n.a. : Not Applicable; ... : Data Not Available.

Senegal

COMPARATIVE SOCIO-ECONOMIC INDICATORS

	Year	Senegal	Africa	Developing Countries	Developed Countries
Basic Indicators					
Area ('000 Km ²)		197	30 323	80 976	54 658
Total Population (millions)	2010	12.9	1,031.5	5,659	1,117
Urban Population (% of Total)	2010	42.9	39.9	45.1	77.3
Population Density (per Km ²)	2010	65.4	34.0	69.9	20.4
GNI per Capita (US \$)	2009	1 040	1 525	2 968	37 990
Labor Force Participation - Total (%)	2010	43.4	40.1	61.8	60.7
Labor Force Participation - Female (%)	2010	43.5	41.0	49.1	52.2
Gender -Related Development Index Value	2007	0.457	0.433	0.694	0.911
Human Develop. Index (Rank among 169 countries)	2010	144	n.a	n.a	n.a
Popul. Living Below \$ 1 a Day (% of Population)	2005-08	33.5	42.3	25.2	...
Demographic Indicators					
Population Growth Rate - Total (%)	2010	2.6	2.3	1.3	0.6
Population Growth Rate - Urban (%)	2010	3.3	3.4	2.4	1.0
Population < 15 years (%)	2010	43.3	40.3	29.0	17.5
Population >= 65 years (%)	2010	2.5	3.8	6.0	15.4
Dependency Ratio (%)	2010	84.2	77.6	55.4	49.2
Sex Ratio (per 100 female)	2010	98.3	99.5	93.5	94.8
Female Population 15-49 years (% of total populatic	2010	24.6	24.4	49.4	50.6
Life Expectancy at Birth - Total (years)	2010	56.2	56.0	67.1	79.8
Life Expectancy at Birth - Female (years)	2010	57.8	57.1	69.1	82.7
Crude Birth Rate (per 1,000)	2010	37.4	34.2	21.4	11.8
Crude Death Rate (per 1,000)	2010	10.4	12.6	8.2	8.4
Infant Mortality Rate (per 1,000)	2010	57.0	78.6	46.9	5.8
Child Mortality Rate (per 1,000)	2010	115.5	127.2	66.5	6.9
Total Fertility Rate (per woman)	2010	4.8	4.4	2.7	1.7
Maternal Mortality Rate (per 100,000)	2008	410.0	530.2	290.0	15.2
Women Using Contraception (%)	2005-08	8.7	...	61.0	...
Health & Nutrition Indicators					
Physicians (per 100,000 people)	2008	6.0	58.3	109.5	286.0
Nurses (per 100,000 people)*	2008	36.5	113.3	204.0	786.5
Births attended by Trained Health Personnel (%)	2005-08	51.9	50.2	64.1	...
Access to Safe Water (% of Population)	2008	69.0	64.5	84.3	99.6
Access to Health Services (% of Population)	2005-08	...	65.4	80.0	100.0
Access to Sanitation (% of Population)	2008	51.0	41.0	53.6	99.5
Percent. of Adults (aged 15-49) Living with HIV/AIDS	2007	1.0	4.9	0.9	0.3
Incidence of Tuberculosis (per 100,000)	2009	282.0	294.9	161.0	14.0
Child Immunization Against Tuberculosis (%)	2009	97.0	79.9	81.0	95.1
Child Immunization Against Measles (%)	2009	79.0	71.1	80.7	93.0
Underweight Children (% of children under 5 years)	2005-08	14.5	30.9	22.4	...
Daily Calorie Supply per Capita	2007	2 348	2 465	2 675	3 285
Public Expenditure on Health (as % of GDP)	2008	5.7	5.7	2.9	7.4
Education Indicators					
Gross Enrolment Ratio (%)					
Primary School - Total	2009	83.7	102.7	107.2	101.3
Primary School - Female	2009	85.4	99.0	109.2	101.1
Secondary School - Total	2008	30.1	37.8	62.9	100.1
Secondary School - Female	2008	26.5	33.8	61.3	99.6
Primary School Female Teaching Staff (% of Total)	2009	29.6	47.0	60.5	81.4
Adult literacy Rate - Total (%)	2006	41.9	64.8	80.3	98.4
Adult literacy Rate - Male (%)	2006	52.3	74.0	86.0	98.7
Adult literacy Rate - Female (%)	2006	33.0	55.9	74.8	98.1
Percentage of GDP Spent on Education	2009	5.8	4.6	3.8	5.0
Environmental Indicators					
Land Use (Arable Land as % of Total Land Area)	2008	18.2	7.8	10.6	10.9
Annual Rate of Deforestation (%)	2005-09	...	0.7	0.4	-0.2
Annual Rate of Reforestation (%)	2005-09	...	10.9
Per Capita CO2 Emissions (metric tons)	2009	0.5	1.1	2.9	12.5



Sources : ADB Statistics Department Databases; World Bank: World Development Indicators;

last update :

May 2011

UNAIDS; UNSD; WHO, UNICEF, WRI, UNDP; Country Reports.

Note : n.a. : Not Applicable ; ... : Data Not Available.

Appendix II: Table of ADB's portfolio in the countries

No	Sector Operations	Source	Approved UA million	Disbursed UA million	Disbursement Ratio (%)	Age	Project Performance
THE GAMBIA							
A	Agriculture						
1	Artisanal Fisheries Development (Supp.)	NTF Loan	5.00	2.20	44.02	2.2	NON PP
2	NERICA Dissemination Project	ADF Loan	1.56	1.26	81.03	7.1	NON PP
3	Livestock and Horticulture Development	ADF Grant	4.02	1.05	26.21	2.1	NON PP
4	Sustainable Land Management Project	ADF Loan	3.02			0.8	Not rated
	Sub-Total		13.60	4.51		3.0	
B	Water/Sanitation Sector						
5	Support for National Water sector reform	AWTF	1.86	0	0	1.0	Not rated
6	Participatory Integrated Watershed Management Project	NTF Loan	4.95	4.94	99.90	7.0	NON PP
	Sub-Total		6.81	4.94		4.0	
C	Social Sector						
7	Entrepreneurship Promotion and Microfinance Development Project	ADF Grant	8.00	3.33	41.73	4.1	NON PP
	Sub-Total		8.00	3.33		4.1	
	Total Gambia		28.41	12.78	44.98%	3.5	5 NON PP
SENEGAL							
A	Social Sector						
1	Health II	ADF Loan	10.00	7.64	76.40	8.1	
		ADF Grant	1.35	1.27	93.80	8.1	NON PP
2	Education IV	ADF Loan	13.84	11.79	85.20	8.0	
		ADF Grant	1.00	0.78	78.20	8.0	NON PP
	Sub-Total		26.19	21.49	82.00	8.0	
B	Rural Sector						
3	Small Irrigation Support	ADF Grant	14.31	10.71	74.80	7.7	
		Supp. Loan	8.40	-	-	0.5	NON PP
4	Development Support	ADF Grant	20.0	7.19	36.00	5.7	NON PP
	Sub-Total		42.71	17.90	41.90	4.6	
C	Infrastructures						
5	Rural Electrification	ADF Grant	9.58	0.19	1.90	6.7	PP
6	Dakar-Diamniadio Highway	ADF Grant	45.00	29.13	64.70	1.9	NON PP
	Water Sanitation Sector						
7	Feasibility Studies for Ziguinchor	ADF Grant	0.83	0.67	81.10	4.6	NON PP
8	Implementation PAGIRE	ADF Grant	1.40	1.40	100.00	3.9	NON PP
9	Prog. AEPA Rural PEPAM II	ADF Grant	30.00	3.80	12.60	2.4	NON PP
	Sub-Total		32.17	5.69	17.7	4.2	
	Total Senegal		155.65	74.40	47.8	5.9	1PP / 9

Appendix III: Key related projects financed by the Bank and other development partners in the country

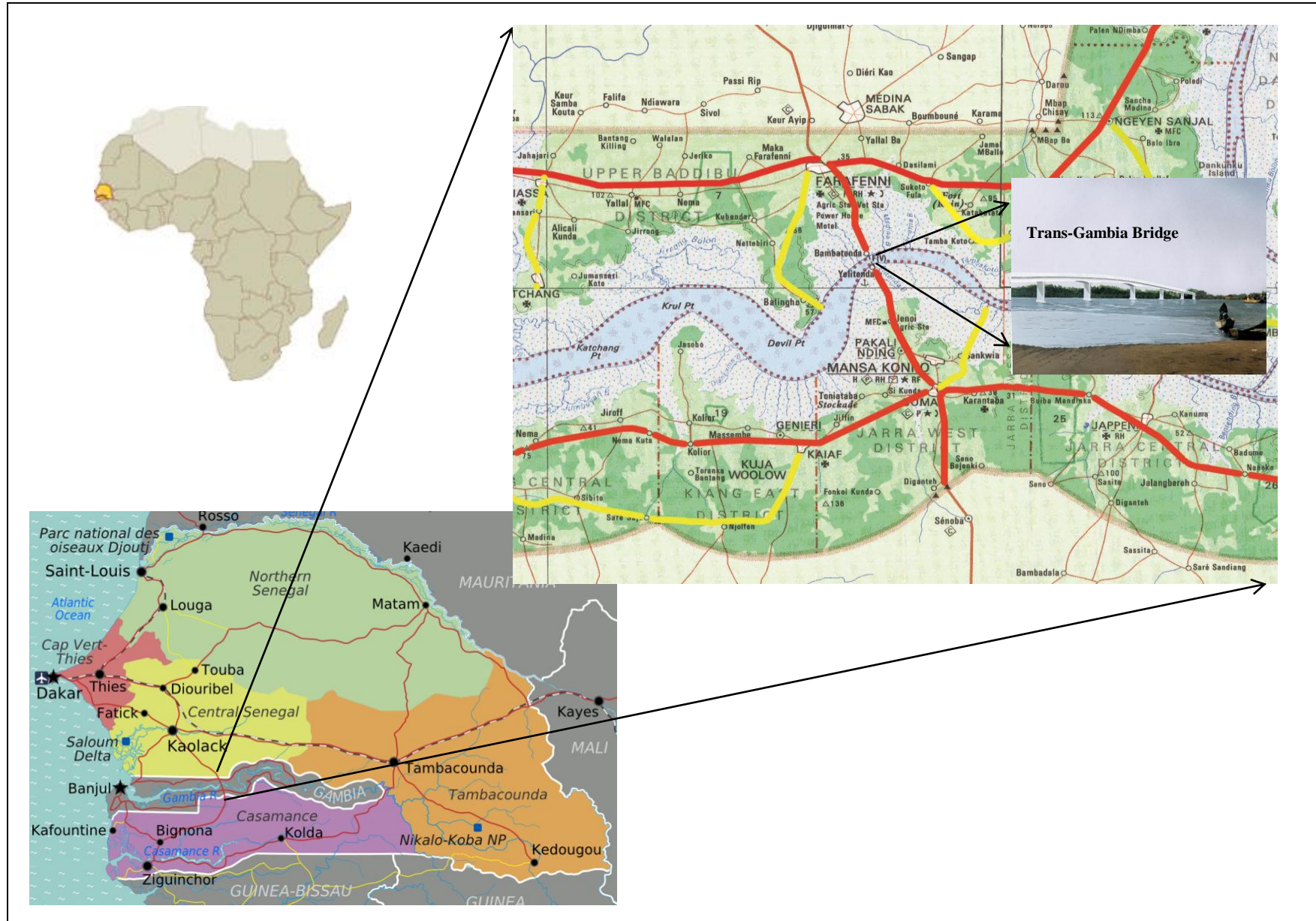
A. The Gambia

Project	Length	Donor	Euro, million
Essau - Kerewan	51	Taiwan	7.61
Kerewan - Farafenni	52	IsDB	6.23
Farafenni - Laminkoto	115	OPEC and BADEA	16.61
Mandinaba - Soma	141	Kuwait Fund, BADEA, OPEC Fund, Saudi Fund	29.76
Soma – Basse - Sabi	192	EDF	22.00
Amdellai - Barra	20	EDF	6.10
Serrekunda - Mandinaba	28	ISDB, OPEC	
Mandinaba - Selety	13	EDF	3.20
Trans Gambia	24	EDF	7.20

B. Senegal

Project	Length	Donor	Euro, million
Saint Louis-Rosso-Richard Toll Road		EDF	55.95
Vélingara-Badiara Road		EDF	11.00
Tambacounda –Néma Moussa	14	WADB	5.97
Mako - Kédougou	50	WADB	13.72
Tivaouane Touba toul - Khombole	37	WADB	15.24
Linguère Matam : Section Linguère – Boula		OPEC Funds	10.67
Boucle du Blouf (Thionk Essyl – Balingor)		BADEA	5.49
Linguère - Matam (lot 1)		BADEA	12.96
Transport and urban mobility Project (PATMUR)		IDA	28.97
Multinational: Guinea / Senegal: Tambacounda - Medina Gounass	66	ADF	22.11
Multinational : Mali - Senegal: Kédougou - Saraya (Falémé segment)	30	ADF	8.08
Linguère - Matam road: Boula - Ranérou - Patouki	55	ISDB	24.39
Linguère - Matam road: Patouki - Oourossogui	41	Kuwait Fund	18.29
Multinational Guinea / Senegal: Medina Gounass - Guinea border	70	Kuwait Fund	7.62
Golf Club - Keur Massar, Dakar region		Kuwait Fund	13.72
Matam -Bridges		ECOWAS Bank	10.09
RN6, section: Kolda - Koukany .		MCC	52.46
RN6, section: Tanaff-Kolda (Kolda bridge		MCC	37.88
RN6, section: Ziguinchor - Tanaff		MCC	62.74
RN2, section Richard toll - Dioum Saint Louis	120	MCC	76.22
Dioum Bridge		MCC	7.62
OUAKAM Road between Abass Ndao and the African Renaissance Monument		SDF	30.49
Multinational Guinea / Senegal: Construction of Medina Gounass	70	SDF	7.62
Multinational : Mali - Senegal: Rehabilitation of the Kédougou - Saraya (Falémé segment)	30	JBIC	6.56

Appendix IV: Map of the Project Area



Annex A: Cross Border Challenges

A.1 Background: The Trans-Gambian Corridor (Kaolack-Trans-Gambian Highway-Ziguinchor), which is part of the Dakar-Gambia-Bissau-Conakry-TransWest African Highway in the ECOWAS program and the Cairo-Dakar-Lagos Corridor of the Trans-West African Highway, serves as an important economic and strategic link connecting the northern and southern parts of The Gambia and Senegal, serving both intrastate and interstate traffic.² A major barrier to transport along the corridor, to be addressed by the project, is the lack of a reliable connection at Yalitenda, currently serviced by a ferry across the Gambia River and poor road conditions.³ In addition, there are a number of non-physical barriers to transport along the corridor (e.g obstacles to the cross-border movement of goods, vehicles, and people), which result in increased freight transit times, thereby leading to higher transaction costs that hinder national and regional trade. The project has been designed to address these barriers within the framework of the New Partnership for Africa's Development (NEPAD) Plan, the Sub-Saharan Africa Transport Policy Program (SSATP), and the ECOWAS Priority Road Transport Programme (PRTP), which aim to enhance regional trade through improvements in the regional transport network that facilitate the seamless movement of goods and services.

A.2 Nonphysical Barriers to Trade and Proposed Trade Facilitation Measures: Barriers include obstacles to the cross-border movement of goods, vehicles, and people; numerous checkpoints along the corridor; and inefficient (multi-stop) processing at poorly equipped border posts. While the ECOWAS Inter State Road Transport (ISRT or Convention sur le Transit Routier Inter-Etats, TRIE) provides a regional framework for joint cooperation on road transport and has entered into force legally, it is not fully applied. Too often exhaustive checks are still performed on transit cargo and transshipment occurs and (paid) customs escorts are required, all contrary to the goal of the ISRT/TRIE Convention. For the trader/transporter this situation is detrimental in terms of: (i) loss of time; (ii) the cost of unloading/reloading work; and (iii) the loss and damage of the cargo. In addition, unlike the situation with the TIR [Transit International Routier] Convention of the United Nations, the IST/TRIE Convention does not provide an exemption from escorts, the cost of which must be borne by the trader.

A.3 Another important measure to address the nonphysical barriers to transport along the corridor will be the implementation of a **one-stop (or joint) border post (OSBP)**.⁴ The facilities will be complemented by training and sensitisation on issues related to cross border improvement including OSBP operations. Consultations are underway with regard to the details of the programme, the location of the facilities, and operational procedures. Construction works for the facilities will be managed by the relevant authorities in the two countries with the most appropriate arrangements with regard to contractors and consulting services for works supervision.

² The corridor is of the highest economic and political importance for Senegal and The Gambia due to the specific geographical configuration of the two participating countries (with The Gambia nearly enclosed by Senegal), and it is also important for neighboring countries south of Senegal, including Guinea-Bissau and Guinea, which along with Senegal and The Gambia are the other member states of the Gambia River Basin Development Organization (Organisation pour la Mise en Valeur du Fleuve Gambie, OMVG).

³ At present, only one (old) ferry is operational; even if when a new ferry being currently on standby in the port starts operating, the situation is not likely to improve considerably. Roads also require upgrading, especially in the region of Kaolack in Senegal, in particular on the section between Niro du Rip and Keur Ayib at the border with The Gambia; the road network on the Gambian side is in relatively better condition.

⁴ In a one-stop border post, vehicles stop once and exit and entry clearances are all done in a single facility, usually in the country of entry.

A.4 Impacts: Implementation of the proposed trade facilitation measures will allow for faster movement of freight, consequent reduced transaction costs, and increased national and regional trade. Empirical evidence from elsewhere indicates that a cost reduction of approximately one half due to cross border improvement.

Annex B: Detailed Cost

Table B.1: Source of financing by components per country

No	Components	Source of ADF Financing (UA millions)											
		Gambia						Senegal					
		ADF Grant			GOTG			ADF Loan			GOS		
		Foreign	Local	Total	Foreign	Local	Total	Foreign	Local	Total	Foreign	Local	Total
1	Bridge and Access Roads												
	Bridge and Access Roads Civil Works	29.53	7.38	36.91									
	Design Review, Pre-Contract, Supervision	2.56	0.64	3.20									
	ESMP	1.08	0.27	1.35									
	Sub-Total	33.17	8.29	41.46									
2	Cross Border Improvement Measures												
	Studies and Supervision	0.61	0.15	0.76									
	Construction One-Stop Border Post	3.64	0.91	4.55				1.69	0.42	2.11			
	Construction supervision							0.20	0.05	0.25			
	Soft Issues	0.07	0.02	0.09				0.07	0.02	0.09			
	Joint Technical Committee	0.02	0.01	0.03									
	Sub-Total	4.34	1.09	5.43				1.96	0.49	2.45			
3	Related Activities												
	Rehabilitation of Related Feeder Roads	1.80	0.45	2.25									
	Design and Supervision	0.25	0.07	0.32									
	Construction of Market	0.22	0.05	0.27									
	Sub-Total	2.27	0.57	2.84									
4	Project Management												
	Project Coordinating Activities										0.31	0.08	0.39
	Technical Assistance												
	<i>Technical Assistance Consultancy</i>	1.37	0.34	1.71									
	<i>Project Impact M&E</i>		0.39	0.39					0.04	0.04			
	<i>Maintenance Management Training</i>	0.10	0.02	0.12									
	Financial and Technical Audit	0.19	0.05	0.24				0.11	0.03	0.14			
	Sub-Total	1.66	0.80	2.46				0.11	0.07	0.18	0.31	0.08	0.39
5	Complementary Components												
	HIV / Gender / Road Safety Sensitization	0.26	0.07	0.33									
	Compensation of PAPs					0.13	0.13						
	Sub-Total	0.26	0.07	0.33		0.13	0.13						
	Base Cost	41.71.60	10.82	52.52		0.13	0.13	2.07	0.56	2.63	0.31	0.08	0.39
	Physical Contingency	4.17	1.08	5.25		0.01	0.01	0.20	0.06	0.26	0.03	0.01	0.04
	Price Contingency	4.59	1.19	5.78		0.02	0.02	0.23	0.06	0.29	0.03	0.01	0.04
	Project Cost	50.46	13.09	63.55		0.16	0.16	2.50	0.68	3.18	0.37	0.10	0.47

Table B.2: Source of financing by category of expenditure per country

No	Components	Source of Financing (UA millions)											
		Gambia						Senegal					
		ADF Grant			GoTG			ADF Loan			GoS		
		Foreign	Local	Total	Foreign	Local	Total	Foreign	Local	Total	Foreign	Local	Total
1	Civil Works												
	Bridge Civil Works and Access Roads	29.53	7.38	36.91									
	<i>Environmental Mitigation and Monitoring</i>	1.08	0.27	1.35									
	Construction One-Stop Border Post	3.64	0.91	4.55				1.69	0.42	2.11			
	Rehabilitation of Feeder Roads	1.80	0.45	2.25									
	Construction of Markets	0.22	0.05	0.27									
	Sub-Total	36.27	9.06	45.33				1.69	0.42	2.11			
2	Consultancy												
	Bridge Design Review, Pre-Contract and Supervision	2.56	0.64	3.20									
	Cross Border Improvement Studies and Supervision	0.61	0.15	0.76									
	<i>Soft Issues (Training/Seminars/Sensitization)</i>	0.07	0.02	0.09				0.07	0.02	0.09			
	<i>Joint Technical Committee</i>	0.02	0.01	0.03									
	Construction supervision of OSBP							0.20	0.05	0.25			
	Design / Supervision of Feeder Roads and Markets	0.25	0.07	0.32									
	Technical Assistance												
	<i>Technical Assistance Consultancy</i>	1.37	0.34	1.71									
	<i>Project Impact M&E</i>		0.39	0.39					0.04	0.04			
	<i>Maintenance Management Training</i>	0.10	0.02	0.12									
	HIV / Gender / Road Safety Sensitization	0.26	0.07	0.33									
	Financial and Technical Audit	0.19	0.05	0.24				0.11	0.03	0.14			
	Sub-Total	5.43	1.76	7.19				0.38	0.14	0.52			
3	Miscellaneous												
	Project Coordinating Costs										0.31	0.08	0.39
	Compensation of PAPs					0.13	0.13						
	Sub-Total					0.13	0.13				0.31	0.08	0.39
	Base Cost	41.70	10.82	52.52		0.13	0.13	2.07	0.56	2.63	0.31	0.08	0.39
	Physical Contingency	4.17	1.08	5.25		0.01	0.01	0.20	0.06	0.26	0.03	0.01	0.04
	Price Contingency	4.59	1.19	5.78		0.02	0.02	0.23	0.06	0.29	0.03	0.01	0.04
	Project Cost	50.46	13.09	63.55		0.16	0.16	2.50	0.68	3.18	0.37	0.10	0.47

Annex C: Financial Management and Disbursement Arrangements

C.1 Gambia

I. Country Public Financial Management Assessment: The 2010 Country Financial Accountability Assessment (CFAA) for the Gambia confirms that general financial accountability within the country has made progress with support from technical assistance by development partners. The government has successfully introduced a number of significant reforms in public financial management. These reforms have improved transparency and accountability in the use of public resources, and reduced the opportunities for corruption. But scope still exists for improvement, particularly in the areas of audit and oversight. The team is proposing implementation of the project outside of central government: the project will be implemented by the Gambia National Roads Authority (NRA), a subvented public entity for which a full Financial Management (FM) capacity assessment was carried out.

II. Gambia -FM Capacity Assessment: (i) It was decided that the Gambia National Roads Authority accounting department would handle financial management for the project. An FM capacity assessment of the NRA was carried out as part of project appraisal. The assessment concluded that the residual FM risk is moderate, and that NRA has adequate capacity to handle the FM of the project. As the project is expected to consist primarily of a few major construction and construction related contracts, direct payment arrangements similar to those in place for existing donors will be used for the bulk of disbursements; (ii) As no additional staff, nor separate software nor chart of accounts is required, the project can be considered to be utilizing the existing FM system in full; (iii) Efforts have been made to align the Bank's requirements for the proposed project with those of other donors in the sector; and (iv) The project will make use of existing audit arrangements, whereby a private firm of auditors carries out the audit of the NRA on behalf of the Auditor General. Detailed FM arrangements are included in the Technical Annexes.

C.2 Senegal

I. Country Public Financial Management Assessment: A Country Public Financial Management capacity was carried out with assistance of the European Commission in 2011 to assess Government's progress in implementation of Fiscal and Financial Reforms Plan (PRBF). Though the government has successfully instituted reforms aimed at public financial management deficiencies still exist in areas such as external audit institutions, internal control structure and Court of Auditors, General State Inspectorate and General Inspectorate of Finance. Scope for improvement exists particularly in the areas of audit. The team is proposing implementation of the project outside of central government: the project will be implemented by AGEROUTE, a subvented public entity for which a full FM capacity assessment was carried out.

II AGEROUTE -FM Capacity Assessment: (i) It was decided that the AGEROUTE accounting department would handle financial management for the project. An FM capacity assessment of AGEROUTE was carried out as part of project appraisal. The assessment concluded that the residual FM risk is moderate, and that AGEROUTE has adequate capacity to handle the FM of the project. Direct payment arrangements similar to those in place for existing donors will be used for the bulk of disbursements; (ii) the project will be utilizing the existing FM system in full; (iii) Efforts have been made to align the Bank's requirements for the proposed project with those of other donors in the sector and (iv) The project will make use of existing audit arrangements, whereby a private firm of auditors carries out the audit of the AGEROUTE on behalf of the General Inspectorate of Finance. Detailed FM arrangements are included in the Technical Annexes.

Annex D: Procurement Arrangements

D.1 General: All procurement of goods and works and acquisition of consulting services financed by the Bank will be in accordance with the Bank's Rules and Procedures for Procurement of Goods and Works or, as appropriate, Rules and Procedures for the Use of Consultants (of May 2008 edition), using the relevant Bank's Standard Bidding Documents. The civil works contract will be procured using International Competitive Bidding (ICB) except for the rehabilitation of feeder roads and construction of markets to be procured under National Competitive Bidding (NCB). The consultancy services will be through shorting listing. The table below summarizes procurement arrangements under the project:

Summary of Procurement Arrangements [UA millions]

<i>Project Categories</i>	<i>Country</i>	<i>ICB</i>	<i>NCB</i>	<i>Short List</i>	<i>Pre-Qualification</i>
A – Civil Works					
Bridge Civil Works and Access Roads	Gambia	46.30			Yes
Construction and Equipment for Joint Border Post	Gambia	5.50			No
	Senegal	2.55			
Rehabilitation of Feeder Roads	Gambia		2.72		No
Construction of Markets	Gambia		0.33		No
B – Consulting Services					
Design Review, Pre-Contract Services, Supervision	Gambia			3.87	
Cross Border Improvement Studies: Design and Supervision	Gambia			1.06	
Cross Border Improvement: Supervision	Senegal			0.42	
Design / Supervision of Feeder Roads and Markets	Gambia			0.39	
Technical Assistance	Gambia			2.69	
Technical and Financial Audit	Gambia			0.29	
Technical and Financial Audit	Senegal			0.16	
HIV / Gender / Road Safety Sensitization	Gambia			0.39	

D.2 General Procurement Notice: The text of a General Procurement Notice (GPN) has been agreed with the EAs and it will be issued for publication in UN Development Business online and on the Bank's web site, upon approval by the Board of Directors of the Loan and the Grant Proposals.

D.3 Executing Agencies: The National Roads Authority (NRA) and AGEROUTE will be responsible for the procurement of works and consulting services and will manage the process of obtaining the necessary internal approvals in line with their respective Public Procurement Acts. An assessment of the NRA to carry out procurement under the ADF financing was undertaken and it was concluded that the capacities of the agencies to undertake the procurement was satisfactory. The NRA however has not carried out any procurement under AfDB procedures. To strengthen and ensure the training of the staff, the Technical Assistance will provide short term targeted training and support in procurement. For its part, AGEROUTE has adequate experience in carrying out procurement under various donor institutions including the bank.

D.4 Procurement Plan : An initial procurement plan has been prepared during the appraisal mission and shall be updated on an annual basis or as needed always covering at least the next 18 months period of project implementation. The borrower shall update the procurement plan on an annual basis or as needed always covering the next 18 months period of project implementation. Any revisions proposed to the procurement plan shall be furnished to the Bank for its prior approval.

Annex E: Economic Analysis

Situation analysis

E-1 Currently the Gambia crossing operates with one ferry which can accommodate twenty vehicles or small trucks and pedestrians. Each trip takes 34 minutes including loading and off-loading. Operating on a 12hr day, the throughput is 552 vehicles per day, including 166 trucks (30%). Although the limited capacity of the ferry hampers the transit time on the Trans-Gambia Corridor, some delays are attributed to inefficient custom procedures. The project therefore incorporates components targeted at streamlining the operational procedures at the border post. The purpose of the project is primarily to reduce the travel transit time and increase throughput.

Methodology

E-2 Economic appraisal of the project refers to the modification of the existing economic activity by analyzing an “incremental” situation by calculating the future costs and benefits for “with” and “without” project, and then reflecting the incremental difference of the two. Incremental benefit data is then used to calculate net present values (NPV), economic internal rates of return (EIRR), benefit-cost ratios (BC), and thus determine whether the project will generate enough additional benefits to justify the additional costs. The data used in the analysis were based on the traffic survey and data collected from various sources. The traffic data collection campaign was used to calculate origin-destination matrices, which in turn was employed as input to the traffic modelling process.

Project Cost

E-3 The economic costs considered in the analysis are the costs related to the reinforced concrete bridge, the construction costs of which (excluding taxes and duties) amount to EUR 36.18 million, (with an annual maintenance cost of EUR 109,000), access roads and markets, with an investment of EUR 3.41 million. Price contingencies, taxes and duties are not included. Including additional cost on consultancy services and miscellaneous cost, total economic cost used is EUR 48.286 million. Project construction period is over 4 years with cost distribution as 20%:30%:30%:20%. Compensation cost is excluded for the analysis. All analysis components have been entered into the model in Euros at the prices prevailing in 2011. The analysis compares the annual streams of capital investment and maintenance costs and compares them to annual stream of benefits by computing the net present value (NPV) and the economic internal rate of return (EIRR) calculated on the basis of opportunity cost of 12% in the Gambia.

Assumptions

E-4 The economic analysis compares two situations:

(i) Baseline.

This assumes current ferry operation and investment expenditures corresponding to the acquisition of new ferries, to help maintain the current quality of service, and the funds required for the renewal of the ferries, which average life duration is expected to be 15 years. This baseline includes also the development of the embarkation area for accommodating additional ferries in service and reinforcement of the ferry access roads. The amount of those investments are estimated respectively at EUR 0.305 million and EUR 0.453 million.

(ii) Situation with project is the construction of the bridge and access roads and all complementary components. Residual values including the bridge, access road, and the border posts are calculated for the period of 30 years.

Benefits

E-5 On the benefits, the main impact of the project on traffic is mainly related to the benefits related to: (i) the vehicles time savings (cargo/passengers); (ii) the capital and operational cost savings of the ferry; and (iii) savings on transport cost for diverted traffic (VOCs for passage through Tambacounda and Kolda and the bridge, a difference of respectively 387 and 178 km).

Results

E-6 The results of economic analysis based on measures of economic viability (EIRR and NPV) are found robust with an EIRR of 18.6% for the project and NPV of EUR 24.3 million. A sensitivity analysis was conducted by assessing the implications of: (i) a cost increase by 20%; (ii) a decrease in benefits by 20%; and (iii) a concurrent increase in cost of 20% and a 20% decrease in benefits. Switching value for capital works costs indicated that the costs would have to go up by more than 167% before project viability is threatened and while the result with respect to benefits indicated that benefits would drop by over 46% before the project economic rate of return fall below the 12.0% which is the opportunity cost of capital. The economic parameters are summarised and presented in Table E.1.

Table E.1 – Results Summary

	Base scenario	Costs +20%	Benefits -20%	Costs +20 Benefits -20%
EIRR (%)	18.59	15.96	15.91	13.59
NPV (million)	24.3	16.99	13.89	6.57
Switch value		67%	46%	

Annex F: Justification for Request of GoTG for Contribution of Less Than 10%

G.1 As indicated in the main text, this operation is proposing government financial contribution of less than 10%. The policy on Eligible Expenditure for Bank Group Operations (ADB/BD/WP/2007/106/Rev.1, paragraph 4.2.2) allows ADF to finance more than 90% to be justified by the Task-team on the basis of the following three criteria: (i) Country Commitment to Implement its overall Development Program; (ii) Financing Allocated to Sectors Targeted by Bank Assistance; and (iii) Country Budget Situation and Debt Level.

G.2 Country Financing Parameters

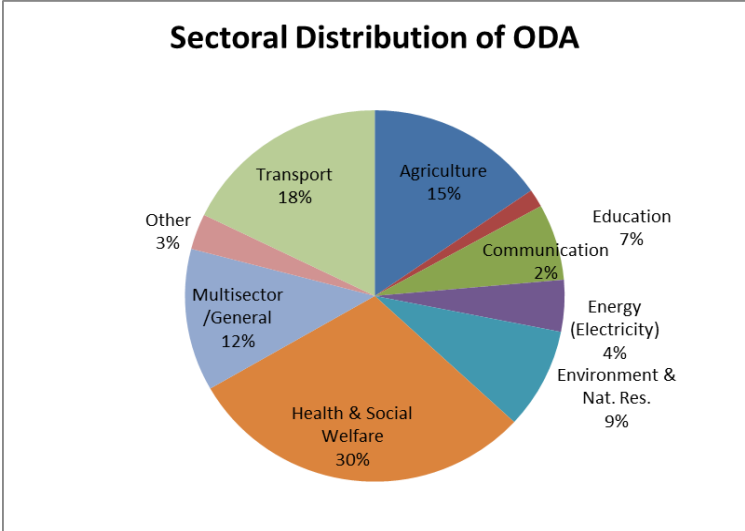
An assessment of the Country Financing Parameters for expenditure eligibility by the World Bank confirms The Gambia’s eligibility for Bank financing of project components up to 100%.

G.3 Country Commitment to Implement Its Overall Development Program

Gambia’s current overall development strategy is the Poverty Reduction Strategy Paper (PRSP II (2007-2011) that sets a framework for the Country’s development agenda. Its successor (to be approved), Programme for Accelerated Growth and Employment (PAGE, 2012-2015) reinforces this strategy by seeking to accelerate economic growth and fight poverty through pro-poor interventions. The government is fully committed to the PRSP which serves as a platform for Gambia’s assistance from various development partners including the Bank.

G.4 Financing Allocated by the Country to Sectors Targeted By Bank Assistance

The Gambia’s Road Infrastructure Projects are mainly financed through Development Partners that provide finance in the form of loans and grants. The Government has prioritized road infrastructure development as demonstrated through the share of Overseas Development Assistance (ODA) that accounted for the second largest share (18%) after Health and Social Welfare. The GoTG has also demonstrated its commitment to mobilizing local resources by steadily increasing contributions to the road fund from about Euro 0.29 million in 2007 to Euro 1.91 million in 2010. The cumulative commitment of the Bank to transport amount to 24% of total commitments since inception of Bank operations in 1974.



G.4 Country Budget Situation and Debt Level

The current budget situation and debt levels are summarized in the table below. Among other things, which indicates the country's continued dependence on external financing of its budget. Overall debt levels are however within International Monetary Fund (IMF) debt sustainability levels.

Debt Level	
Public Debt (domestic and external) as a % GDP (2010)	65.9%
External Debt as % of GDP (2010)	37.5%