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PROJECT : Transport Facilitation Programme for the Bamenda-Mamfe-Ekok/Mfum-Abakaliki-Enugu Corridor
COUNTRIES : Republic of Cameroon /Republic of Nigeria

PROGRAMME APPRAISAL REPORT

Date: 26/6/2008 (This report was prepared following a mission to Cameroon and Nigeria from 23 May 2008 to 15 June 2008)

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CURRENCY EQUIVALENTS

(May 2008)

UA 1	=	CFAF 682.215
UA 1	=	US\$ 1.6445
US\$ 1	=	CFAF 414.846
UA 1	=	Naira 188.207
UA 1	=	Yen 164.614
US\$ 1	=	Naira 114.4463

FISCAL YEAR

1 January - 31 December

WEIGHTS AND MEASURES

1 kilogram (kg)	=	2.205 pounds
1 metre (m)	=	3.28 feet
1 kilometre (km)	=	0.621 mile
1 square kilometre (km ²)	=	0.3861 sq mile
1 hectare (ha)	=	2.471 acres

ACRONYMS AND ABBREVIATIONS

AADT	Annual Average Daily Traffic
ADB	African Development Bank
ADF	African Development Fund
ASYCUDA	Automatic System for Customs Data
BGFT	Overland Freight Management Office
CEMAC	Central African Economic and Monetary Community
CET	Common External Tariff
CFAF	African Financial Community Franc
CSEPR-BAD-BM	Cameroon ADB/WB Road Projects Monitoring and Implementation Unit
DIER	Road Investment and Maintenance Department
DTT	Department of Transport and Telecommunications
ECCAS	Economic Community of Central African States
ECOWAS	Economic Community of West African States
EU	European Union
FER	Road Maintenance Fund
FERMA	Federal Road Maintenance Agency
FMT	Federal Ministry of Transport of Nigeria
IDA	International Development Association
IRI	International Roughness Index
IRR	Internal Rate of Return
JBIC	Japan Bank for International Cooperation
JTC	Joint Technical Committee
MINEPAT	Ministry of the Economy, Planning and Regional Development (Cameroon)
MINTP	Ministry of Public Works (Cameroon)
NEPAD	New Partnership for Africa's Development
PRSP	Poverty Reduction Strategy Paper
RSdT	Road Sector Development Team in Nigeria
STAP	NEPAD Infrastructure Short-Term Action Plan
CBC	Common Border Checkpoint
TSP	Transport Sector Project
TTFP	Regional Transport and Transit Facilitation Programme
UNCTAD	United Nations Conference on Trade and Development
Veh/d	Vehicles per day

1. Customer Sheet

<u>COUNTRIES</u>	:	Cameroon/Nigeria
<u>PROJECT TITLE</u>	:	Transport Facilitation Programme for the Bamenda-Mamfe-Abakaliki-Enugu Corridor
<u>LOCATION</u>	:	North-West and South-West Provinces of Cameroon, and Cross River, Ebonyi and Enugu States of Nigeria
<u>BORROWER</u>	:	Republic of Cameroon and Republic of Nigeria
<u>DONEE</u>	:	Economic Community of West African States (ECOWAS)
<u>EXECUTING AGENCY</u>	:	For overall monitoring at regional level (i) Economic Community of West African States (ECOWAS), ABUJA - Nigeria Fax: (234-9) 314-7646/314-3005

For programme monitoring at national level:

- (ii) Ministry of Public Works (MINTP) / Roads Investment Department/ ADB-WB Project Implementation Monitoring Unit, Yaounde, Cameroon, Tel (237) 223-48-78/222 22 94; Fax : (237) 222 22 94; email : csepr-bad@yahoo.fr.
- (iii) Federal Ministry of Transport/ Road Sector Development Team (RSDT), No.5, Mandara Close Off Mambilla Street, Aso Drive, **ABUJA, Nigeria** Tel: (234) 09-5237951/08033077409; email: lawalaudi@yahoo.co.uk

2. Financing Plan

Source	Amount in UA Million	Instrument
ADF LOAN (multinational allocation)	125.76	Project Loan
ADF LOAN (country allocations)	62.88	Project Loan
ADF GRANT	16.16	Institutional Support and Rehabilitation
JBIC (Loan to Cameroon)	27.36	Loan
IDA (Loan to Nigeria)	18.73	Loan
GOVERNMENT OF CAMEROON	10.84	Capital Budget
GOVERNMENT OF NIGERIA	14.20	Capital Budget
ECOWAS	0.80	Operating budget
TOTAL	276.73	

3. Important Financial Information

Loan/Grant currency	Unit of Account (UA)
Type of interest	Not applicable
Interest rate margin	Not applicable
Service charge for ADF loan	0.75% per year on loan amount disbursed and outstanding
Commitment charge for ADF loan	0.5% of the undisbursed amount of the loan starting one hundred and twenty (120) days from the date of signature of the Loan Agreement
Other charges	Not applicable
ADF loan duration	50 years
ADF loan grace period and repayment	The Borrower shall repay the principal of the Loan over a period of forty (40) years, after a ten (10) year grace period commencing from the signature date of the loan Agreement, at the rate of one per cent (1%) per annum from the 11th to the 20th year inclusive and at the rate of three per cent (3%) per annum thereafter.
FRR, NPV (baseline scenario)	Not applicable
ERR, NPV (baseline scenario)	28.39% and US\$ 357.78 million

4. Duration – Main Stages (expected)

Activities	(month, year)
Approval of concept note	May 2008
Project approval	November 2008

Effectiveness	March 2009
Last disbursement	December 2013
Completion	June 2013
Last repayment date	2058

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EXECUTIVE SUMMARY

Overview of the Project

1. The 443 km long Bamenda–Enugu corridor comprises the Cameroonian Bamenda-Mamfe-Ekok road sections on the RN 6 (203 km), the Nigerian road sections (240 km), the bridge over the Munaya River in Cameroon (100 m) and the border bridge over the Cross River (230 m). The levels of service of the various sections of the corridor vary greatly. The programme will : (i) develop and pave 90 km of road, reconstruct 109 km of road and carry out periodic maintenance of 192 km of road, including the construction of highway structures; (ii) rehabilitate and/or construct social and market infrastructures, such as feeder roads, market sheds, drying areas for agricultural products, and fencing and rehabilitation of school infrastructure ; (iii) remove obstacles to the free flow of traffic by building a common border checkpoint, limiting the number of checkpoints and controlling axle load; and (iv) build the capacities of organs responsible for monitoring the implementation of the project. The populations affected by the project, about one hundred families mainly in Cameroon living in houses most of which are built of semi-permanent materials, will be compensated and resettled in the immediate vicinity of the road.

2. The programme is expected to help increase trade and strengthen cooperation between countries of the Economic Community of Central African States (ECCAS) and those of the Economic Community of West African States (ECOWAS) in general, and between Cameroon and Nigeria, in particular. More specifically, the programme seeks to improve the efficiency of the logistic chain of transport along the Bamenda-Enugu corridor, as well as the living environment of populations of the programme area.

3. The programme will be implemented from July 2008 to December 2013. The total cost of the programme is estimated at UA 276.72 million, including UA 218.96 million in foreign exchange (F.E.) and UA 57.76 million in local currency (L.C.). The direct beneficiaries of the programme are transport service users, as well as the 11 000 000 inhabitants (3 000 000 in Cameroon and 8 000 000 in Nigeria) in the programme area, representing 7% of the total population of the two countries. The programme will reduce overall transport costs, and improve the living conditions of populations living along the road.

Assessment of Requirements

4. The implementation of the programme will help to strengthen cooperation between the two countries (Cameroon and Nigeria), which are the engines of the regional economies, and support efforts by the international community to build confidence between both countries. The opening up of the programme area will significantly reduce poverty, the incidence of which is particularly high (40%). The highway will facilitate trade in manufactured and agricultural products between the two countries. Furthermore, particularly in Cameroon, the project would help boost to national food production and supplement the last Bank interventions in the transport sector.

Value added for the Bank

5. The set objective within the context of NEPAD's Short-Term Action Plan (STAP) is to implement in each Regional Economic Community (REC) at least two transport programmes, including a facilitation component. Thus, with the implementation of this programme, the Bank, as lead donor for NEPAD's infrastructure, will help to achieve this objective for Central and West Africa.

Knowledge Management

6. To better draw lessons from this programme in the short run, a consultant will be recruited under the programme to monitor and assess impacts up to the commissioning of the road. Afterwards, in the longer term, the Corridor Management Committee as well as the Observatory on Practices, which will be put in place, will be the channels for dissemination of the programme's experiences. Furthermore, the utilization of the OPRC (Output and Performance-based Road Contracts), under IDA financing, for the maintenance of the highway of the programme in Nigeria will lead to better ownership of this new concept.

CAMEROON/NIGERIA
Transport Facilitation Programme for the Bamenda-Mamfe-Ekok-Abakaliki-Enugu Corridor
Overall Programme Logical Framework

Start-up date : 1/1/2009
 Completion date : 31/12/2013
 Design team : Messrs. B. TRAORE, M. MBODJ, Mr. BENARD, L. JOOTTUN, Miss L. EHOUMAN, OINF.1 and Mrs. J. MUNTU, OINF.0

HIERARCHY OF OBJECTIVES	EXPECTED OUTCOMES by sector and by corresponding theme	SCOPE	PERFORMANCE INDICATORS/Source and method	OBJECTIVE INDICATORS AND TIME FRAME	ASSUMPTIONS/RISKS
<p>1. PROGRAMME GOAL Contribute to increasing trade and strengthening cooperation between countries of ECCAS zone and those of ECOWAS zone in general and between Cameroon and Nigeria in particular</p>	<p>1. LONG-TERM OUTCOMES Trade between ECCAS and ECOWAS zones and between Cameroon and Nigeria is facilitated and increased</p>	<p>ECCAS and ECOWAS zones</p>	<p>Volume of trade by road between ECCAS and ECOWAS countries <u>Source</u> : Ministries in charge of external trade of Cameroon and Nigeria, ECCAS and ECOWAS <u>Methods</u> : Statistics prepared by both countries and the two RECs</p>	<p>Trade by road between both RECs increases by 15% from 2013 <u>Sources</u> : Ministries in charge of external trade of Cameroon and Nigeria, ECCAS and ECOWAS <u>Methods</u> : Statistics prepared by both countries and the two RECs</p>	<p>Pursuance of the policy of good understanding between Cameroon and Nigeria. Mitigation (a) Commitment of the international community to back both countries in the strengthening of their relationship and institutionalization of periodic meetings through the meetings of the Mixed Commission;</p>
<p>2. PROGRAMME OBJECTIVE Improve the efficiency of the logistic chain of transport and the living environment of populations along the Bamenda-Enugu corridor</p>	<p>2. MEDIUM-TERM OUTCOMES The efficiency of the logistic chain of transport and the living environment of the populations are improved</p> <p><u>Intermediate Impacts</u> 1 Physical and non-physical barriers to traffic are removed</p> <p>2 The difficulty of women's work is reduced and accessibility to basic infrastructures is improved.</p>	<p>BENEFICIARIES North-West and South-West Provinces of Cameroon and Cross River, Ebonyi and Enugu States in Nigeria (ZIP)</p> <p>1 Users and the populations in ZIP</p> <p>2 Women's Associations in ZIP and populations of ZIP</p>	<p>Impact Indicators Rate of reduction of generalized transport costs</p> <p>1 (a) Rate of increase of the stretch of road of the corridor in good condition; (b) reduction of the number of overloaded vehicles; and (c) reduction of general transport costs for sealed containers on the corridor including border crossing time</p> <p>2 (a) distance covered on foot to a motorable road; (b) rate of increase in the number of hour of school attendance by pupils; and (c) improvement rate of output for processing agricultural products. <u>Sources</u> : MINTP/MINT in Cameroon, MT in Nigeria, Corridor Management Committee <u>Methods</u> : Prepared statistics, surveys on the corridor</p>	<p>(a) The average Vehicle Operating Costs (VOC) which in 2007 are US\$ 1.99 per km in 2007 for the heavy vehicles and US\$ 1.47 per km for the light vehicles on the corridor are reduced by 36% from 2013; (b) The travel time between Bamenda and Enugu which ranges from 8 to 12 hours in 2007 depending on the season (dry or wet) will be reduced to about 5 hours from 2013; (c) by 2013, transport fees paid by transporters (estimated at US\$ 240 by trip in 2007) will be reduced by 40% and visa fees of US\$ 120 by crossing in 2007 are either reduced or suppressed for cars and trucks drivers ; and (d) the average Border crossing time will decrease from 12 hours in 2007 to 3 hours from 2013.</p> <p>1- (a) Percentage of corridor's road sections in good or average condition will increase from 49% in 2007 to 89% in 2013 ; (b) number of overloaded vehicles in accordance with the mandated standard decreases from 80% in 2007 to 20% from 2014; and (c) The thirty or so (30) Checkpoints identified in 2007 between Bamenda and Enugu reduced to two in each country in 2013.</p> <p>2- By 2013 : (a) the average distance covered on foot to a motorable road or drinking water point decreases from 5 in 2007 to 2km in the PA ; (b) school attendance rate increases by 80% ; and (c) agricultural produce transportation and processing time by women reduced by 30% <u>Sources</u> : MINTP/MINT in Cameroon, MT in Nigeria, Corridor Management Committee <u>Methods</u> : Prepared statistics, surveys on the corridor</p>	<p>1. Elimination or significant reduction in the short run of visa fees for Nigerian lorry crew and for Nigerians travelling to Cameroon <u>Mitigation measures</u>: the visa issue is one of the points under discussion by the Mixed Commission.</p> <p>2. Honouring of commitments with regard to the limitation of checkpoints and control of axle load, and axle load, gross weight standards and conditions of controlling axle load harmonized on the corridor <u>Mitigation measures</u> (a) the programme was designed following a participatory approach involving stakeholders ; (b) the IEC process under the programme should strengthen the adherence of players and help to ensure a greater professionalization of carriers and drivers; (c) the two RECs adopted transport facilitation programmes including the customs dimension through the inter-State transport of countries of Central Africa (TIPAC) in CEMAC zone and the inter-State road transport (ISRT) in ECOWAS zone; and (d) the establishment of a corridor management committee comprising operators and users of the road should allow for the sustainability of facilitation measures; and (e) study of the</p>

HIERARCHY OF OBJECTIVES	EXPECTED OUTCOMES by sector and by corresponding theme	SCOPE	PERFORMANCE INDICATORS/Source and method	OBJECTIVE INDICATORS AND TIME FRAME	ASSUMPTIONS/RISKS
					<p>harmonization and installation of axle-load scales.</p> <p>3. Pursuance of the implementation of commitments with regard to the mobilization of resources for 2nd generation road funds in Cameroon and completion of reforms regarding the financing and organization of road maintenance in Nigeria</p> <p>Mitigation measures: (a) Putting in place of the interim MOU in Cameroon to sustain the achievements made since 2004; and (b) the road sector reforms under validation in Nigeria will permit a better management of resources allocated for road maintenance.</p>
<p>ACTIVITIES AND INPUTS</p> <p>1. Corridor road development, reinforcement and maintenance works (UA 250.61 million)</p> <p>2. Work on the development of related socioeconomic infrastructure (UA 5.73 million)</p>	<p>SHORT-TERM OUTCOMES</p> <p>1. (i) In Cameroon : (a) road sections between Bamenda and Batibo and between Bachuo Akagbe and Mamfe maintained ; (b) road sections between Batibo and Numba and between Mamfe and Ekok developed and paved ; (c) double-track bridge over the Munaya River built ; (ii) In Nigeria : (a) road section between Mfum and Ikom reinforced ; (b) road section between Ikom and Ogoja Junction rehabilitated ; (c) road section between Ogoja Junction and Abakaliki reconstructed ; (d) road section between Abakaliki and Enugu widened to 2 x 2 tracks ; (iii) At the Ekok/Mfum border : double-track bridge built ; (iv) works on the mitigation of their environmental impact including the development of rest areas along these road sections carried out ; (v) populations sensitized to HIV/AIDS, environmental protection, road safety and malaria.</p>	<p>BENEFICIARIES</p> <p>1. Population of the PA and MINTP, MINT, and FMT</p> <p>2. Populations of the PA and Cross River and Ebonyi States</p>	<p>PERFORMANCE INDICATORS</p> <p>1. (i) stretches of road maintained, developed and reconstructed ; (ii) stretches of road reconstructed ; (iii) At the Ekok/Mfum border : a double-track bridge built ; (iv) types of works and environmental protection measures and number of roadside rest areas developed ; (v) number of people sensitized to HIV/AIDS, malaria, environmental protection and road safety</p> <p>2. Number of socioeconomic infrastructure rehabilitated or built and number of expendable equipment procured</p>	<p>TARGET INDICATORS</p> <p>1. In 2013 : (i) In Cameroon (a) 42 km road between Bamenda and Batibo and 21 km of road between Bachuo Akgbe and Mamfe maintained ; (b) 20 km of road between Batibo and Numba and 62 km of 7 m wide road between Mamfe and Ekok developed and paved; and (c) 100m long double-track bridge built over the Munaya River; (ii) In Nigeria (a) 25 km of road between Mfum and Ikom reinforced ; (b) 50 km of road between Ikom and Ogoja Junction rehabilitated ; (c) 80 km of 7.30 m wide road reconstructed between Ogoja Junction and Abakaliki ; and (d) 86 km of road between Abakaliki and Enugu widened to 2x2 tracks; (iii) At the Ekok/Mfum border : 280m long, double-track bridge built; (iv) populations affected by the programme compensated in 2008 and a roadside rest area built every 100 km ; 2 ranger stations equipped with motorcycles and walkie-talkies built between Mamfe and Ekok, site enhancement and restoration works carried out; (v) 500 000 people sensitized to HIV/AIDS, malaria, environmental protection and road safety.</p> <p>2. By 2013 : (i) In Cameroon : (a) 110 km of feeder roads developed ; (b) 13 schools and 2 health centres rehabilitated ; (c) 1 WAC built at Eyumojock and 1 WAC equipped in Mamfe ; (d) 20 market sheds, 4 boreholes, 1 well, 50 drying yards built; (e) 7 agricultural produce processing units installed and equipped ; (ii) In Nigeria : (a) 3 schools rehabilitated ; (b) 9 market sheds,</p>	<p>1. Capacity of ECOWAS and ECCAS and both countries to manage the programme</p> <p>Mitigation measures : (a) the principle of subsidiarity between the RECs and the States will allow for the optimum use of their personnel; (b) ECOWAS will be supported by a technical assistance for 24 months and the members of the Joint Technical Committee and it is going to accelerate, in order to take into consideration the needs of this programme, the recruitment of personnel which it has already initiated in order to increase the staffing of the Department of Transport and Telecommunications; (c) the Programme Implementation Units in both countries have already strengthened their capacities with their own resources or World Bank support</p> <p>2. Increase in costs and bottlenecks and transparency in the procurement process.</p> <p>Mitigation measures : (a) broadening of competition by</p>

HIERARCHY OF OBJECTIVES	EXPECTED OUTCOMES by sector and by corresponding theme	SCOPE	PERFORMANCE INDICATORS/Source and method	OBJECTIVE INDICATORS AND TIME FRAME	ASSUMPTIONS/RISKS
<p>3. Transport and transit facilitation actions and measures (UA 17.09 million)</p> <p>4. Programme management (UA 3.31 million)</p> <p>Call for tenders and contract award for works and goods and restricted bidding and award of contracts for consultancy services</p>	<p>2. (i) <i>In Cameroon</i> : feeder roads developed, social and market infrastructure rehabilitated, agricultural produce drying yards built and produce processing equipment supplied and installed and equipped boreholes made ; and (ii) <i>In Nigeria</i> : social and market infrastructure rehabilitated, agricultural produce drying yards built and produce processing equipment supplied and installed and equipped boreholes made.</p> <p>3. Study on the common border checkpoint and study on the transport facilitation issue carried out; (ii) common border checkpoint in Mfum built and equipped ; (iii) axle-load scales supplied and installed along the corridor ; (iv) transport stakeholders sensitized and trained on the corridor and facilitation concept.</p> <p>4. (i) PMU set up in Nigeria ; (ii) operating equipment and means for the PMU in Nigeria and CSEPR-BAD in Cameroon put in place ; (iii) Steering Committee, JTC and CNF of Cameroon and means for their operation put in place, ; and (iv) the programme monitoring-evaluation and auditing system put in place.</p>	<p>3. Transport operators and road users, MINT, MINTP and FMT, ECOWAS and ECCAS Commissions</p> <p>4. MINTP/FMT/ECOWAS and ECCAS Commissions</p>	<p>3. (i) Number of study reports prepared, (ii) Buildings constructed at the common checkpoint at the border of both countries ; number of equipment, materials and software provided, and people trained to use them; (iii) number of axle-load scales procured and installed ; (iv) number of people sensitized to the corridor concept and number of participants at seminars and study tours for management of the corridor</p> <p>4. (i) Texts posting staff to reinforce the RSDT; (ii) counterpart funds account opened and replenished and number of equipment for the RSDT and CSEPR-BAD procured; (iii) texts to set up and appoint members of the SC (Steering Committee), JTC and CNF in Cameroon; and (iv) number of monitoring-evaluation and auditing reports produced.</p> <p><u>Sources</u> : Programme coordination units ; JTC ; ECOWAS, CEMAC/ECCAS; MFT, MINTP/MINT</p> <p><u>Methods</u> : Surveys and programme evaluation, supervision, status, audit and completion reports</p>	<p>3 boreholes, and 3 drying yards built ; (c) 4 agricultural produce processing units installed and equipped</p> <p>3. (i) In early 2010, a study report on the common border checkpoint and a study report on the transport facilitation issue and axle load prepared and validated; (ii) in 2013, an equipped common checkpoint is built at the border in Mfum; (iii) in 2013 six weighing stations are built between Bamenda and Abakaliki of which three by each country; (iv) By 2012, at least 500 people are sensitized to the transport facilitation concept in both countries and 15 people have participated in study tours for management of the corridor</p> <p>4. (i) In 2008, the RSDT reinforced with personnel for the ADF component of the FMT in Nigeria; (ii) In 2009, 2 vehicles and 4 sets of computer equipment procured for the RSDT in Nigeria and 1 vehicle and 3 sets of computer equipment for the CSEPR-BAD of Cameroon and counterpart funds accounts including for the operation of RSDT and CSEPR-BAD replenished every quarter; (iii) in 2008, a steering committee and a JTC put in place in accordance with the MoU ; (iv) 4 surveys for impact monitoring-assessment conducted and 4 annual accounting and financial audit reports produced by Nigeria, Cameroon, and ECOWAS</p> <p><u>Sources</u> : MINTP/MINT/MFT</p> <p><u>Methods</u> : Programme evaluation, supervision, control, audit and completion reports</p>	<p>playing on the size of construction contracts; (b) more significant contingency provisions; (c) APAs which are going to reduce time frames between the period of estimation of costs and the start-up date of works; (d) the procurement process which will be conducted by the Programme Implementation Unit in Nigeria, funded and monitored by the World Bank; (e) the three-level control of procurement in Cameroon which prolongs deadlines, but reduces the lack of transparency; and (f) the fact that the Bank controls these processes by its non-objection on bidding documents and contract award proposals and on contracts.</p>

1 STRATEGIC ORIENTATION AND OBJECTIVES

1.1 Programme Linkage with the Strategy and Objectives of Both Countries

1.1.1 The programme design includes: (i) the orientations of NEPAD's Short-Term Action Programme (STAP) for regional integration and opening-up of countries and (ii) pillar II of the RBCSP of Cameroon and of Nigeria for the 2005-2009 period which are respectively "Contribute to the improvement of infrastructure so as to combat poverty" and "Stimulate growth of the non-oil sector by improving infrastructure and agricultural/rural development". The programme is a priority of the PRSP2 being finalized in Cameroon and falls in line with the National Economic Empowerment and Development Strategy (NEEDS) of Nigeria adopted in 2004 and the update for the 2008–2011 period of which is under finalization. It is also one of the priorities of the Central African Transport Consensus Master Plan (PDCT-AC) and the ECOWAS Transport Facilitation Programme as confirmed by correspondences No. 265/CEEAC/SG/08 of 7 April 2008 and No. ECW/ERL/08/COMINF/13/ms of 9 April 2008 by both Regional Economic Communities (RECs).

1.2 Justification for Bank Intervention

1.2.1 The Bank's intervention in infrastructure projects of a regional character is justified by its leadership role in the implementation of planned actions under NEPAD and its wealth of experience in the implementation of regional projects. The facilitation of transport and development of missing African road links are among NEPAD's flagship projects. Despite its potential, trade between West and Central Africa remains marginal because, among other things, of the lack of road links between these two sub-regions. This programme should remove this constraint.

1.2.2 The Bank is involved in projects aimed at contributing to the acceleration of regional integration agendas and similar transport and trade facilitation programmes in other countries where it assumes leadership. In addition, the Bank often plays a key role with regional member countries and development partners in the mobilization of necessary resources and provision of technical advice during project implementation. The intervention strategy of the ADF XI in the priority areas of infrastructure, governance and regional integration strengthens the Bank's leadership.

1.3 Donor Coordination

1.3.1 Aid coordination is carried out in each of the two countries by the ministries charged with aid management. In Cameroon, there is a coordination mechanism within the Multi-donor Committee (CMB) of which our Office is a member. The CMB holds regular coordination meetings between partners. There are sector and thematic groups within the CMB, including a group in charge of transport. With the ongoing reforms in the transport sector in Nigeria, a similar coordination mechanism will be set up. ECOWAS, in conjunction with ECCAS, ensures the general coordination of the implementation of this programme, in accordance with the Memorandum of Understanding signed between the two countries on 21 March 2007. Its role will also be to coordinate donor supervision missions.

1.3.2 Both Governments have requested several donors (World Bank, JBIC and ADF) to finance the programme. A joint preparation mission, on the Cameroonian side, was carried out with the JBIC in November 2007 and the confirmation of the commitment of the JBIC is

awaited. The World Bank has already approved its participation in the financing of the programme and participated in meetings of the programme preparation and appraisal missions conducted by the Bank. In both countries, the programme donors will use the same project management units and were keen to coordinate their positions, in particular concerning the putting in place of the financing, the harmonization of programme output indicators and their loan or grant conditions. These coordination efforts will be pursued during joint supervision missions of this programme. The ADB will play the leadership role among donors in this programme.

1.3.3 Over the 2004-2007 period, the transport sector played a key role in the two countries in GDP (between 0.8% and 3.2% in Nigeria and 15% in Cameroon). The volume of commitments and the main actors in the sector over the same period are: US\$ 2.5 billion in Nigeria, with 97% from the State budget and 3% from the World Bank which was the only donor that was accompanied by the ADF in 2007; and (ii) in Cameroon from resources allocated to the road sector, 59% are from external sources and come from several donors (EU, WB, ADF, AFD and Arab Funds) and 41% are domestic resources.

2 DESCRIPTION OF PROPOSED PROGRAMME

2.1 Programme Components

2.1.1 The components of the entire programme are summarized below.

Table 2.1
Summary of Programme Components

No.	Name of Component	Cost Estimate in UA Million	Component Description
A-	DEVELOPMENT AND/OR REINFORCEMENT OF ROADS OF THE CORRIDOR	250.61	<p>A.1 - In Cameroon : (i) periodic maintenance of Bamenda-Batibo (42 km) and Bachuo Akagbe – Mamfe (21 km) road sections; (ii) development of Batibo-Numba (20 km) and Mamfe-Ekok (70 km) road sections, including the construction of a 100 m long double-track bridge over the Munaya River. These works are financed by the ADB, JBIC and the Government of Cameroon.</p> <p>A.2 - Cameroon/Nigeria : final design and construction of a 230 m long double-track bridge over the Cross River on the border between the two countries (completely financed by the ADF loan)</p> <p>A.3 - In Nigeria : (i) periodic maintenance of Ikom-Ogoja Junction (50 km) and Abakaliki-Enugu (80 km) road sections funded by IDA and the Government of Nigeria; and (ii) reconstruction of the Ogoja Junction – Abakaliki (85 km) and Mfum-Ikom (25 km) sections with financing from the ADF and the Government of Nigeria</p> <p>A.4 - In both countries : (i) mitigation measures of environmental impacts funded by the ADF and the Governments ; (ii) sensitization to STI-HIV/AIDS, malaria and road safety financed by the ADF ; and (iii) control and supervision of works with financing from the ADF, the Governments and IDA</p>
B-	RELATED FACILITIES (financing by ADF loan and both Governments)	5.73	<p>B.1 - Development of related feeder roads in Cameroon ;</p> <p>B.2 - Rehabilitation of social and market infrastructure in both countries ;</p> <p>B.3 - Building of agricultural produce drying yards in villages along the work sites in both countries and supply of expendable transport and agricultural produce processing equipment ;</p> <p>B.4 - Building of boreholes and rest areas for drivers along the corridor in both countries;</p> <p>B.5 - Control and supervision of works in both countries</p>
C-	TRANSPORT AND TRANSIT FACILITATION ACTIONS AND MEASURES	17.09	<p>C.1. Studies on the transport issue (completely financed with ADF Grant) ;</p> <p>C.2. Engineering study of the common border checkpoint (completely financed with ADF Grant) ;</p> <p>C.3. Construction and equipment of the common border checkpoint (completely financed with ADF Grant) ;</p> <p>C.4. Supply and installation of axle-load control stations (axle-load scales) along the corridor funded with ADF loan to both countries ;</p> <p>C.5. Control and supervision of the construction of the common border checkpoint funded by ADF Grant ;</p> <p>C.6. Training/seminars/study tours/sensitization to the notion of transport corridor (completely funded by ECOWAS).</p>
D-	MANAGEMENT AND MONITORING OF THE IMPLEMENTATION OF THE PROGRAMME	3.31	<p>D.1 - Technical assistance to ECOWAS comprising, over a 24 month period, a transport economist or a civil engineer and 6 men/months of specific experts completely financed by the ADF Grant ;</p> <p>D.2 - Support to the programme implementation monitoring units and for the operating costs of the Steering Committee and the Joint Technical Committee (JTC) completely financed by both Governments and ECOWAS ;</p> <p>D.3 - Procurement of consultancy services for monitoring-assessment of socioeconomic impacts and for accounting and financial auditing of the programme financed by the ADF and IDA.</p>

2.2 Technical Options Retained and Studied

2.2.1 Concerning the road alignment, it is worth noting that 80% of the sections of the corridor are made up of existing paved roads the alignment of which will not be modified. For the 20% of the stretch of roads situated in Cameroon and which have to be developed, two alternative reference speeds had been studied (100 km/h and 80 km/h). The 80 km/h off-town with 60 km/h in steep areas option was retained. This implies a more direct geometry of the alignment with a 9.6 km stretch gain compared to the current road whose geometric features do not meet earth road standards. In terms of costs, the conclusion is that this alignment with a reference speed of 80 km was the best option.

2.2.2 Regarding the pavement design, several options (soil-cement or sand-gravel aggregate pavement system, double-layer coated or bituminous concrete surface course) were examined taking into consideration the soil properties, the availability of materials, the future traffic and its volume, the impact of the grade line on rain water drainage in the area and the existing roughness. On the entire corridor, in the absence of specific standards on the side of the ECCAS zone, it is the standard adopted by ECOWAS that was retained (7m wide pavement and 1.5 m shoulders with double-layer coating), except on the sections to be reconstructed on the Nigerian side for which the width of shoulders meets the standards of the FMT (2.4 m wide to take into account the traffic which is heavier). The technical options by road section retained are summarized below.

2.2.3 For transport facilitation, the legal and regulatory instruments adopted by ECOWAS and CEMAC were retained. The design of the common border checkpoint will be determined by the study funded under the programme.

*Table 2.2
Technical Options Studied and Retained*

<i>Cameroon</i>	<i>Nigeria</i>
1. <i>Bamenda-Batibo and Bachuo Akagbe-Mamfe sections : Periodic maintenance will be carried out with slight rehabilitation of the pavement over 15% of the stretch and a 5cm bituminous concrete coating</i>	1- <i>Ikom-Ogoja Junction and Abakaliki-Enugu sections: Periodic maintenance will be carried out with slight rehabilitation of the pavement and 5cm bituminous concrete coating. The Abakaliki-Enugu section could subsequently be widened to 2x2 lanes with PPP financing.</i>
2- <i>Batibo-Numba and Mamfe –Ekok sections: (i) a sub-base course of: 25 cm of natural laterite aggregate; (ii) a base course of 20 cm of 0/31.5 pit-run stone chips; and (iii) double coating with single-layered shoulders or 5 cm bituminous concrete surface course with double-layered shoulders. The bituminous concrete surface course option was retained as it has a higher benefit/cost ratio.</i>	2- <i>Ogoja Junction/Abakaliki and Mfum/Ikom sections: a 20 cm natural laterite aggregate pavement system on a sub-base course, a base course composed of 15 cm of stone chips, a 7.3 m wide coating of 9 cm thick hot-mixed asphaltic concrete (bituminous concrete) and 2.75 m wide shoulders. These standards come from the current version of the Federal Roads Design Manual.</i>

2.3 Project Type

2.3.1 For the Bank, it is an autonomous operation which was chosen because: (i) 2 countries and at least one REC are involved; (ii) there is still no budget approach mechanism in the two countries. For the World Bank which is intervening only in Nigeria within the framework of the *Output and Performance-based Road Contracts* (OPRC) concept, it is the Adaptable Loan Programme (ALP) approach which was adopted (see details of this concept in the Annex).

2.4 Programme Cost and Financing Arrangements

Cost Estimate

2.4.1 The cost estimate, exclusive of taxes and customs duties, was fixed following detailed engineering and cost escalation in 2007 for Nigeria and 2008 for Cameroon. At programme appraisal, some adjustments were made to the discounted costs in 2007 in Nigeria and in 2008 in Cameroon to take into account increases in fuel prices (112% in Nigeria) and the introduction reservations with respect to optic fibre. In the estimation of costs and size of contracts, account was taken of the study on the increase in the costs of infrastructure conducted by the Bank by: (i) expanding competition through the splitting up of works into lots of a size big enough to attract major contractors and enable medium-sized contractors to participate in the call for tenders ; (ii) including the base cost, a provision to take into

consideration fluctuations between the UA and local currencies as well as probable increases in the prices of some inputs; and (iii) trying to reduce time frames between detailed engineering, programme appraisal and start-up of works using the procedure of Anticipated Procurement Actions. The physical contingencies are maintained at 10%. The financial contingencies which represent 8.69% of the base cost + the physical contingencies were calculated taking into account the expenditure schedule and currency inflation of 2.5% per year and those of local currencies of 4% per year for the CFAF and 9% per year for the Naira. The cost of the entire programme and that of the **ADF Programme (part of the programme funded jointly by the ADF, JBIC and both Governments)** are given in Tables 2.3 and 2.4 below respectively.

Table 2.3
Summary Cost Estimates by Component of the Entire Programme

COMPONENT	CFAF Million			UA Million			US\$ Million		
	F.E.	L.C.	Total	F.E.	L.C.	Total	F.E.	L.C.	Total
A - Development, rehabilitation and maintenance of roads and construction of bridges	136 266.75	34 702.56	170 969.31	199.74	50.87	250.61	328.48	83.65	412.13
B- Related facilities	3 125.83	781.46	3 907.28	4.58	1.15	5.73	7.53	1.88	9.42
C - Transport facilitation	9 088.52	2 571.03	11 659.55	13.32	3.77	17.09	21.91	6.20	28.11
D - Institutional support and programme management	869.96	1 384.92	2 254.88	1.28	2.03	3.31	2.10	3.34	5.44
Total	149 351.05	39 439.97	188 791.02	218.92	57.81	276.73	360.02	95.07	455.09

Table 2.4
Summary of Estimated Cost by Component of ADF Programme

COMPONENT	CFAF Million			UA Million			US\$ Million		
	F.E.	L.C.	Total	F.E.	L.C.	Total	F.E.	L.C.	Total
A - Development, rehabilitation and maintenance of roads and construction of bridges	125 034.55	31 894.51	156 929.06	183.28	42.75	230.03	301.40	76.88	378.28
B- Related facilities	3 125.83	781.46	3 907.28	4.58	1.15	5.73	7.53	1.88	9.42
C - Transport facilitation	9 088.52	2 571.03	11 659.55	13.32	3.77	17.09	21.91	6.20	28.11
D - Institutional support and programme management	755.04	1 384.92	2 111.23	1.11	2.03	3.09	1.82	3.27	5.09
Total	138 003.93	33 904.70	174 607.12	202.29	49.70	255.94	332.66	88.23	420.90

2.4.2 The summary cost by expenditure category of the entire programme, as well as that of the ADF Programme, are given in Tables 2.5 and 2.6 respectively below.

Table 2.5
Summary Cost by Expenditure Category of the Entire Programme

Expenditure Category	CFAF Million			UA Million			NAIRA Million		
	F.E.	L.C.	Total	F.E.	L.C.	Total	F.E.	L.C.	Total
A - Goods	560.86	279.39	840.25	0.82	0.41	1.23	154.73	77.08	231.81
B - Works	115 024.05	28 756.01	143 780.06	168.60	42.15	210.75	31 732.42	7 933.10	39 665.52
C - Consultancy services	9333.37	2333.34	11666.71	13.68	3.42	17.10	2 574.86	643.71	3 218.57
D - Miscellaneous	1 619.13	1 619.13	1 619.13	2.37	2.37	2.37	446.68	446.68	446.68
Basic cost	124 918.28	32 987.87	157 906.15	183.11	48.35	231.46	34 462.00	9 100.57	43 562.58
Physical contingencies	12 491.83	3 298.79	15 790.62	18.31	4.84	23.15	3 446.20	910.06	4 356.26
Price escalation	11 940.94	3 153.31	15 094.25	17.50	4.62	22.13	3 294.22	869.92	4 164.15
Total	149 351.05	39 439.97	188 791.02	218.92	57.81	276.73	41 202.43	10 880.56	52 082.98

Table 2.6
Summary Cost by Expenditure Category of the ADF Programme

Expenditure Category	CFAF Million			UA Million			NAIRA Million		
	F.E.	L.C.	Total	F.E.	L.C.	Total	F.E.	L.C.	Total
A - Goods	560.86	279.39	840.25	0.82	0.41	1.23	154.73	77.08	231.81
B - Works	106 202.74	26 550.69	132 753.43	155.67	38.92	194.59	29 298.83	7 324.71	36 623.53
C - Consultancy services	8663.87	2165.97	10829.84	12.70	3.17	15.87	2 390.16	597.54	2 987.70
D - Miscellaneous	1 619.13	1 619.13	1 619.13	2.37	2.37	2.37	446.68	446.68	446.68
Basic cost	115 427.47	30 615.17	146 042.64	169.20	44.88	214.07	31 843.71	8 446.00	40 289.71
Physical contingencies	11 542.75	3 061.52	14 604.26	16.92	4.49	21.41	3 184.37	844.60	4 028.97
Price escalation	11 033.71	2 926.50	13 960.22	16.17	4.29	20.46	3 043.94	807.35	3 851.29
Total	138 003.93	36 603.19	174 607.12	202.29	53.65	255.94	38 072.02	10 097.96	48 169.98

Financing Arrangements

2.4.3 The programme will be financed jointly by the ADF, the JBIC, both Governments and in parallel with the IDA. The ADF loan amounting to UA 188.64 million represents 68.17% of the total cost, exclusive of taxes and customs duties, of the programme. The ADF grant amounting to UA 16.16 million represents 5.84% of the total programme cost. The ADF loan is intended for the financing of: (i) part of the costs of road and related works in both countries ; (ii) the procurement and installation of axle-load scales on the corridor ; (iii) the total costs of detailed engineering, works and control of the construction of the border bridge ; (iv) part of the costs of consultancy services for the control of road works in both countries, sensitization and monitoring-assessment of programme impacts ; and (v) the total cost of auditing the programme on the Cameroonian side as well as sensitization and monitoring-assessment of programme impacts in both countries. The ADF grant will be used to finance the total costs of : (i) studies, works and control of the construction of the common border checkpoint; and (ii) technical assistance to ECOWAS and studies on the harmonization of norms, standards, vehicle size and axle load between the ECCAS and ECOWAS zones.

2.4.4 Ninety percent (90%) of the ADF grant will be used in financing the construction of the single border checkpoint (PCUF) and 10% for support and capacity building of ECOWAS. Transport facilitation is an aspect that goes beyond an individual State. That is why in the ECOWAS zone, this component is entrusted to the Community and the PCUFs are owned by the Community and not the States. Nigeria has, on behalf of the two States, issued a land occupancy deed to ECOWAS to construct the PCUF under this programme. The PCUFs are considered as regional public goods (RPG), and since ECOWAS cannot contract a loan or obtain guarantee coverage by the two States, it is proposed that a grant be awarded to the organization. This grant is provided under a waiver to the cost-sharing arrangements for regional projects negotiated under ADF XI. In the Annex A.10, there is a table with a list of indicative criteria concerning eligibility of the PCUF for the RPG concept. The waiver to finance the PCUF by a grant is also justified by the fact that PCUF: (i) involve two RECs; and (ii) is a major element of the Nigeria-Cameroon peace consolidation, at which the Bank is a partner, as mentioned in the programme MoU signed by the two countries and the Bank.

2.4.5 The JBIC loan will be used to finance part of the costs of road works of the Mamfé-Ekok (lot 2) section in Cameroon. The contributions of both Governments will be used to finance: (i) part of the costs of works and control of road works; and (ii) the total operating costs of the Programme Management Units and expropriation costs. The contribution of ECOWAS will be used to finance the operating costs of general coordination units and Joint Technical and Steering Committees of the programme. World Bank financing will be used to finance part of: (i) works and control of road works in Nigeria; (ii) operating costs of the Programme Management Unit in Nigeria (RSMT); (iii) maintenance works after rehabilitation of programme roads in Nigeria following the OPRC approach; and (iv) auditing of programme components in Nigeria including those financed by the ADF in Nigeria as well as those managed by ECOWAS. Evidence of the programming and budgeting of the counterpart funds of the Governments and ECOWAS is a condition for the grant under this programme.

2.4.6 The financing plan by source of finance of the entire programme and that of the ADF Programme are, consequently, shown in Tables 2.7, 2.8 and 2.9 below.

Table 2.7
Sources of Finance of Entire Programme
(in UA million)

Source of Finance	Foreign Exchange	Local Currency	Total	%
ADF LOAN	167.47	21.17	188.64	68.17%
ADF GRANT	12.93	3.23	16.16	5.84%
ECOWAS		0.80	0.80	0.29%
JBIC	21.89	5.47	27.36	9.89%
IDA	16.63	2.10	18.73	6.77%
Gov't of Cameroon		10.84	10.84	3.92%
Gov't of Nigeria		14.20	14.20	5.13%
Total	218.92	57.81	276.73	100%

Table 2.8
Sources of Finance of ADF Programme
(in UA million)

Source of finance	Foreign Exchange	Local Currency	Total	%
ADF LOAN	167.47	21.17	188.64	73.70%
ADF GRANT	12.93	3.23	16.16	6.32%
ECOWAS		0.80	0.80	0.31%
JBIC	21.89	5.47	27.36	10.69%
Gov't of Cameroon		10.84	10.84	4.24%
Gov't of Nigeria		12.14	12.14	4.74%
Total	202.29	53.65	255.94	100.00%

Table 2.9
Source of Finance by Instrument

	Cost of Programme in Cameroon (UA million)	Cost of Programme in Nigeria (UA million)	Cost of Programme in ECOWAS (UA million)	Total
ADF Loan (Resources for multinational operations)	60.26	65.50		125.76
ADF Loan (Country allocations)	30.13	32.75		62.88
ADF Grant (Resources for multinational operations)			16.16	16.16
JBIC	27.36			27.36
IDA		18.73		18.73
Gov't of Cameroon	10.84			10.84
Gov't of Nigeria		14.20		14.20
ECOWAS			0.80	0.80
Total in UA Million	128.59	131.18	16.96	276.73
Total in US\$ Million	211.47	215.72	27.89	455.09
Total in CFAF Million	87 726.94	89 492.65	11 571.43	188 791.02
Total in Naira Million	24 201.79	24 688.91	3 192.28	52 082.98

2.4.7 The expenditure schedule of the entire programme by component, as well as that of the ADF Programme, are shown in Tables 2.10 and 2.11 below.

Table 2.10
Expenditure Schedule of Entire Programme by Component
(In UA million)

Component	2009	2010	2011	2012	2013	Total
A – Development, rehabilitation and maintenance of roads and construction of bridges	40.25	59.07	84.52	25.72	0.05	209.61
B- Related facilities	0.96	1.44	1.92	0.48		4.79
C – Transport facilitation	0.53	0.60	6.58	6.55	0.04	14.29
D – Institutional support and programme management	0.54	0.77	0.67	0.39	0.39	2.76
Basic cost	42.28	61.88	93.69	33.13	0.48	231.46
Physical contingencies	4.23	6.19	9.37	3.31	0.05	23.15
Price escalation	4.04	5.92	8.96	3.17	0.05	22.13
Total	50.55	73.98	112.01	39.61	0.57	276.73
Total in %	18.27%	26.74%	40.48%	14.31%	0.21%	100.00%

Table 2.11
Expenditure Schedule of ADF Programme by Component
(In UA Million)

Component	2009	2010	2011	2012	2013	Total
A – Development, rehabilitation and maintenance of roads and construction of bridges	36.65	53.67	77.71	24.31	0.05	192.40
B- Related facilities	0.96	1.44	1.92	0.48		4.79
C – Transport facilitation	0.53	0.60	6.58	6.55	0.04	14.29
D – Institutional support and programme management	0.54	0.73	0.63	0.35	0.35	2.59
Basic cost	38.68	56.44	86.84	31.68	0.43	214.07
Physical contingencies	3.87	5.64	8.68	3.17	0.04	21.41
Price escalation	3.70	5.39	8.30	3.03	0.04	20.46
Total	46.25	67.48	103.82	37.88	0.52	255.94
Total in %	18.07%	26.36%	40.56%	14.80%	0.20%	100.00%

2.4.8 The expenditure schedule of the entire programme by source of finance, as well as that of the ADF Programme, are given in Tables 2.12 and 2.13 below.

Table 2.12
Expenditure Schedule of Entire Programme by Source of Finance
(In UA Million)

Source of Finance	2009	2010	2011	2012	2013	Total
ADF LOAN	34.46	50.43	76.35	27.00	0.39	188.64
ADF GRANT	2.95	4.32	6.54	2.31	0.03	16.16
ECOWAS	0.15	0.21	0.32	0.11	0.00	0.80
JBIC	5.00	7.32	11.08	3.92	0.06	27.36
IDA	3.42	5.01	7.58	2.68	0.04	18.73
Gov't of Cameroon	2.59	3.80	5.75	2.03	0.03	14.20
Gov't of Nigeria	50.55	73.98	112.01	39.61	0.57	276.73
Total	18.27%	26.74%	40.48%	14.31%	0.21%	100%
Total in %	34.46	50.43	76.35	27.00	0.39	188.64

Table 2.13
Expenditure Schedule of ADF Programme by Source of Finance
(In UA Million)

Source of Finance	2009	2010	2011	2012	2013	Total
ADF LOAN	34.46	50.43	76.35	27.00	0.39	188.64
ADF GRANT	2.95	4.32	6.54	2.31	0.03	16.16
ECOWAS	0.15	0.21	0.32	0.11	0.00	0.80
JBIC	5.00	7.32	11.08	3.92	0.06	27.36
Gov't of Cameroon	1.98	2.90	4.39	1.55	0.02	10.84
Gov't of Nigeria	1.71	2.29	5.14	2.98	0.02	12.14
Total	46.25	67.48	103.82	37.88	0.52	255.94
Total in %	18.07%	26.36%	40.56%	14.80%	0.20%	100%

2.5 Programme Area and Beneficiaries

2.5.1 The direct programme area (PA) is made up of the North-West and South-West Provinces of Cameroon, as well as the Cross River, Ebonyi and Enugu States in Nigeria which cover nearly 6% of the surface area of both countries. By itself, the programme is important because it will provide a road link between two countries belonging to two different Regional Economic Communities (RECs) – ECOWAS for Nigeria and CEMAC/ECCAS for Cameroon. It is therefore noteworthy that the expanded impact area of the programme associated with the indirect impacts of the programme covers these two RECs. The main programme beneficiaries are: (i) transport users and economic operators of both countries who operate regional transport and who will have a good service-level road that is free from hindrances; (ii) the 11 000 000 inhabitants of the PA, representing 7% of the total population of both countries; and (iii) women’s and youth groups which are directly affected by the road and which are going to benefit from better socio-recreational and educational facilities as well as means of processing and transporting agricultural products.

2.5.2 The PA on the Cameroonian side is one of the breadbaskets of the country (10% for plantain, 64% for palm oil, 28% for cocoyam, 20 % for egusi, 14% for cassava and 13% for okra). About 80% of food production of the area is sold on the markets of major urban centres like Yaounde, Bamenda, Douala, Abakaliki and Enugu. The PA on the Nigerian side is rich in minerals (iron, lead, zinc, coal, etc). In urban areas, trading and industrial processing activities are quite significant. Enugu is an important industrial area of Nigeria and Abakaliki (capital of Ebonyi State) is a reputable commercial centre for agricultural products such as cassava, rice and yams. Nigeria is the leading supplier in terms of value to Cameroon (EUR 584 million in 2006, representing 23% of the total amount of EUR 2,512 million of Cameroon’s imports in 2006). Hydrocarbons represent nearly 95% of these imports.

2.6 Participatory Approach to Programme Identification, Design and Implementation

2.6.1 In addition to the meetings organized during the conduct of studies on the road, a participatory approach was adopted between 2002 and 2007 on the occasion of the various preparation and pre-appraisal missions of the programme. Thus, more than 2000 people took part in presentation/discussion meetings in Mamfe and in many villages in Cameroon situated on the itinerary of the programme as well as in Abakaliki in Nigeria. Women’s associations, village and farmer groups, community interest groups, the representative of carriers’ groups, NGOs, economic operators and local and decentralized authorities were represented at these meetings. Plans have been made to pursue these meetings and sensitization through social intermediation during the implementation of the programme.

2.6.2 The expectations of the stakeholders of the transport system and the populations concern the elimination of obstacles to the movement of goods and persons on the corridor (very long travel and border crossing time and perceptions), improvement of the standard of living, accessibility to basic infrastructures (difficulties of evacuation and processing of products, idleness of the youths, school attendance disrupted by rain, etc.). These expectations were taken into consideration in the components “Facilitation of transport and related facilities” of the programme. The related facilities under this programme in Cameroon mainly concern the areas located between Mamfe and Ekok, and extend similar activities financed by the Bank (the RUMPI project which covers the Bamenda area and the Numba-Bachuo Akagbé road development project which covers the Bachuo Akagbé area.

2.7 Consideration of Bank Experience and Lessons Learnt in Programme Design

2.7.1 The preparation and implementation of regional transport programmes have become more complex with the incorporation of the transport facilitation component since the adoption of NEPAD's STAP. Since the first programmes of this nature started only in 2003, it is too soon to assess and judge their results. However, for the implementation of similar programmes in West Africa, the main difficulties encountered are related to : (i) the time needed to prepare and update the legal and regulatory instruments concerning transport facilitation, particularly the harmonization and integration of customs information systems, preparation of the legal status of corridors and juxtaposed border checkpoints, etc ; and (ii) the impact of increases in costs of works which delayed the signing of contracts and the start-up of the execution of works. The programme also drew inspiration from lessons learnt from the Bank's experience in both countries and in the implementation of regional programmes concerning: (i) the development of performance indicators in programme monitoring; (ii) the involvement of a multidisciplinary team in the examination of documents; (iii) the adherence of various players and empowerment of RECs ; (iv) the availability of a good quality background study ; and (v) the capacity of RECs to play their role of promoting and ensuring the general coordination of the implementation of their programmes.

2.7.2 As it did for similar programmes in WAEMU zone, the Bank will provide support to ECOWAS in the form of technical assistance with the condition that the latter reinforce its personnel by recruiting at least two cadres specialized in the transport sector. Furthermore, though the management of some components of such programmes is ensured by the RECs, a significant part of the components is implemented by the countries. The design of the present programme took into consideration weaknesses persisting in both countries concerning the award of contracts, the mobilization of counterpart funds and the management of the Bank Group portfolio, especially delays in the fulfillment of loan/grant conditions, non-compliance with Bank procedures, low disbursement ratios as well as ineffective channels of communication, notably between the Bank and the Federal Government of Nigeria. In addition to training in Bank procedures for both countries which will be strengthened by familiarization with these procedures during the launching of this programme, the Bank's country offices (NGFO and CMFO) which have just been strengthened should play a crucial role in the reduction of the said weaknesses. The approval of APA and the loan condition attached to the mobilization on time of counterpart resources should improve disbursement levels and reduce the uncertainties about increase in costs of works.

2.8 Key Performance Indicators

Impact and implementation performance indicators

2.8.1 The key impact indicators concern : (i) the rate of changes in the volume of trade by road between ECCAS and ECOWAS countries ; (ii) the rate of increase in the stretch of road of the corridor in good condition and the rate of reduction of the number of overloaded vehicles; (iii) the rate of reduction of general transport costs on the corridor including the border crossing time as a result of the PUCF; and (iv) improvement of the accessibility of basic infrastructure in the PA and reduction of the laboriousness of the work of women and children. These key indicators as well as their time frames are described in detail in the programme logical framework. They will be measured essentially through programme monitoring-evaluation and completion reports. Their sources which are specified in the logical framework will be the various services and departments concerned.

2.8.2 In addition to the impact indicators, implementation performance indicators will be established and monitored, mainly: (i) deadlines for effectiveness and fulfilment of disbursement conditions of the loan; (ii) deadlines for the award and execution of contracts; and (iii) trends in disbursement rates in relation to the expenditure schedule.

Mechanisms for assessing the efficiency of the programme

2.8.3 For monitoring the implementation of the programme, besides the Executing Agencies in both countries, a Joint Technical Committee (JTC) will be set up in accordance with the MoU signed by both countries. The committee will meet at least four times each year. The working documents of these meetings will be the summaries of monitoring-evaluation reports and indicators that will be prepared by ECOWAS which will ensure, in conjunction with ECCAS, the general coordination of the implementation of the programme.

3 PROGRAMME FEASIBILITY

3.1 Economic and Financial Performance

3.1.1 The economic analysis was carried out using the HDM4 model based on the analysis of costs-benefits between the “without” and “with” programme situations over a period varying, following the commissioning of the programme, from 7 years for road sections maintained periodically to 20 years for sections to be developed or reconstructed. A discount rate of 12% and residual values varying from 0% to 45% depending on the sections were used. The data taken into consideration are the investment costs exclusive of tax, the maintenance and operating costs of vehicles including incidental expenses such as rake-offs, the traffic volume which in 2007 ranged from 569 to 3500 vehicles per day depending on the sections. The benefits are general reductions in transport costs and agricultural value added. The table below summarizes the economic analysis, which is presented in detail in Annex A.6.

*Table 3.1
Summary of Economic Analysis*

<i>Financial rate of return (FRR) in %</i>	<i>NA</i>
<i>Net Present Value (NPV) in US\$ Million</i>	<i>357.78</i>
<i>Economic rate of return (ERR) in %</i>	<i>28.39%</i>
<i>Sensitivity of the ERR (10% variation of costs and benefits)</i>	<i>28.39% to 24.93%</i>
<i>Discount rate</i>	<i>12%</i>
<i>Residual value of investment after 20 years</i>	<i>0% à 40%</i>

3.2 Environmental and Social Impact

Environmental Impact

3.2.1 From the environmental standpoint, the programme is classified in category 1. In compliance with Bank environmental policy requirements and those of Cameroon and Nigeria, two environmental and social impact assessments (ESIA), one for each country, were carried out and validated by the ministries in charge of the environment. The summaries of the assessments were published at the Public Information Centre (PIC) of the Bank on 24 July 2007 and distributed to the Board of Directors of the Bank on 9 August 2007. The main negative impacts concern: (i) the displacement of about one hundred families mainly in

Cameroon, occupying houses the majority of which are built of semi-permanent materials who will be compensated and resettled less than 75 metres from the road right-of-way; and (ii) nuisances during the construction phase.

3.2.2 Concerning the common border checkpoint (CBC), it should be noted that the Cameroonian authorities have officially given their consent for it to be located in Nigerian territory. Detailed engineering for the establishment of the CBC will comprise an environmental assessment whose mitigation measures will be incorporated into the works. Henceforth, it should be noted that the site identified on the Nigerian side during the joint mission of the two administrations in July 2007 is for the most part free from any occupancy. However, the Nigerian party undertook to bear any compensation for expropriation as well as the cost of preliminary research for utility networks such as water, sanitation, electricity and telephone.

3.2.3 The cost of impact mitigation is estimated at UA 1.47 million including : (i) UA 0.92 million for compensation for expropriation in Cameroon; (ii) UA 0.55 million for monitoring the implementation of environmental measures and works on regeneration, reforestation and enhancement of entrances and exits of villages mainly on the Cameroonian side.

Climate Change

3.2.4 Climate change was taken into consideration in the programme design with the flood proofing of road sections to be built and basing the size of water structures on the rainfall in the programme area. Concerning the emanation of exhaust gases (NO_x, Sox, CO₂, etc.) into the atmosphere from vehicles, a study will be planned in the context of the new transport sector project under preparation in Cameroon. Nigeria, which is one of the first developing countries to sign the United Nations Framework Convention on Climate Change, prepared, in 2003, a paper on this subject and has undertaken an update of the paper. Furthermore, it should be noted that Cameroon and Nigeria have implemented the 2001 Dakar Declaration on phasing out the production and sale of leaded petrol to 31/12/2005.

Impact on Gender

3.2.5 Because of the extremely bad condition of roads, mobility is reduced as a result of the cost of transport. This will have a negative impact on the living conditions of people of the programme area and the development of economic and commercial activities in the programme area. In the rural areas of the PA, agriculture accounts for 95% of the economic activities of women. Generally, women are confronted with the following problems: (i) inadequacy and inaccessibility of socioeconomic and social infrastructure; (ii) lack of agricultural machinery to process agricultural products; and (iii) defective state and/or lack of road infrastructure to evacuate patients and agricultural products. Women in the PA are deeply involved in the agricultural sector and in the marketing of agricultural products. Although they are relatively well organized into groups, they encounter difficulties in processing and transporting agricultural products. The bad condition of roads is a real obstacle to the development of the agricultural produce supply and transportation sectors because of high costs. Women who constitute a labour potential in the area will derive increased benefits from the implementation of the road programme through the improvement of transport services which will lighten their tasks and increase their incomes.

Social Impact

3.2.6 The incidence of poverty in households of the PA is about 40% (43% for Cameroon and 39% for Nigeria). Such poverty, which is essentially rural, is due largely to the isolation of the area and the inaccessibility of socioeconomic infrastructure. The bad condition of roads makes the supply of inputs and sale of agricultural products difficult because of high transportation and transaction costs. Thus, the programme area with its huge agricultural and forestry potential accounts for about 20% of food production of Cameroon, but a great deal of it is lost because of difficulties in conveying it to the major consumer centres, notably in Nigeria. Permanent traffic throughout the year will reduce significantly harvest losses and damage and transport costs (between CFAF 400 and 600 for the transport of a can of oil or a bunch of plantain). For the Mamfe-Ekok journey (currently 70 km), it can take up to two days and the cost of transport of one person varies between CFAF 2 000 and 3 000 in the dry season and it increases to CFAF 5 000 in the rainy season (that is about 9 months in a year). The cost rises to CFAF 15 000 when you travel by motorcycle. On the Nigerian side, the prices charged are also exorbitant. Travel between Ogoja Junction and Abakaliki in a vehicle costs Naira 1,000 (about CFAF 3 800) per passenger. The programme will also have a positive impact on the school attendance rate and is going to reduce to less than 2km the distance to walk to access drinking water.

3.2.7 The programme is expected to create temporary jobs and activities (about 4 500 temporary jobs during the period of works and nearly 2500 permanent jobs generated by road repair after the works). Furthermore, the good condition of the road will make the transport sector more attractive and, hence, help create new employment opportunities in the services sector. The implementation of the programme will help to increase trade between the two countries as well as customs revenue which has dropped, for the Ekok checkpoint, from CFAF 100 million in 2004 to CFAF 40 million per quarter in 2007.

3.2.8 The programme could generate negative impacts related, in particular, to the risk of an increased number of accidents owing to the rise in the speed of vehicles and tiredness of drivers, and to the risk of the spread of sexually-transmitted diseases (STD) including AIDS because of the increased movement of people, especially as the PA already records a seroprevalence rate higher than the national averages. To mitigate these risks, rest areas will be built along the main road, drying yards for agricultural products will be built within villages crossed and appropriate road signs and markings will be installed. Sensitization campaigns are planned under the programme and will contribute to mitigating these negative impacts. Awareness-raising actions will enhance knowledge of road safety as well as of the risks of endemic diseases such as malaria, water-borne diseases, STIs and HIV/AIDS. These activities will be focused on vulnerable groups and will be designed under national programmes of both countries.

Forced Relocation

3.2.9 No forced relocation is planned for the one hundred or so families mainly in Cameroon who will be compensated and resettled less than 75 m from their current houses. Indeed, since the costs of compensation cover only the maintenance expenditures (loss of crops, activities or houses), a settlement area will be allocated to the affected populations. On the Nigerian side, since the works will be carried out within the existing rights-of-way, there will be no population displacement.

4 PROGRAMME IMPLEMENTATION AND MONITORING-EVALUATION

4.1 Programme Implementation Arrangements

Executing Agency

4.1.1 In accordance with the MoU signed in March 2007 by both countries and the Bank, the general coordination of the programme and monitoring of the implementation of the transport facilitation component will be ensured by ECOWAS through the Department of Transport and Telecommunications (DTT) of the Infrastructure Commission. This Department, which does not yet have enough personnel, is currently supported by consultants funded by the EU. It should be recalled that the choice of ECOWAS was dictated by the wish of both countries, expressed in the MoU, to entrust the common border checkpoint to the REC to which the country hosting the checkpoint belongs. It is in this context that ECOWAS, in conjunction with ECCAS, will also assume the leadership role in the Steering Committee (ST) and the Joint Technical Committee (JTC) established under the MoU. In this capacity, it will ensure the financing of the operating costs of the SC and JTC.

4.1.2 In Cameroon, the executing agency and contracting authority of the programme is the Ministry of Public Works (MINTP) through the ADB/World Bank Road Projects Monitoring and Implementation Unit (CSEPR-BAD/BM) put in place since 1998 for the ADB and then extended in 2008 by order to World Bank transport projects. The Unit is currently composed of a Coordinator, four civil engineers including the officer of this programme, one accountant and support staff. It has a manual of procedures governing its functioning. The performance of the staff of the CSEPR is assessed regularly. The operating cost of the unit is included in the counterpart financing of this programme. Evidence of the regular mobilization of the counterpart funds is a condition of the programme loan.

4.1.3 In Nigeria, the executing agency is the Federal Ministry of Transport (FMT). For the monitoring of the implementation of this programme, the FMT will rely on the unit called Road Sector Development Team (RSDT) put in place by the World Bank to monitor the Federal Roads Development Programme (FRDP) part of which are the Nigerian road sections of the Bamenda-Enugu corridor. The RSDT is an autonomous unit of the Federal Ministry of Transport which operates in accordance with the institutional framework of the RSDT framework document dated 7 March 2005. The RSDT is supervised by a Project Management Committee, including members of the FMF and FMT, under the chairmanship of the Permanent Secretary of the FMT. The RSDT has a procedures manual governing its functioning. The performance of the staff which now comprises a unit director, supported by five experts (Procurement, Environment, Financial Management, Audit and Resource Management) is assessed regularly. Four other specialists are being recruited including two senior engineers.

Institutional Arrangements

4.1.4 To ensure a proper coordination of the monitoring of the execution of programme activities, plans have been made to set up a Joint Technical Committee (JTC) of 8 members comprising the Directors of roads (2) and land transport (2) of each of the two countries or their representatives, the representatives of the DTT/ECOWAS (2) and the project officers in

each country (2). The Committee will be coordinated by the Director of DTT/ECOWAS. The mission of the JTC will be to coordinate the implementation of this programme, solve problems which might arise and ensure a harmonious implementation of the programme in both countries. It will meet at least four times (and when necessary) a year successively in either of the two countries and the related costs will be incorporated into the cost of the programme. The establishment of the JTC and appointment of its members are a condition precedent to the appraisal of the programme.

4.1.5 For the monitoring of the implementation of this programme, RSDT staff will be reinforced by a project engineer, a monitoring engineer and a secretary/interpreter who have already been designated. The staff, who will be under the supervision of the RSDT Unit Head, will be assigned by letter of the FMT. The additional staff cost will be included in the cost of the programme. Furthermore, a technical assistance composed of a long-term expert (2 years) and experts recruited on an ad hoc basis will be made available to ECOWAS. Such assistance will support ECOWAS in the procurement process and in monitoring the implementation of the programme components managed by ECOWAS. In addition, experienced and qualified consulting firms will be recruited to control and supervise works in both countries.

Procurement Arrangements

4.1.6 All goods, works and consultancy services financed by Bank resources will be procured in accordance with the Bank's Rules of procedure for procurement of goods and works or, as the case may be, its Rules of procedure for the use of consultants, using the standard bidding documents. Furthermore, in accordance with the *Guidelines for the implementation of the Accelerated Co-financing Scheme for Africa* (ACFA), defined jointly by the Bank and the JBIC, these procedures also include JBIC procurement rules whenever JBIC loans are concerned. The MINTP, through the CSEPR/BAD-BM in Cameroon, the MFT through the RSDT and the ECOWAS Commission through the DTT will be responsible for the procurement of goods/works and consultancy services, as described in detail in Annex A.4, as well as the procurement plan.

4.1.7 Under this programme, the Bank approved the Advance Procurement Actions (APA) procedure for road and related works including the installation of axle-load scales and their control, as well as for technical assistance to ECOWAS and studies on the single border post and bridge over the Cross River.

Disbursement Arrangements

4.1.8 The direct disbursement method is retained for goods, works and consultancy services financed through the ADF loan to both countries and the ADF grant to ECOWAS. The JBIC loan resources will be disbursed in accordance with the direct payment and/or transfer procedures, as indicated in the ACFA agreement and in JBIC rules. At the level of each country and the ECOWAS Commission, counterpart funds will be deposited into special accounts opened in banks acceptable to the ADF. These accounts will be replenished in accordance with the annual expenditure schedule. Funds for the operating costs of national coordination structures of the programme, as well as those of the Steering Committee and Joint Technical Committee, will also be deposited into these accounts. The opening of the accounts will be a condition precedent to disbursement of the loans and grant.

Auditing

4.1.9 The programme accounts shall be kept separately, using a private computerized accounting system, by the executing agencies of the programme, using an accounting plan. The accounting system should help to monitor programme expenditure on the basis of expenditure forecasts, by source of finance, by category of expenditure and by programme component. An external audit of programme accounts shall be carried out each year by an auditing firm recruited in accordance with the procedures of the Bank for Cameroon and of the World Bank for Nigeria. A provision from the resources of the programme has been made for this purpose. Audit reports shall be submitted to donors within six months at the latest following the end of each accounting year.

Procurement Structures

4.1.10 The programme will use, as much as possible, the existing structures in both countries for procurements. In Cameroon, it is the Special Tenders Board for road projects funded by the ADB and World Bank, set up by Order No. 101/CAB/PM of 26 June 2008, which will be in charge of the procurement process under this programme. In Nigeria, for greater efficiency, the Bank intends to use the procurement arrangements put in place at the level of the RSDD. The evaluation of the RSDD by the World Bank was deemed satisfactory, and was considered and deemed acceptable by the Bank's appraisal mission for the programme. In addition, this unit comprises a procurement expert and a technical assistant who are already familiar with donor procurement rules and procedures.

Implementation and Supervision Schedules

4.1.11 The implementation of the programme will run from July 2008 to December 2013. The corresponding implementation schedule, summarized at the beginning of this report, will be presented in detail in an annex appended hereto. As soon as the loan is approved, the ADF will launch the programme and then conduct supervision missions the provisional schedule and composition of which are appended hereto.

4.2 Monitoring and Evaluation

4.2.1 Monitoring and evaluation will comprise internal and external monitoring, donor supervision missions, a mid-term review and a final evaluation including the completion reports of the borrowers, ECOWAS and the Bank. Monthly and quarterly progress reports shall be drawn up by the consultants responsible for the control and supervision of works. ECOWAS shall provide to the Bank, on a quarterly basis, a programme implementation report in accordance with the format in force. The report shall take into consideration the implementation of all components of the programme including those by the countries. This shall also apply to programmes and annual progress reports, annual budgets as well as their implementation reports. The coordination of interventions of donors of the programme as well as the organization of joint supervision missions shall be ensured by ECOWAS in collaboration with both countries.

4.2.2 The programme will finance services for an annual monitoring-evaluation of programme impact indicators. These include : (i) trends in the rates of intra-community trade as well as trade with the external world; (ii) the rate of development of the corridor roads; (iii) the lorry turnaround time comprising unloading at one end of the corridor, transport on the corridor and customs clearance; (iv) the adoption of texts regulating axle-load; (v) the

implementation of axle-load controls carried out on the corridor; (vi) trends in the average cost of transport on the corridor in relation with general trends in the smoothness of the road taking into consideration the basic costs that make up VOC in constant monetary unit (for example the values of the base year); (vii) changes in the number of vehicles in the cost of products imported or exported by both countries through the corridor ; and (viii) indicators like the number of jobs created, changes in the distance walked to access drinking water, school attendance rate, changes in the level of female incomes, etc. In addition, the executing agencies in both countries, in collaboration with the consultants charge with the control of works, will organize regularly on the corridor a traffic audit and smoothness measurement campaign.

4.3 Governance

4.3.1 Under the 2005-2009 PRSP, the Bank supports Cameroon in the improvement of budget implementation and control, administrative and judicial reform and strengthening of the fight against corruption. In Nigeria, the Government plans to reduce the shortcomings in governance noted in the 2005-2009 PRSP by auditing oil accounts and adopting, in 2007, at the federal level, a law on public contracts and another law on financial accountability. The challenge now is to have similar legislation adopted at the level of the States. Such work is under way, with the support of partners. As regards governance in Cameroon, it is necessary to mention partners' difficulties concerning the mitigation of corruption in general, and underscore the activities of the Government through the "Opération épervier", as well as actions to mitigate the phenomenon in the transport sector.

4.3.2 Regarding this programme, governance risks associated with the contract award and execution process are mitigated by the fact that : (i) in Nigeria, the process will be conducted by the Project Implementation Unit funded and monitored by the World Bank; (ii) in Cameroon, the process will be conducted by the ADB/WB Special Procurement Board whose activities will be audited regularly by the two donors; (iii) the Bank controls these processes by its non-objection on bidding documents, award proposals and contracts; and (iv) donor supervision and technical and financial audits which ascertain conformity between specifications, services and works effectively carried out and disbursements and loan agreements.

4.4 Sustainability

4.4.1 The sustainability of the programme depends on the quality of works, availability of resources to cover recurrent maintenance costs, conditions under which the road is used and the capacity of contractors to execute the maintenance works. The technical construction options retained were determined in view of present and future traffic volume.

4.4.2 Cameroon has, since 1998, put in place a 2nd generation road fund (RF). The resources of the RF are mainly (more than 90%) made up of the Road User Fee (RUF) deducted directly from the sale of fuel and toll/weighing revenues. The Cameroonian Government has pledged, through the Memorandum of Understanding (MoU) signed in 2004 with donors and updated regularly, to raise resources of the RF to CFAF 50 billion by 2008. RF resources rose from CFAF 15 billion in 1998/99 to CFAF 44.20 billion in 2007.

4.4.3 The Federal Road Maintenance Agency (FERMA) was set up in 2002. Its present resources come from budgetary allocations of the federal state. FERMA's 2008 budget allocation is Naira 21 billion (or US\$ 181 million). This amount covers only 53% of the

resources requested. A modifying law approved in May 2007 amending the law to set up FERMA has instituted a 5% levy on fuels in order to increase and secure resources needed to finance road maintenance. Furthermore, a study on the creation of a second generation *Road Fund (RF)* and a *Federal Road Authority (FRA)* was prepared as part of the ongoing reform in the road sub-sector. A high-level workshop for validation of reforms was organized on 10 and 11 June 2008 in Abuja.

4.4.4 In order to limit overload which rapidly deteriorates the road, the programme will finance a study on the harmonization of standards and track clearances between the two RECs as well as the installation of axle-load scales. The sustainability of investments and measures related to transport facilitation will be ensured by the putting in place of the 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 checkpoint estimated at nearly CFAF 100 million per annum will be charged to 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. Likewise, the maintenance of the socioeconomic infrastructure rehabilitated by the programme will be carried out in accordance with the policies and strategies in force in both countries. Such maintenance is based on ownership and participation of the beneficiary populations organized into Village Committees and Parent-Teacher Committees, which will allow for ownership and maintenance of the said infrastructure.

4.5 **Risk Management**

4.5.1 The risks surrounding the programme are related to: (i) the pursuance of the policy of good understanding between Cameroon and Nigeria; (ii) the maintenance of visa issuance fees and time frame for Nigerian lorry crew and for Nigerians travelling to Cameroon; (iii) the implementation of transport facilitation measures, in particular the effective application of the control of axle load, gross weight and limitation of checkpoints on the corridor; (iv) the pursuance of the implementation of commitments regarding the mobilization of resources for the second generation road fund in Cameroon and completion of reforms for the financing and organization of road maintenance in Nigeria; (v) the capacity of ECOWAS and ECCAS as well as the two countries to manage the programme; and (vi) increase in costs, bottlenecks and transparency in the procurement process.

4.5.2 The risk associated with the pursuance of the policy of good understanding between Cameroon and Nigeria and maintenance of visa issuance fees and time frame for Nigerian lorry crew and for Nigerians travelling to Cameroon is reduced by: (a) the commitment of the international community to assist in strengthening relations between the two countries ; and (b) the institutionalization, through meetings of the Joint Commission in charge of the delimitation of borders and implementation of the ruling of the International Court of Justice on Bakes', of permanent dialogue between both countries with the intermediation of the United Nations. The visa issue is one of the points under discussion by the Joint Commission.

4.5.3 The risk relating to the implementation of transport facilitation measures is mitigated by the fact that : (a) the programme was designed following a participatory approach involving the stakeholders ; (b) the IEC process provided under the programme should strengthen the adherence of stakeholders and ensure a greater professionalization of carriers and drivers; (c) the two RECs have adopted transport facilitation programmes including the customs dimension

through inter-State transport of countries of Central Africa (TIPAC) in CEMAC zone and inter-State road transport (ISRT) in ECOWAS zone; and (d) the setting up of a corridor management committee comprising the operators and users of the road should allow for sustainability of facilitation measures.

4.5.4 The risk related to resource mobilization for road maintenance is mitigated by : (a) the fact that in Cameroon an interim MoU is under preparation while awaiting the putting in place of the TSP2 to maintain and sustain the achievements of the 2004-2008 MoU which expires at the end of 2008 and for which the Government honoured its commitments in respect of the level of resource mobilization for the Road Maintenance Fund (FER) despite the low level of toll revenue paid into the treasury ; and (b) the reforms of the road sector under validation in Nigeria should help to resolve the issue of the efficiency of the utilization of significant resources mobilized for the financing and maintenance of roads.

4.5.5 The risk associated with the capacity of ECOWAS and the States to manage the programme is mitigated by the fact that : (a) the principle of subsidiarity between the RECs and the States will allow for the optimum use of their personnel ; (b) ECOWAS will be supported by a technical assistance for 24 months and the members of the JTC and it will accelerate, in order to take into consideration the needs of this programme, the staff recruitment process which it has already initiated to strengthen the DTT ; and (c) the Programme Implementation Units in both countries have already strengthened their capacities with their own resources or World Bank support.

4.5.6 The risk associated with the increase in costs, bottlenecks and transparency in the procurement process is mitigated by: (a) the size of works contracts which should broaden the basis for competition; (b) the inclusion of a specific provision linked to the rate of price escalation in order to incorporate fluctuations in exchange rates and increase in the prices of some inputs; (c) the APA which will reduce the time frames between the period of cost estimation and the date of start-up of works; (d) the contract award process which will be conducted by the Programme Implementation Unit in Nigeria which is funded and monitored by the World Bank; (e) the three-level control of procurement in Cameroon which lengthens deadlines but reduces the lack of transparency; and (f) the fact that the Bank controls these processes by its non-objection on bidding documents and contract award proposals and contracts.

4.6 Knowledge Development

4.6.1 Issues regarding transport facilitation constitute one of the major obstacles to the development of trade and commerce in Africa. The implementation of the programme should develop knowledge on the concept of transport facilitation and obstacles to its application. The programme impact monitoring-assessment reports as well as those of National Transport Facilitation Committees existing in both countries and those of the future Corridor Management Committee will constitute the main information mediums. Plans have been made to share and compare this experience with other similar experiences in Africa and in the world through seminars organized by the donors of the programme and the two RECs.

5 LEGAL FRAMEWORK

5.1 Legal Instrument

5.1.1 To finance this programme, the Bank will use : (i) the project loan from ADF resources allocated to multinational operations for two-thirds of the programme and the project loan from ADF resources allocated to the countries for one-third of the programme; and (ii) the grant for institutional support and rehabilitation from ADF resources allocated to multinational operations. The loan will have a term of 50 years with a grace period of 10 years. It will be subject to a service charge of 0.75% per annum on loan amounts disbursed and outstanding and a commitment charge of 0.50% on the undisbursed amount of the loan commencing 120 days from the date of signature of the Loan Agreement.

5.2 Conditions for Bank Intervention

Protocol Agreement for ADF Grant to ECOWAS

A. Conditions precedent to grant effectiveness

5.2.1 The entry into force of this Protocol Agreement shall be subject to fulfilment by the Donee of the conditions provided in Section 4.01 of General Conditions Applicable to Loan Agreements and Guarantee Agreements as soon as it is signed.

B. Conditions precedent to first disbursement

5.2.2 The first disbursement of the grant resources shall be subject to fulfilment by the Donee of the following conditions:

- (i) Provide evidence of the budgeting of annual counterpart funds for financing the programme as from 2009 ;
- (ii) Undertake to build the capacities of the DTT by recruiting a civil engineer or a transport economist;
- (iii) Undertake to allow the auditor, who will be recruited by the RSDT, to access all information and accounts necessary for auditing the programme components financed by the ADF and ECOWAS counterpart funds;
- (iv) Provide evidence of the opening of an account in a bank acceptable to the ADF into which the counterpart funds for financing the programme will be deposited.

C. Other Conditions

5.2.3 ECOWAS shall fulfil the following conditions to prevent the suspension of disbursements during implementation of the programme:

- (i) Provide evidence, not later than 31 December 2010, of the recruitment of a civil engineer or a transport economist to reinforce the DTT ;

- (ii) Submit to the Fund, not later than 31 September 2009, the cooperation protocol on the monitoring of the programme implementation signed between the ECCAS and ECOWAS, and in which a clause shall reflect the commitment of the two Communities to adopt and implement the recommendations made by the study on the circulation of vehicles between the two Communities; and
- (iii) Provide evidence, each year, of budgeting and replenishment of the counterpart funds in accordance with the disbursement profile.

Loan Agreement with Cameroon and Nigeria

A. Conditions precedent to the entry into force of the agreement

5.2.4 The loan agreement to be signed between the ADF, Cameroon and Nigeria shall enter into force when the Borrower fulfills the conditions provided in section 5.01 of General Conditions Applicable to Loan Agreements and Guarantee Agreements.

B. Conditions precedent to first disbursement of loan resources

5.2.5 In addition to the entry into force of the Loan Agreement, the first disbursement of loan resources shall be subject to fulfilment by the two Borrowers, to the satisfaction of the Fund, of the following conditions:

- (i) The Government of Cameroon: Provide the ADF with evidence of the effective payment of compensation for expropriation of the property of people affected by the programme ;
- (ii) The Governments of Cameroon and Nigeria : Provide the Fund with evidence of the budgeting of their counterpart funds for 2009 ;
- (iii) The Governments of Cameroon and Nigeria: Provide evidence of the opening of an account in a bank acceptable to the ADF into which counterpart funds for financing the programme, including the operating costs of the Programme Implementation Unit, will be deposited.

C. Other Conditions

5.2.6 The Governments of Cameroon and Nigeria shall fulfil the following conditions to prevent the suspension of disbursements during implementation of the programme:

- (i) The Governments of Cameroon and Nigeria: Provide evidence, before 31 December 2012 that the Decisions concerning the entry visa issues between the two countries which will be taken within the framework of the large Mixed Commission, will be implemented.
- (ii) The Government of Nigeria: Free from all occupancy, before 31 December 2009, the land allocated for the construction of the common border checkpoint by providing to the ADF, evidence of the effective payment of compensation in case of expropriation ;
- (iii) The Governments of Cameroon and Nigeria: Provide, each year, evidence of replenishment, in accordance with the expenditure schedule, of the counterpart

funds account, including the operating costs of the Programme Implementation Units.

5.3 Conformity with Bank Policies

<ul style="list-style-type: none"> • <i>Is this programme consistent with all applicable rules of the Bank?</i> 	<ul style="list-style-type: none"> • YES
<ul style="list-style-type: none"> • <i>It is recommended that the following exceptions to Bank policies be approved</i> 	<ul style="list-style-type: none"> • <i>Award a grant to ECOWAS for the implementation of the transport facilitation component of the programme because : (i) it cannot contract a loan ; (ii) it cannot be guaranteed by the two States ; and (iii) the legal status of border checkpoints under adoption at the level of ECOWAS will grant it ownership of these facilities.</i>

6 CONCLUSIONS AND RECOMMENDATIONS

6.1 Conclusions

6.1.1 The development of the road between Nigeria and Cameroon is one of the measures intended to build confidence between both countries. The road is part of the missing links in the Lagos-Mombassa trans-African highway of NEPAD's road programme. Its implementation will help to strengthen economic integration and cooperation between both countries, on the one hand, and between West and Central African States in general, on the other hand. Thanks to transport facilitation and related facilities components, the programme will help: (i) to reduce transport cost and time; (ii) to improve access to basic services; and (iii) to increase opportunities for commercial activities and facilitate the growth of trade in products. This programme is in keeping with national and regional priorities.

6.1.2 The programme is technically well designed. Its negative impacts on the environment were identified and mitigation measures incorporated into the programme. It is economically viable, and generates an average economic rate of return of 28.39%, which is higher than the opportunity cost of capital estimated at 12%. The sustainability of investments will be ensured thanks to increased allocations for road maintenance, the OPRC mechanism under experimentation in Nigeria, and the control of compliance with axle-load limitation.

6.2 Recommendations

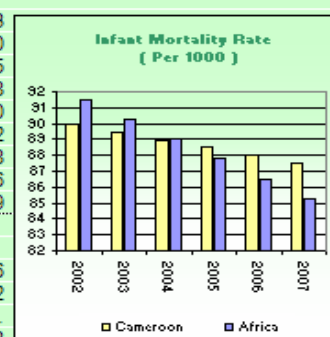
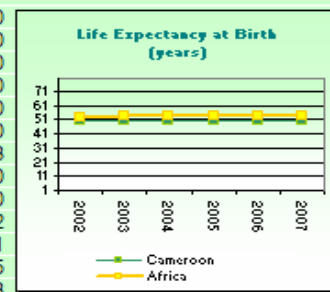
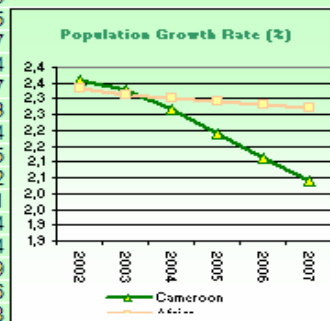
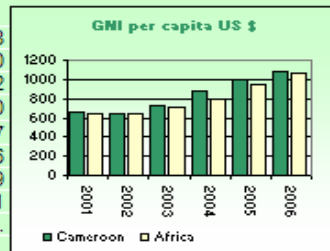
6.2.1 In light of the foregoing, it is recommended that an ADF loan not exceeding UA 188.64 million be granted to the Republic of Cameroon and the Republic of Nigeria, and an ADF grant not exceeding UA16.16 million to ECOWAS. The ADF loan is broken down as follows: UA 90.39 million to Cameroon and UA 98.25 million to Nigeria. The loan and grant will be used in implementing the programme as designed and described in this report. The loan and grant will be subject to the conditions set out in the Loan Agreement and the Protocol Agreement.

**CAMEROON/NIGERIA: TRANSPORT FACILITATION PROGRAMME FOR THE
BAMENDA-MAMFE-EKOK-ABAKALIKI-ENUGU CORRIDOR**

Cameroon

COMPARATIVE SOCIO-ECONOMIC INDICATORS

	Year	Cameroon	Africa	Developing Countries	Developed Countries
Basic Indicators					
Area ('000 Km²)		475	30 307	80 976	54 658
Total Population (millions)	2007	18,5	963,7	5 448,2	1 223,0
Urban Population (% of Total)	2007	56,0	39,8	43,5	74,2
Population Density (per Km²)	2007	39,0	31,8	65,7	23,0
GNI per Capita (US \$)	2006	1 080	1 071	2 000	36 487
Labor Force Participation - Total (%)	2005	42,6	42,3	45,6	54,6
Labor Force Participation - Female (%)	2005	38,6	41,1	39,7	44,9
Gender -Related Development Index Value	2005	0,524	0,486	0,694	0,911
Human Develop. Index (Rank among 174 countries)	2005	144	n.a.	n.a.	n.a.
Popul. Living Below \$ 1 a Day (% of Population)	2001-05	40,2	34,3
Demographic Indicators					
Population Growth Rate - Total (%)	2007	2,0	2,3	1,4	0,3
Population Growth Rate - Urban (%)	2007	3,0	3,5	2,6	0,5
Population < 15 years (%)	2007	41,1	41,0	30,2	16,7
Population >= 65 years (%)	2007	3,6	3,5	5,6	16,4
Dependency Ratio (%)	2007	80,7	80,1	56,0	47,7
Sex Ratio (per 100 female)	2007	99,9	99,3	103,2	94,3
Female Population 15-49 years (% of total population)	2007	24,0	24,2	24,5	31,4
Life Expectancy at Birth - Total (years)	2007	50,4	54,2	65,4	76,5
Life Expectancy at Birth - Female (years)	2007	50,8	55,3	67,2	80,2
Crude Birth Rate (per 1,000)	2007	34,5	36,1	22,4	11,1
Crude Death Rate (per 1,000)	2007	14,4	13,2	8,3	10,4
Infant Mortality Rate (per 1,000)	2007	87,5	85,3	57,3	7,4
Child Mortality Rate (per 1,000)	2007	144,5	130,2	80,8	8,9
Total Fertility Rate (per woman)	2007	4,3	4,7	2,8	1,6
Maternal Mortality Rate (per 100,000)	2004	669	724	450	8
Women Using Contraception (%)	2004	26,1	29,9	61,0	75,0
Health & Nutrition Indicators					
Physicians (per 100,000 people)*	2005	18,4	39,6	78,0	287,0
Nurses (per 100,000 people)	2005	43,9	120,4	98,0	782,0
Births attended by Trained Health Personnel (%)	2006	63,0	50,4	59,0	99,0
Access to Safe Water (% of Population)	2006	70,0	62,3	80,0	100,0
Access to Health Services (% of Population)	2004	80,0	61,7	80,0	100,0
Access to Sanitation (% of Population)	2004	51,0	45,8	50,0	100,0
Percent. of Adults (aged 15-49) Living with HIV/AIDS	2005	5,4	4,7	1,3	0,3
Incidence of Tuberculosis (per 100,000)	2005	174,3	300,7	275,0	18,0
Child Immunization Against Tuberculosis (%)	2006	85,0	83,7	85,0	93,0
Child Immunization Against Measles (%)	2006	73,0	75,4	78,0	93,2
Underweight Children (% of children under 5 year)	2004	18,0	28,6	27,0	0,1
Daily Calorie Supply per Capita	2004	2 212	2 436	2 675	3 285
Public Expenditure on Health (as % of GDP)	2005	1,5	2,4	1,8	6,3
Education Indicators					
Gross Enrolment Ratio (%)					
Primary School - Total	2006	105,8	96,4	91,0	102,3
Primary School - Female	2006	99,1	92,1	105,0	102,0
Secondary School - Total	2006	41,0	44,5	88,0	99,5
Secondary School - Female	2005	37,0	41,8	45,8	100,8
Primary School Female Teaching Staff (% of Total)	2005	40,0	47,5	51,0	82,0
Adult Illiteracy Rate - Total (%)	2007	21,2	33,3	26,6	1,2
Adult Illiteracy Rate - Male (%)	2007	15,4	25,6	19,0	0,8
Adult Illiteracy Rate - Female (%)	2007	26,8	40,8	34,2	1,6
Percentage of GDP Spent on Education	2006	3,3	4,5	3,9	5,9
Environmental Indicators					
Land Use (Arable Land as % of Total Land Area)	2005-07	12,8	6,0	9,9	11,6
Annual Rate of Deforestation (%)	2000-07	0,9	0,7	0,4	-0,2
Annual Rate of Reforestation (%)	2000-07	14,0	10,9
Per Capita CO2 Emissions (metric tons)	2005-07	0,4	1,0	1,9	12,3



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

last update : juillet 2008

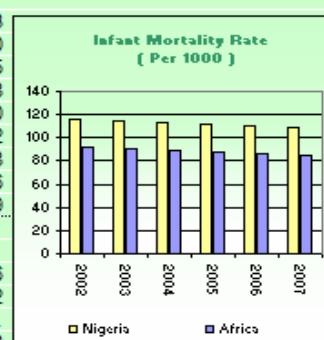
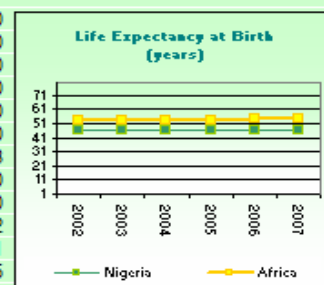
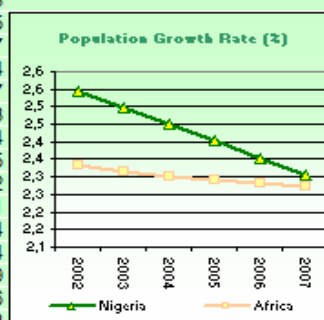
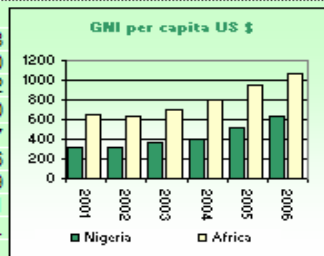
UNAIDS; UNSD; WHO; UNICEF; WRI; UNDP; Country Reports

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

Nigeria

COMPARATIVE SOCIO-ECONOMIC INDICATORS

	Year	Nigeria	Africa	Developing Countries	Developed Countries
Basic Indicators					
Area ('000 Km ²)		924	30 307	80 976	54 658
Total Population (millions)	2007	148,1	963,7	5 448,2	1 223,0
Urban Population (% of Total)	2007	47,7	39,8	43,5	74,2
Population Density (per Km ²)	2007	160,3	31,8	65,7	23,0
GNI per Capita (US \$)	2006	640	1 071	2 000	36 487
Labor Force Participation - Total (%)	2005	39,8	42,3	45,6	54,6
Labor Force Participation - Female (%)	2005	36,1	41,1	39,7	44,9
Gender -Related Development Index Value	2005	0,456	0,486	0,694	0,911
Human Develop. Index (Rank among 174 countries)	2005	158	n.a.	n.a.	n.a.
Popul. Living Below \$ 1 a Day (% of Population)	2000-04	71,2	34,3
Demographic Indicators					
Population Growth Rate - Total (%)	2007	2,3	2,3	1,4	0,3
Population Growth Rate - Urban (%)	2007	3,6	3,5	2,6	0,5
Population < 15 years (%)	2007	43,8	41,0	30,2	16,7
Population >= 65 years (%)	2007	3,0	3,5	5,6	16,4
Dependency Ratio (%)	2007	87,8	80,1	56,0	47,7
Sex Ratio (per 100 female)	2007	99,9	99,3	103,2	94,3
Female Population 15-49 years (% of total population)	2007	23,3	24,2	24,5	31,4
Life Expectancy at Birth - Total (years)	2007	46,9	54,2	65,4	76,5
Life Expectancy at Birth - Female (years)	2007	47,3	55,3	67,2	80,2
Crude Birth Rate (per 1,000)	2007	39,9	36,1	22,4	11,1
Crude Death Rate (per 1,000)	2007	16,8	13,2	8,3	10,4
Infant Mortality Rate (per 1,000)	2007	109,5	85,3	57,3	7,4
Child Mortality Rate (per 1,000)	2007	187,5	130,2	80,8	8,9
Total Fertility Rate (per woman)	2007	5,3	4,7	2,8	1,6
Maternal Mortality Rate (per 100,000)	2005	1 100,0	723,6	450	8
Women Using Contraception (%)	2003-06	12,6	29,9	61,0	75,0
Health & Nutrition Indicators					
Physicians (per 100,000 people)	2003-05	25,9	39,6	78,0	287,0
Nurses (per 100,000 people)	2003-05	156,2	120,4	98,0	782,0
Births attended by Trained Health Personnel (%)	2006	48,6	50,4	59,0	99,0
Access to Safe Water (% of Population)	2006	51,4	62,3	80,0	100,0
Access to Health Services (% of Population)	2006	55,1	61,7	80,0	100,0
Access to Sanitation (% of Population)	2006	57,6	45,8	50,0	100,0
Percent. of Adults (aged 15-49) Living with HIV/AIDS	2005	3,9	4,7	1,3	0,3
Incidence of Tuberculosis (per 100,000)	2005	282,6	300,7	275,0	18,0
Child Immunization Against Tuberculosis (%)	2006	69,0	83,7	85,0	93,0
Child Immunization Against Measles (%)	2006	67,6	75,4	78,0	93,2
Underweight Children (% of children under 5 years)	2003-05	28,7	28,6	27,0	0,1
Daily Calorie Supply per Capita	2004	2 720	2 436	2 675	3 285
Public Expenditure on Health (as % of GDP)	2005	1,2	2,4	1,8	6,3
Education Indicators					
Gross Enrolment Ratio (%)					
Primary School - Total	2006	92,5	96,4	91,0	102,3
Primary School - Female	2006	88,5	92,1	105,0	102,0
Secondary School - Total	2006	74,5	44,5	88,0	99,5
Secondary School - Female	2006	72,5	41,8	45,8	100,8
Primary School Female Teaching Staff (% of Total)	2005	50,8	47,5	51,0	82,0
Adult Illiteracy Rate - Total (%)	2007	26,9	33,3	26,6	1,2
Adult Illiteracy Rate - Male (%)	2007	20,6	25,6	19,0	0,8
Adult Illiteracy Rate - Female (%)	2007	33,0	40,8	34,2	1,6
Percentage of GDP Spent on Education	2006	...	4,5	3,9	5,9
Environmental Indicators					
Land Use (Arable Land as % of Total Land Area)	2005-07	31,0	6,0	9,9	11,6
Annual Rate of Deforestation (%)	2000-07	2,6	0,7	0,4	-0,2
Annual Rate of Reforestation (%)	2000-07	3,0	10,9
Per Capita CO2 Emissions (metric tons)	2005-07	0,3	1,0	1,9	12,3



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

last update : juillet 2008

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

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

CAMEROON/NIGERIA: TRANSPORT FACILITATION PROGRAMME FOR THE BAMENDA-MAMFE-EKOK-ABAKALIKI-ENUGU CORRIDOR

Summary of Ongoing Bank Operations in Cameroon (as at 30 June 2008)**In UA Million**

Project	Status	Source of Finance	Approval Date	Signature Date	Closing Date	Effectiveness and disbursement conditions fulfilment date	Last disbursement Date	Amount Approved	Amount cancelled	Balance to be disbursed	Total disbursed	Net loan/grant amount	% disbursed
Sector : Agriculture													
FAMILY INCOME IMPROVEMENT PROGRAMME	Ongoing	ADF loan	28 06 2001	16 11 2001	30 12 2008	28 04 2003	20 05 2008	14 000 000	0	6 288 885	7 711 115	14 000 000	55.08%
GRASSFIELD PARTICIPATORY & DECENTRALIZED RURAL DEVELOPMENT	Ongoing	ADF loan	26 05 2003	08 01 2004	31 12 2010	23 02 2005	12 06 2008	15 000 000	0	11 590 736	3 409 264	15 000 000	22.73%
RUMPI PARTICIPATORY DEVELOPMENT PROJECT	Ongoing	ADF grant	13 05 2003	08 01 2004	01 06 2010	23 02 2005	19 05 2008	15 000 000	0	13 647 350	1 352 650	15 000 000	9.02%
RUMPI PARTICIPATORY DEVELOPMENT PROJECT	Ongoing	ADF grant	13 05 2003	08 01 2004	01 06 2010	23 02 2005	31 03 2008	1 500 000	0	1 111 046	388 954	1 500 000	25.93%
SUB-TOTAL : Agriculture								45 500 000	0	32 638 016	12 861 984	45 500 000	28.27%
Sector : Transport													
Batibo-Bachuo Akagbe Road Development	Ongoing	ADF loan	15 11 2006	12 02 2007	31 12 2012	08 04 2008	31 12 2012	44 700 000	0	44 700 000	0	44 700 000	0.00%
Multinational CEMAC/Cameroon/CAR/Chad: Douala-Bangui and Douala-N'Djaména Corridors Transport Facilitation Programme	Ongoing	ADF loan	05 07 2007	22 02 2008	31 12 2012		31 12 2012	48 000 000		48 000 000		48 000 000	0.00%
SUB-TOTAL : Transport								92 700 000	0	92 700 000	0	92 700 000	0.00%
Sector : Water Sup/Sanit													
Yaounde Sanitation Project (PADY)	Ongoing	ADF loan	14 12 2005	16 05 2006	31 12 2010	26 08 2006	10 06 2008	25 600 000	0	24 031 273	1 568 727	25 600 000	6.13%
SUB-TOTAL : Water Sup/Sanit								25 600 000	0	24 031 273	1 568 727	25 600 000	6.13%
Sector : Power													
SUB-TOTAL : Power													
Sector : Social													
HEALTH PROJECT I : HEALTH SYSTEM DEVELOPMENT	Ongoing	ADF loan	07 06 2000	04 09 2000	31 12 2008	19 09 2001	20 05 2008	8 050 000	0	4 217 491	3 832 509	8 050 000	47.61%
Prof. Training Reform Support Prog.	Ongoing	ADF loan	03 12 2003	05 04 2004	31 12 2009	13 06 2005	25 04 2008	14 000 000	0	13 287 765	712 235	14 000 000	5.09%
Prof. Training Reform Support Prog.	Ongoing	ADF grant	03 12 2003	05 04 2004	31 12 2009	13 06 2005	28 11 2007	1 000 000	0	410 065	589 935	1 000 000	58.99%
SUPPORT TO REPRODUCTIVE HEALTH PROGRAMME	Ongoing	ADF grant	16 06 2004	11 10 2004	31 12 2010	23 02 2006	07 05 2008	1 900 000	0	652 923	1 247 077	1 900 000	65.64%
SUPPORT TO REPRODUCTIVE HEALTH PROGRAMME	Ongoing	ADF loan	16 06 2004	11 10 2004	31 12 2010	23 02 2006	31 03 2008	10 230 000	0	9 205 055	1 024 945	10 230 000	10.02%
SUB-TOTAL : Social								35 180 000	0	27 773 298	7 406 702	35 180 000	21.05%
Sector : Multi-Sector													
GOV. REFORM SUPPORT PROGRAMME	APVD	ADF loan	04 12 2006		31 12 2012			0	0	0	0	0	#DIV/0!
SUPPORT TO NAT. GOVERNANCE PROG.	Ongoing	ADF grant	25 10 2001	15 02 2002	31 07 2008	28 10 2002	29 04 2008	3 180 000	0	1 845 117	1 334 883	3 180 000	41.98%
GRSP – INSTITUTIONAL SUPPORT	APVD	ADF loan	04 12 2006	27 12 2007	31 12 2009			4 000 000	0	4 000 000	0	4 000 000	0.00%
GOV. REFORM SUPPORT PROGRAMME	APVD	ADF loan	04 12 2006	27 12 2007	31 12 2009			25 000 000	0	25 000 000	0	25 000 000	0.00%
SUB-TOTAL : Multi-Sector								32 180 000	0	30 845 117	1 334 883	32 180 000	4.15%
Sector : Private													
CAMEROON SHIPYARD AND ENGINEERING LTD (CNIC)		ADB loan	12.12.2002					32 130 000					0.00%
AES SONEL INVESTMENT PROGRAMME		ADB loan	10.05.2006					51 130 000					0.00%
GROWTH-ORIENTED WOMEN ENTERPRISES DEVELOPMENT PROGRAMME (GOWE)								8 550 000					0.00%
SOUB-TOTAL : Private Sector								91 810 000	0	0	0	0	0.00%
GRAND TOTAL								322 970 000	0	207 987 704	23 172 296	231 160 000	7.17%
TOTAL ADB LOANS								91 810 000	0	0	0	0	0.00%
TOTAL ADF LOANS								226 980 000	0	205 732 523	21 247 477	226 980 000	9.36%
TOTAL ADF GRANTS								4 180 000	0	2 255 182	1 924 818	4 180 000	46.05%
TOTAL NTF LOANS								0	0	0	0	0	#DIV/0!
TOTAL PUBLIC LOANS								226 980 000	0	205 732 523	21 247 477	226 980 000	9.36%
TOTAL PRIVATE LOANS								91 810 000	0	0	0	0	0.00%

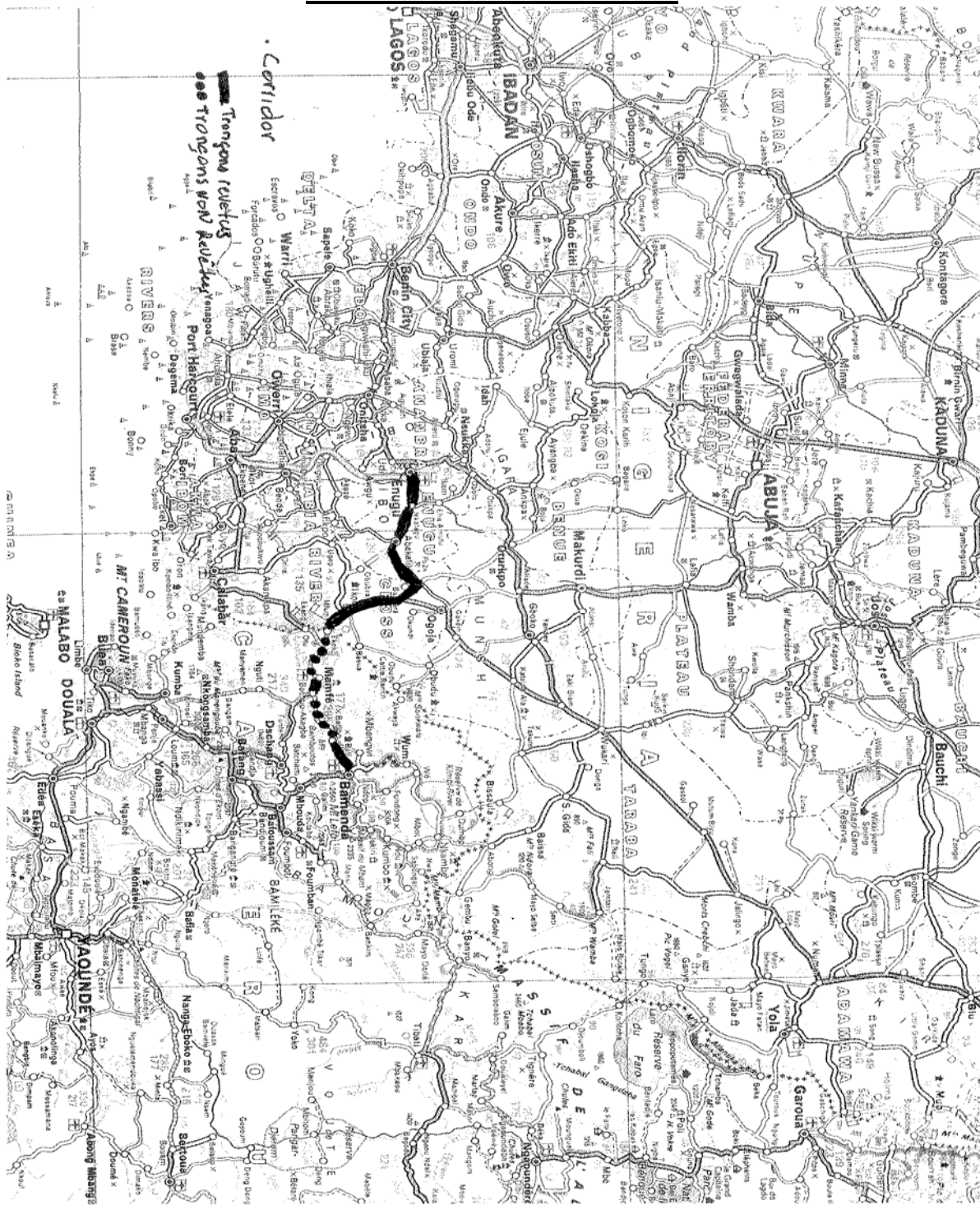
CAMEROON/NIGERIA: TRANSPORT FACILITATION PROGRAMME FOR THE BAMENDA-MAMFE-EKOK-ABAKALIKI-ENUGU CORRIDOR

Summary of Ongoing Bank Operations in Nigeria (as at 30 June 2008)

UA Million

	Project Name	Source of Finance	Approval Date	Signature Date	Closing Date	Effective Date	Last Disbursement	Approved Amount	Undisbursed Balance	Total Disb	Net Loan	Disb Rate (%)
	Sector : Agriculture							60.00	54.39	5.61	60.00	9.35%
1	Community- Based Agric. & Rural Development Project	ADF Loan	11.09.03	12.12.03	31.12.11	19.12.05	27.04.06	13.00	12.45	0.55	13.00	4.23%
2	Institutional Support to Agric. & Rural Institut.	ADF Grant	27.04.05	17.05.05	31.05.05	27.03.06		3.00	2.81	0.19	3.00	6.33%
3	National Fadama Development Project	ADF Loan	10.12.03	12.12.03	31.12.11	28.10.05	29.12.05	22.00	19.20	2.80	22.00	12.73%
4	Support to the Nat. Progr. for Food Security in Ekiti, Ondo and CRS States	ADF Loan	18.10.06	26.02.07	31.12.13	12.07.07	20.12.07	22.00	19.93	-2.07	22.00	9.41%
	Sector : Environment							1.70	0.18	1.51	1.70	88.82%
5	Niger Delta Social and Environmental Study	ADF Grant	30.06.04	29.07.04	30.04.07	20.05.05	24.01.06	1.70	0.18	1.51	1.70	88.82%
	Sector : Transport							35.27	35.27	0.00	35.27	0.00%
6	Rural Access and Mobility Project	ADF Loan	18.07.07	24.12.07	31.12.11			35.27	35.27	0.00	35.27	0.00%
	Sector : Water Supply/Sanitation							51.00	51.00	0.00	51.00	0.00%
7	Rural Water Supply and Sanitation Program (RWSSI)	ADF Loan	10.10.07	05.2008				51.00	51.00	0.00	51.00	0.00%
	Sector : Social							84.74	19.34	35.94	84.74	42.41%
8	Community-Based Poverty Red. Project	ADF Loan	03.11.00	02.02.01	31.12.08	11.09.02	15.05.06	20.00	7.26	14.28	20.00	71.40%
9	Health Systems Development Project (IV)	ADF Loan	11.09.02	15.10.02	31.12.08	25.06.04	29.07.05	34.74	13.61	21.74	34.74	62.58%
10	Skill Training and Vocational Educ. Project	ADF Loan	27.07.05	22.05.06	31.12.11	-		30.00		0.15	30.00	0.50%
	Sector : Multi-Sector							4.00	1.17	3.03	4.00	75.75%
11	Institutional Support for Governance and Capacity Building	ADF Grant	18.10.01	07.12.01	30.09.08	09.10.02	25.01.06	4.00	1.17	3.03	4.00	75.75%
	Multinational Project							26.15	12.35	13.84	26.15	52.93%
12	NEPA-CEB Power Interconnection	ADF Loan	27.11.02	25.03.03	31.12.07	01.11.04	18.01.08	11.87	2.08	9.79	11.87	82.48%
13	ECOWAS Railways Interconnectivity Study	ADF Grant	18.09.02	12.12.02	30.09.08	12.12.02	04.06.08	2.50	0.34	2.20	2.50	88.0%
14	Invasive Aquatic Weeds Project	ADF Loan	22.09.04	11.02.05	31.12.11	31.01.07	25.05.07	1.61	1.50	0.11	1.61	6.83%
15	NERICA Dissemination Project	ADF Loan	26.09.03	12.12.03	31.12.10	05.02.05	08.07.05	5.57	5.19	0.38	5.57	6.82%
16	CEDEAO/UEMOA/CEMAC: Capacity Building Program for Supervision of Aviation Safety in West and Central Africa (COSCAP)	ADF Grant	27.04.05	19.05.05	31.12.09	19.05.05	23.07.07	4.60	3.24	1.36	4.60	29.57%
	Total PUBLIC SECTOR							262.86	173.70	59.93	262.86	22.80%
	PRIVATE SECTOR											
17	Zenith Bank LOC II	ADB Loan	13.12.06	19.04.07	01.08.13	18.05.07	28.12.07	100.0	0.00	100.00	100.0	100.00%
18	Line of Credit to Access Bank	ADB Loan	13.12.06	27.08.07	31.12.08	17.10.07	30.10.07	35.0	15.00	20.00	35.00	57.14%
	Total PRIVATE SECTOR							135.00	40.00	120.00	135.00	88.89%
	TOTAL							397.86	387.40	179.93	397.86	45.22%

**CAMEROON/NIGERIA: TRANSPORT FACILITATION PROGRAMME
FOR THE BAMENDA-MAMFE-EKOK-ABAKALIKI-ENUGU CORRIDOR**
MAP OF PROGRAMME AREA



This map has been provided by the staff of the African Development Bank exclusively for the use of the readers of the report to which it is attached. The names used and the borders shown do not imply on the part of the Bank Group and its members any judgment concerning the legal status of the territory nor any approval or acceptance of these borders.

TECHNICAL ANNEX A: Support of Key Arguments of the Report

A.1 Programme Costs (details)

Summary of Estimated Costs by Component of the Entire Programme

COMPONENT	CFAF Million			UA Million			US\$ Million			Naira Million		
	F.E.	L.C.	Total	F.E.	L.C.	Total	F.E.	L.C.	Total	F.E.	L.C.	Total
A - Development, rehabilitation and maintenance of roads and construction of bridges												
Cameroonian road sections	48 058.08	12 014.52	60 072.60	70.44	17.61	88.06	115.85	28.96	144.81	13 258.09	3 314.52	16 572.61
Nigerian road sections	42 918.86	10 729.72	53 648.58	62.91	15.73	78.64	103.46	25.86	129.32	11 840.30	2 960.08	14 800.38
Bridge over the Cross River	6 619.48	1 654.87	8 274.35	9.70	2.43	12.13	15.96	3.99	19.95	1 826.16	456.54	2 282.70
Works and environmental impact mitigation measures	240.00	60.00	300.00	0.35	0.09	0.44	0.58	0.14	0.72	66.21	16.55	82.76
Control and supervision of works	6 359.37	1 589.84	7 949.21	9.32	2.33	11.65	15.33	3.83	19.16	1 754.40	438.60	2 193.00
Sensitization to STI/AIDS, malaria, road safety and environmental protection	144.00	36.00	180.00	0.21	0.05	0.26	0.35	0.09	0.43	39.73	9.93	49.66
Expropriations		531.85	531.85		0.78	0.78		1.28	1.28		146.72	146.72
Detailed engineering of bridge over the Cross River	240.00	60.00	300.00	0.35	0.09	0.44	0.58	0.14	0.72	66.21	16.55	82.76
B- Related facilities												
Feeder road works	704.00	176.00	880.00	1.03	0.26	1.29	1.70	0.42	2.12	194.22	48.55	242.77
Rehabilitation of social and market infrastructure	1 281.60	320.40	1 602.00	1.88	0.47	2.35	3.09	0.77	3.86	353.56	88.39	441.95
Development of boreholes	99.20	24.80	124.00	0.15	0.04	0.18	0.24	0.06	0.30	27.37	6.84	34.21
Building of agricultural produce drying yards	120.00	30.00	150.00	0.18	0.04	0.22	0.29	0.07	0.36	33.11	8.28	41.38
Agricultural produce processing units	216.00	54.00	270.00	0.32	0.08	0.40	0.52	0.13	0.65	59.59	14.90	74.49
Control and supervision of works	193.66	48.42	242.08	0.28	0.07	0.35	0.47	0.12	0.58	53.43	13.36	66.78
C - Transport facilitation												
Studies on harmonization of transport, vehicle size and axle load standards	320.00	80.00	400.00	0.47	0.12	0.59	0.77	0.19	0.96	88.28	22.07	110.35
Study on common border checkpoint	254.81	63.70	318.51	0.37	0.09	0.47	0.61	0.15	0.77	70.30	17.57	87.87
Construction of equipped common border checkpoint	5 945.52	1 486.38	7 431.90	8.72	2.18	10.89	14.33	3.58	17.91	1 640.23	410.06	2 050.29
Supply and installation of axle-load scales	560.86	140.22	701.08	0.82	0.21	1.03	1.35	0.34	1.69	154.73	38.68	193.41
Control and supervision of works	520.51	130.13	650.64	0.76	0.19	0.95	1.25	0.31	1.57	143.60	35.90	179.50
Seminars, study tours and stakeholder sensitization workshops		250.00	250.00		0.37	0.37		0.60	0.60		68.97	68.97
D - Institutional support and programme management												
Technical assistance to ECOWAS	382.71	95.68	478.39	0.56	0.14	0.70	0.92	0.23	1.15	105.58	26.40	131.98
Coordinators, Project Officers and support staff		296.95	296.95		0.44	0.44		0.72	0.72		81.92	81.92
Monitoring-assessment of programme impacts	152.70	38.17	190.87	0.22	0.06	0.28	0.37	0.09	0.46	42.13	10.53	52.66
Accounting and financial auditing of Programme	96.12	24.03	120.15	0.14	0.04	0.18	0.23	0.06	0.29	26.52	6.63	33.15
Vehicles		139.17	139.17		0.20	0.20		0.34	0.34		38.39	38.39
Operating costs of executing agencies		335.25	335.25		0.49	0.49		0.81	0.81		92.49	92.49
Operating costs of Joint Technical Committee (JTC)		205.08	205.08		0.30	0.30		0.49	0.49		56.58	56.58
Base cost	115 427.47	30 615.17	146 042.64	169.20	44.88	214.07	278.24	73.80	352.04	31 843.71	8 446.00	40 289.71
Physical contingencies	11 542.75	3 061.52	14 604.26	16.92	4.49	21.41	27.82	7.38	35.20	45.76	12.14	57.89
Price escalation	11 033.71	2 926.50	13 960.22	16.17	4.29	20.46	26.60	7.05	33.65	43.74	11.60	55.34
TOTAL COST	138 003.93	36 603.19	174 607.12	202.29	53.65	255.94	332.66	88.23	420.90	31 933.21	8 469.74	40 402.95

Summary Cost Estimates by Component of the ADF Programme (ADF+JBIC+Governments+ECOWAS)

COMPONENT	CFAF Million			UA Million			US\$ Million			Naira Million		
	F.E.	L.C.	Total	F.E.	L.C.	Total	F.E.	L.C.	Total	F.E.	L.C.	Total
A - Development, rehabilitation and maintenance of roads and construction of bridges												
Cameroonian road sections	48 058.08	12 014.52	60 072.60	70.44	17.61	88.06	115.85	28.96	144.81	13 258.09	3 314.52	16 572.61
Nigerian road sections	42 918.86	10 729.72	53 648.58	62.91	15.73	78.64	103.46	25.86	129.32	11 840.30	2 960.08	14 800.38
Bridge over the Cross River	6 619.48	1 654.87	8 274.35	9.70	2.43	12.13	15.96	3.99	19.95	1 826.16	456.54	2 282.70
Works and environmental impact mitigation measures	240.00	60.00	300.00	0.35	0.09	0.44	0.58	0.14	0.72	66.21	16.55	82.76
Control and supervision of works	6 359.37	1 589.84	7 949.21	9.32	2.33	11.65	15.33	3.83	19.16	1 754.40	438.60	2 193.00
Sensitization to STI/AIDS, malaria, road safety and environmental protection	144.00	36.00	180.00	0.21	0.05	0.26	0.35	0.09	0.43	39.73	9.93	49.66
Expropriations		531.85	531.85		0.78	0.78		1.28	1.28		146.72	146.72
Detailed engineering of bridge over the Cross River	240.00	60.00	300.00	0.35	0.09	0.44	0.58	0.14	0.72	66.21	16.55	82.76
B- Related facilities												
Feeder road works	704.00	176.00	880.00	1.03	0.26	1.29	1.70	0.42	2.12	194.22	48.55	242.77
Rehabilitation of social and market infrastructure	1 281.60	320.40	1 602.00	1.88	0.47	2.35	3.09	0.77	3.86	353.56	88.39	441.95
Development of boreholes	99.20	24.80	124.00	0.15	0.04	0.18	0.24	0.06	0.30	27.37	6.84	34.21
Building of agricultural produce drying yards	120.00	30.00	150.00	0.18	0.04	0.22	0.29	0.07	0.36	33.11	8.28	41.38
Agricultural produce processing units	216.00	54.00	270.00	0.32	0.08	0.40	0.52	0.13	0.65	59.59	14.90	74.49
Control and supervision of works	193.66	48.42	242.08	0.28	0.07	0.35	0.47	0.12	0.58	53.43	13.36	66.78
C - Transport facilitation												
Studies on harmonization of transport, vehicle size and axle load standards	320.00	80.00	400.00	0.47	0.12	0.59	0.77	0.19	0.96	88.28	22.07	110.35
Study on common border checkpoint	254.81	63.70	318.51	0.37	0.09	0.47	0.61	0.15	0.77	70.30	17.57	87.87
Construction of equipped common border checkpoint	5 945.52	1 486.38	7 431.90	8.72	2.18	10.89	14.33	3.58	17.91	1 640.23	410.06	2 050.29
Supply and installation of axle-load scales	560.86	140.22	701.08	0.82	0.21	1.03	1.35	0.34	1.69	154.73	38.68	193.41
Control and supervision of works	520.51	130.13	650.64	0.76	0.19	0.95	1.25	0.31	1.57	143.60	35.90	179.50
Seminars, study tours and stakeholder sensitization workshops		250.00	250.00		0.37	0.37		0.60	0.60		68.97	68.97
D - Institutional support and programme management												
Technical assistance to ECOWAS	382.71	95.68	478.39	0.56	0.14	0.70	0.92	0.23	1.15	105.58	26.40	131.98
Coordinators, Project Officers and support staff		296.95	296.95		0.44	0.44		0.72	0.72		81.92	81.92
Monitoring-assessment of programme impacts	152.70	38.17	190.87	0.22	0.06	0.28	0.37	0.09	0.46	42.13	10.53	52.66
Accounting and financial auditing of Programme	96.12	24.03	120.15	0.14	0.04	0.18	0.23	0.06	0.29	26.52	6.63	33.15
Vehicles		139.17	139.17		0.20	0.20		0.34	0.34		38.39	38.39
Operating costs of executing agencies		335.25	335.25		0.49	0.49		0.81	0.81		92.49	92.49
Operating costs of Joint Technical Committee (JTC)		205.08	205.08		0.30	0.30		0.49	0.49		56.58	56.58
Base cost	115 427.47	30 615.17	146 042.64	169.20	44.88	214.07	278.24	73.80	352.04	31 843.71	8 446.00	40 289.71
Physical contingencies	11 542.75	3 061.52	14 604.26	16.92	4.49	21.41	27.82	7.38	35.20	45.76	12.14	57.89
Price escalation	11 033.71	2 926.50	13 960.22	16.17	4.29	20.46	26.60	7.05	33.65	43.74	11.60	55.34
TOTAL COST	138 003.93	36 603.19	174 607.12	202.29	53.65	255.94	332.66	88.23	420.90	31 933.21	8 469.74	40 402.95

Financing Plan by Expenditure Category for the Entire Programme in UA Million

Expenditure Category	ADF LOAN			ADF GRANT			ECOWAS			JBIC			IDA			CAMEROON GOV'T			NIGERIAN GOV'T			Total			
	F.C.	L.C.	Total	F.C.	L.C.	Total	F.C.	L.C.	Total	F.C.	L.C.	Total	F.C.	L.C.	Total	F.C.	L.C.	Total	F.C.	L.C.	Total	F.C.	L.C.	Total	
A - Goods																									
- Vehicles																	0.07	0.07		0.13	0.13		0.20	0.20	
- Axle-load scales	0.82	0.21	1.03																			0.82	0.21	1.03	
B - Works																									
- Road and environmental impact mitigation works	115.40	13.09	128.49							18.31	4.58	22.89	12.93	1.62	14.55		7.02	7.02	10.35	10.35	146.64	36.66	183.30		
- Feeder road works	1.03	0.11	1.15													0.14	0.14				1.03	0.26	1.29		
- Construction of bridge over the Cross River	9.70	2.43	12.13																		9.70	2.43	12.13		
- Construction of juxtaposed equipped border checkpoints				8.72	2.18	10.89															8.72	2.18	10.89		
- Social and market infrastructure rehabilitation works	1.88	0.21	2.09														0.26	0.26			1.88	0.47	2.35		
- Development of boreholes	0.15	0.02	0.16														0.02	0.02	0.00	0.00	0.15	0.04	0.18		
- Building of agricultural produce drying yards	0.18	0.02	0.20														0.02	0.02			0.18	0.04	0.22		
- Supply and installation of expendable agricultural produce processing equipment	0.32	0.04	0.35														0.02	0.02	0.02	0.02	0.32	0.08	0.40		
C - Consultancy services																									
- Studies on harmonization of transport, vehicle size and axle load standards				0.47	0.12	0.59																0.47	0.12	0.59	
- Study on bridge over the Cross River	0.35	0.09	0.44																		0.35	0.09	0.44		
- Study on common border checkpoint				0.37	0.09	0.47															0.37	0.09	0.47		
- Technical assistance to ECOWAS				0.56	0.14	0.70															0.56	0.14	0.70		
- Sensitization to STD/AIDS, road safety and environmental protection	0.21	0.05	0.26																		0.21	0.05	0.26		
- Control and supervision of works	9.67	1.35	11.03	0.70	0.17	0.87						0.84	0.11	0.95		0.49	0.49		0.67	0.67	11.21	2.80	14.01		
- Monitoring-assessment of programme impacts	0.22	0.06	0.28																		0.22	0.06	0.28		
- Programme auditing	0.14	0.04	0.18										0.14	0.04	0.18						0.28	0.07	0.35		
D - Miscellaneous																									
- Coordinators/Operating costs of executing agencies																	0.23	0.23		0.69	0.69		0.93	0.93	
- Operating costs of JTC								0.30	0.30													0.30	0.30		
- Seminars, study tours and stakeholder sensitization workshops								0.37	0.37													0.37	0.37		
- Expropriations																	0.78	0.78				0.78	0.78		
Base cost	140.07	17.71	157.78	10.82	2.70	13.52	0.67	0.67	18.31	4.58	22.89	13.91	1.76	15.67	9.07	9.07	11.88	11.88	183.11	48.35	231.46				
Physical contingencies	14.01	1.77	15.78	1.08	0.27	1.35	0.07	0.07	1.83	0.46	2.29	1.39	0.18	1.57		0.91	0.91		1.19	1.19	18.31	4.84	23.15		
Price escalation	13.39	1.69	15.08	1.03	0.26	1.29	0.06	0.06	1.75	0.44	2.19	1.33	0.17	1.50		0.87	0.87		1.14	1.14	17.50	4.62	22.13		
Total	167.47	21.17	188.64	12.93	3.23	16.16	0.80	0.80	21.89	5.47	27.36	16.63	2.10	18.73	10.84	10.84	14.20	14.20	218.92	57.81	276.73				

Financing Plan by Expenditure Category for the ADF Programme in UA Million

Expenditure Category	ADF LOAN			ADF GRANT			ECOWAS			JBIC			CAMEROON GOV'T			NIGERIA GOV'T			Total			
	F.C.	L.C.	Total	F.C.	L.C.	Total	F.C.	L.C.	Total	F.C.	L.C.	Total	F.C.	L.C.	Total	F.C.	L.C.	Total	F.C.	L.C.	Total	
A - Goods																						
- Vehicles														0.07	0.07			0.13	0.13		0.20	0.20
- Axle-load scales	0.82	0.21	1.03																0.82	0.21	1.03	
B - Works																						
- Road and environmental impact mitigation works	115.40	13.09	128.49							18.31	4.58	22.89		7.02	7.02		8.74	8.74	133.71	33.43	167.13	
- Feeder road works	1.03	0.11	1.15											0.14	0.14				1.03	0.26	1.29	
- Construction of bridge over the Cross River	9.70	2.43	12.13															9.70	2.43	12.13		
- Construction of juxtaposed equipped border checkpoints				8.72	2.18	10.89													8.72	2.18	10.89	
- Social and market infrastructure rehabilitation works	1.88	0.21	2.09											0.26	0.26				1.88	0.47	2.35	
- Development of boreholes	0.15	0.02	0.16											0.02	0.02		0.00	0.00	0.15	0.04	0.18	
- Building of agricultural produce drying yards	0.18	0.02	0.20											0.02	0.02				0.18	0.04	0.22	
- Supply and installation of expendable agricultural produce processing equipment	0.32	0.04	0.35											0.02	0.02		0.02	0.02	0.32	0.08	0.40	
C - Consultancy services																						
- Studies on harmonization of transport, vehicle size and axle load standards				0.47	0.12	0.59													0.47	0.12	0.59	
- Study on bridge over the Cross River	0.35	0.09	0.44																0.35	0.09	0.44	
- Study on common border checkpoint				0.37	0.09	0.47													0.37	0.09	0.47	
- Technical assistance to ECOWAS				0.56	0.14	0.70													0.56	0.14	0.70	
- Sensitization to STD/AIDS, road safety and environmental protection	0.21	0.05	0.26																0.21	0.05	0.26	
- Control and supervision of works	9.67	1.35	11.03	0.70	0.17	0.87								0.49	0.49		0.57	0.57	10.37	2.59	12.96	
- Monitoring-assessment of programme impacts	0.22	0.06	0.28																0.22	0.06	0.28	
- Programme auditing	0.14	0.04	0.18																0.14	0.04	0.18	
D - Miscellaneous																						
- Coordinators/Operating costs of executing agencies														0.23	0.23		0.69	0.69		0.93	0.93	
- Operating costs of JTC							0.30	0.30												0.30	0.30	
- Seminars, study tours and stakeholder sensitization workshops							0.37	0.37												0.37	0.37	
- Expropriations														0.78	0.78					0.78	0.78	
Base cost	140.07	17.71	157.78	10.82	2.70	13.52	0.30	0.67	18.31	4.58	22.89		9.07	9.07		10.16	10.16	169.20	44.88	214.07		
Physical contingencies	14.01	1.77	15.78	1.08	0.27	1.35	0.07	0.07	1.83	0.46	2.29		0.91	0.91		1.02	1.02	16.92	4.49	21.41		
Price escalation	13.39	1.69	15.08	1.03	0.26	1.29	0.06	0.06	1.75	0.44	2.19		0.87	0.87		0.97	0.97	16.17	4.29	20.46		
Total	167.47	21.17	188.64	12.93	3.23	16.16	0.43	0.80	21.89	5.47	27.36		10.84	10.84		12.14	12.14	202.29	53.65	255.94		

Financing Plan of ADF Programme Components in Cameroon in UA Million

COMPONENT	ADF Loan to Cameroon			JBIC Loan			Cameroon			Total		
	F.E.	L.C.	Total	F.E.	L.C.	Total	F.E.	L.C.	Total	F.E.	L.C.	Total
A – Development, rehabilitation and maintenance of roads and construction of bridges												
Development/maintenance of roads	52.23	6.07	58.30	18.21	4.55	22.77		6.99	6.99	70.44	17.61	88.06
Bridge over the Cross River	4.85	1.21	6.06							4.85	1.21	6.06
Works and environmental impact mitigation measures	0.25	0.03	0.29	0.10	0.02	0.12		0.03	0.03	0.35	0.09	0.44
Control and supervision of works	4.92	0.77	5.69					0.46	0.46	4.92	1.23	6.15
Sensitization to STI/AIDS, malaria, road safety and environmental protection	0.11	0.03	0.13							0.11	0.03	0.13
Expropriations								0.78	0.78		0.78	0.78
Detailed engineering of bridge over the Cross River	0.18	0.04	0.22							0.18	0.04	0.22
B- Related facilities												
Feeder road works	1.03	0.11	1.15					0.14	0.14	1.03	0.26	1.29
Rehabilitation of social and market infrastructure	1.88	0.21	2.09					0.26	0.26	1.88	0.47	2.35
Development of boreholes	0.12	0.01	0.13					0.02	0.02	0.12	0.03	0.15
Building of agricultural produce drying yards	0.18	0.02	0.20					0.02	0.02	0.18	0.04	0.22
Agricultural produce processing units	0.18	0.02	0.20					0.02	0.02	0.18	0.04	0.22
Control and supervision of works	0.27	0.03	0.30					0.04	0.04	0.27	0.07	0.34
C - Transport facilitation												
Studies on harmonization of transport, vehicle size and axle load standards												
Study on common border checkpoint												
Construction of equipped common border checkpoint												
Supply and installation of axle-load scales	0.41	0.10	0.51							0.41	0.10	0.51
Control and supervision of works	0.03	0.01	0.04							0.03	0.01	0.04
Seminars, study tours and stakeholder sensitization workshops												
D - Institutional support and programme management												
Technical assistance to ECOWAS												
Coordinators, Project Officers and support staff								0.15	0.15		0.15	0.15
Monitoring-assessment of programme impacts	0.09	0.02	0.12							0.09	0.02	0.12
Accounting and financial auditing of Programme	0.14	0.04	0.18							0.14	0.04	0.18
Vehicles								0.07	0.07		0.07	0.07
Operating costs of executing agencies								0.09	0.09		0.09	0.09
Operating costs of Joint Technical Committee (JTC)												
Base cost	66.87	8.74	75.60	18.31	4.58	22.89		9.07	9.07	85.18	22.38	107.55
Physical contingencies	6.69	0.87	7.56	1.83	0.46	2.29		0.91	0.91	8.52	2.24	10.76
Price escalation	6.39	0.83	7.23	1.75	0.44	2.19		0.87	0.87	8.14	2.14	10.28
TOTAL COST	79.94	10.44	90.39	21.89	5.47	27.36		10.84	10.84	101.84	26.76	128.59

Financing Plan of ADF Programme Expenditure Categories in Cameroon in UA Million

Expenditure Category	ADF Loan to Cameroon			JBIC Loan			Cameroon			Total		
	F.E.	L.C.	Total	F.E.	L.C.	Total	F.E.	L.C.	Total	F.E.	L.C.	Total
A - Goods												
- Vehicles								0.07	0.07		0.07	0.07
- Axle-load scales	0.41	0.10	0.51							0.41	0.10	0.51
Total goods	0.41	0.10	0.51					0.07	0.07	0.41	0.18	0.59
B - Works												
- Road and environmental impact mitigation works	52.49	6.10	58.59	18.31	4.58	22.89		7.02	7.02	70.80	17.70	88.49
- Feeder road works	1.03	0.11	1.15					0.14	0.14	1.03	0.26	1.29
- Construction of bridge over the Cross River	4.85	1.21	6.06							4.85	1.21	6.06
- Construction of juxtaposed equipped border control checkpoints												
- Social and market infrastructure rehabilitation works	1.88	0.21	2.09					0.26	0.26	1.88	0.47	2.35
- Development of boreholes	0.12	0.01	0.13					0.02	0.02	0.12	0.03	0.15
- Building of agricultural produce drying yards	0.18	0.02	0.20					0.02	0.02	0.18	0.04	0.22
- Supply and installation of expendable agricultural produce processing equipment	0.18	0.02	0.20					0.02	0.02	0.18	0.04	0.22
Total works	60.72	7.69	68.41	18.31	4.58	22.89		7.49	7.49	79.03	19.76	98.78
C – Consultancy services												
- Studies on harmonization of transport, vehicle size and axle load standards												
- Study on bridge over the Cross River	0.18	0.04	0.22							0.18	0.04	0.22
- Study on common border checkpoint												
- Technical assistance to ECOWAS												
- Sensitization to STD/AIDS, road safety and environmental protection	0.11	0.03	0.13							0.11	0.03	0.13
- Control and supervision of works	5.22	0.81	6.03					0.49	0.49	5.22	1.31	6.53
- Monitoring-assessment of programme impacts	0.09	0.02	0.12							0.09	0.02	0.12
- Programme auditing	0.14	0.04	0.18							0.14	0.04	0.18
Total consultancy services	5.74	0.94	6.68					0.49	0.49	5.74	1.43	7.17
D – Miscellaneous												
- Coordinators/Operating costs of executing agencies								0.23	0.23		0.23	0.23
- Operating costs of JTC												
- Seminars, study tours and stakeholder sensitization workshops												
- Expropriations								0.78	0.78		0.78	0.78
Total Miscellaneous								1.01	1.01		1.01	1.01
Base cost	66.87	8.74	75.60	18.31	4.58	22.89		9.07	9.07	85.18	22.38	107.55
Physical contingencies	6.69	0.87	7.56	1.83	0.46	2.29		0.91	0.91	8.52	2.24	10.76
Price escalation	6.39	0.83	7.23	1.75	0.44	2.19		0.87	0.87	8.14	2.14	10.28
Total	79.94	10.44	90.39	21.89	5.47	27.36		10.84	10.84	101.84	26.76	128.59

Financing Plan of ADF Programme Components in Nigeria in UA Million

COMPONENT	ADF Loan to Nigeria			Nigeria			Total		
	F.E.	L.C.	Total	F.E.	L.C.	Total	F.E.	L.C.	Total
A – Development, rehabilitation and maintenance of roads and construction of bridges									
Development/maintenance of roads	62.91	6.99	69.90		8.74	8.74	62.91	15.73	78.64
Bridge over the Cross River	4.85	1.21	6.06				4.85	1.21	6.06
Works and environmental impact mitigation measures									
Control and supervision of works	4.40	0.53	4.94		0.57	0.57	4.40	1.10	5.51
Sensitization to STI/AIDS, malaria, road safety and environmental protection	0.11	0.03	0.13				0.11	0.03	0.13
Expropriations									
Detailed engineering of bridge over the Cross River	0.18	0.04	0.22				0.18	0.04	0.22
B- Related facilities									
Feeder road works									
Rehabilitation of social and market infrastructure					0.00	0.00		0.00	0.00
Development of boreholes	0.03	0.00	0.03				0.03	0.00	0.03
Building of agricultural produce drying yards					0.02	0.02		0.02	0.02
Agricultural produce processing units	0.14	0.02	0.16		0.00	0.00	0.14	0.02	0.16
Control and supervision of works	0.01	0.00	0.02				0.01	0.00	0.02
C - Transport facilitation									
Studies on harmonization of transport, vehicle size and axle load standards									
Study on common border checkpoint									
Construction of equipped common border checkpoint									
Supply and installation of axle-load scales	0.41	0.10	0.51				0.41	0.10	0.51
Control and supervision of works	0.03	0.01	0.04				0.03	0.01	0.04
Seminars, study tours and stakeholder sensitization workshops									
D - Institutional support and programme management									
Technical assistance to ECOWAS									
Coordinators, Project Officers and support staff					0.29	0.29		0.29	0.29
Monitoring-assessment of programme impacts	0.13	0.03	0.16				0.13	0.03	0.16
Accounting and financial auditing of Programme									
Vehicles					0.13	0.13		0.13	0.13
Operating costs of executing agencies					0.41	0.41		0.41	0.41
Operating costs of Joint Technical Committee (JTC)									
Base cost	73.20	8.97	82.17		10.16	10.16	73.20	19.13	92.33
Physical contingencies	7.32	0.90	8.22		1.02	1.02	7.32	1.91	9.23
Price escalation	7.00	0.86	7.86		0.97	0.97	7.00	1.83	8.83
TOTAL COST	87.52	10.73	98.25		12.14	12.14	87.52	22.87	110.39

Financing Plan of ADF Programme Expenditure Categories in Nigeria in UA Million

Expenditure Category	ADF Loan to Nigeria			Nigeria			Total		
	F.E.	L.C.	Total	F.E.	L.C.	Total	F.E.	L.C.	Total
A - Goods									
- Vehicles					0.13	0.13		0.13	0.13
- Axle-load scales	0.41	0.10	0.51				0.41	0.10	0.51
Total goods	0.41	0.10	0.51		0.13	0.13	0.41	0.23	0.64
B - Works									
- Road and environmental impact mitigation works	62.91	6.99	69.90		8.74	8.74	62.91	15.73	78.64
- Feeder road works									
- Construction of bridge over the Cross River	4.85	1.21	6.06				4.85	1.21	6.06
- Construction of juxtaposed equipped border control checkpoints									
- Social and market infrastructure rehabilitation works					0.00	0.00		0.00	0.00
- Development of boreholes	0.03	0.00	0.03				0.03	0.00	0.03
- Building of agricultural produce drying yards					0.02	0.02		0.02	0.02
- Supply and installation of expendable agricultural produce processing equipment	0.14	0.02	0.16		0.00	0.00	0.14	0.02	0.16
Total works	67.93	8.22	76.15		8.76	8.76	67.93	16.98	84.92
C - Consultancy services									
- Studies on harmonization of transport, vehicle size and axle load standards									
- Study on bridge over the Cross River	0.18	0.04	0.22				0.18	0.04	0.22
- Study on common border checkpoint									
- Technical assistance to ECOWAS									
- Sensitization to STD/AIDS, road safety and environmental protection	0.11	0.03	0.13				0.11	0.03	0.13
- Control and supervision of works	4.45	0.54	4.99		0.57	0.57	4.45	1.11	5.56
- Monitoring-assessment of programme impacts	0.13	0.03	0.16				0.13	0.03	0.16
- Programme auditing									
Total consultancy services	4.86	0.65	5.51		0.57	0.57	4.86	1.21	6.07
D - Miscellaneous									
- Coordinators/Operating costs of executing agencies					0.69	0.69		0.69	0.69
- Operating costs of JTC									
- Seminars, study tours and stakeholder sensitization workshops									
- Expropriations									
Total Miscellaneous					0.69	0.69		0.69	0.69
Base cost	73.20	8.97	82.17		10.16	10.16	73.20	19.13	92.33
Physical contingencies	7.32	0.90	8.22		1.02	1.02	7.32	1.91	9.23
Price escalation	7.00	0.86	7.86		0.97	0.97	7.00	1.83	8.83
Total	87.52	10.73	98.25		12.14	12.14	87.52	22.87	110.39

Financing Plan of ADF Programme Components Entrusted to ECOWAS in UA Million

	ADF Grant to ECOWAS			ECOWAS			Total		
	F.E.	L.C.	Total	F.E.	L.C.	Total	F.E.	L.C.	Total
A - Development, rehabilitation and maintenance of roads and construction of bridges									
B- Related facilities									
C - Transport facilitation									
Studies on harmonization of transport, vehicle size and axle load standards	0.47	0.12	0.59				0.47	0.12	0.59
Study on common border checkpoint	0.37	0.09	0.47				0.37	0.09	0.47
Construct of equipped common border checkpoint	8.72	2.18	10.89				8.72	2.18	10.89
Supply and installation of axle-load scales									
Control and supervision of works	0.70	0.17	0.87				0.70	0.17	0.87
Seminars, study tours and stakeholder sensitization workshops					0.37	0.37		0.37	0.37
D - Institutional support and programme management									
Technical assistance to ECOWAS	0.56	0.14	0.70				0.56	0.14	0.70
Coordinators, Project Officers and support staff									
Monitoring-assessment of programme impacts									
Accounting and financial auditing of Programme									
Vehicles									
Operating costs of executing agencies									
Operating costs of Joint Technical Committee (JTC)					0.30	0.30		0.30	0.30
Base cost	10.82	2.70	13.52		0.67	0.67	10.82	3.37	14.19
Physical contingencies	1.08	0.27	1.35		0.07	0.07	1.08	0.34	1.42
Price escalation	1.03	0.26	1.29		0.06	0.06	1.03	0.32	1.36
TOTAL COST	12.93	3.23	16.16		0.80	0.80	12.93	4.03	16.96

Financing Plan of ADF Programme Expenditure Categories Entrusted to ECOWAS in UA Million

Expenditure Category	ADF GRANT TO ECOWAS			ECOWAS			Total		
	F.E.	L.C.	Total	F.E.	L.C.	Total	F.E.	L.C.	Total
A - Goods									
- Vehicles									
- Axle-load scales									
Total goods									
B - Works									
- Construction of juxtaposed equipped border checkpoints	8.72	2.18	10.89				8.72	2.18	10.89
Total works	8.72	2.18	10.89				8.72	2.18	10.89
C - Consultancy services									
- Studies on harmonization of transport, vehicle size and axle load standards	0.47	0.12	0.59				0.47	0.12	0.59
- Study of common border checkpoint	0.37	0.09	0.47				0.37	0.09	0.47
- Technical assistance to ECOWAS	0.56	0.14	0.70				0.56	0.14	0.70
- Control and supervision of works	0.70	0.17	0.87				0.70	0.17	0.87
- Monitoring-assessment of programme impacts									
- Programme auditing									
Total consultancy services	2.10	0.53	2.63				2.10	0.53	2.63
D - Miscellaneous									
- Coordinators/Operating costs of executing agencies									
- Operating costs of JTC					0.30	0.30		0.30	0.30
- Seminars, study tours and stakeholder sensitization workshops					0.37	0.37		0.37	0.37
Total Miscellaneous					0.67	0.67		0.67	0.67
Base cost	10.82	2.70	13.52		0.67	0.67	10.82	3.37	14.19
Physical contingencies	1.08	0.27	1.35		0.07	0.07	1.08	0.34	1.42
Price escalation	1.03	0.26	1.29		0.06	0.06	1.03	0.32	1.36
Total	12.93	3.23	16.16		0.80	0.80	12.93	4.03	16.96

List, Estimated Base Cost and Financing Plan of Related Facilities by Country

Country	Infrastructure Type	Description/ Locality	Unit	Quant.	Unit Cost in CFAF	Total Cost in CFAF Million	Total cost in UA Mo	PART FAD en Mo UC	PART Gov in UA Mo
CAMEROON	Feeder roads	On Bamenda-Batibo-Numba Lot	Km	0	8 000 000	0.00	0.00	0.00	0.00
		On Mamfe-Ekok Lot: 20km to Besongabang, 14km to Nschang, 17km to Eyang Nschang, 7km to Bakeveke, 20km to Ayutaba, 4km to Tabo, 11km to Mbaken, 13 to Eymodjock and 4 to Ekok	Km	110	8 000 000	880.00	1.29	1.15	0.14
		Total feeder roads		110		880.00	1.29	1.15	0.14
	Social infrastructure	On Bamenda-Batibo-Numba Lot (1 Youth Centre in Widikum or Batibo)	U	1	46 000 000	46.00	0.07	0.06	0.01
		On Mamfe-Ekok Section: 1 WAC in Eyumojock, Equipment of Mamfe WAC and Mamfe MAWSFCOOP.	U	1	46 000 000	46.00	0.07	0.06	0.01
		SCHOOL on Mamfe-Ekok: Reconstruction of 24 classrooms in Besongabang (3), Bakwele (3), Mbakan (6), Aken (6); Ndebaya (3) and Ekok (3) schools, construction of 13 blocks of 3 latrines each in accordance with WHO standards in schools of all villages along the lot road section as well as the fence of the said schools and development of 3 playgrounds in the three schools of the town of Ekok ; and supply of about one thousand desks to the various schools.	U	25	40 000 000	1 000.00	1.47	1.30	0.16
		HEALTH CENTRE on Mamfe-Ekok Lot: rehabilitation and equipment with furniture of health centres (DHC) of Ekok and Nschang.	U	1	10 000 000	10.00	0.01	0.01	0.00
		Total Social Infrastructure		28	96 000 000	1 102.00	1.62	1.44	0.18
	Market infrastructure	On Bamenda-Batibo-Numba Lot (Widikum market)	U	5	40 000 000	200.00	0.29	0.26	0.03
		On Mamfe-Ekok section: Development of Ekok border market (8 sheds) and marketing areas in the other seven villages along the road sections	U	15	20 000 000	300.00	0.44	0.39	0.05
		Total Market Infrastructure		20		500.00	0.73	0.65	0.08
	Boreholes and water points	On Bamenda-Batibo-Numba Lot	U	0	40 000 000	0.00	0.00	0.00	0.00
		On Mamfe-Ekok Lot: Boreholes in Ebinsi (1), Tabo (1) and Mbaken (1), Ayukaba School (1), and well in Ayukaba (1)	U	5	20 000 000	100.00	0.15	0.13	0.02
		Total Boreholes		5		100.00	0.15	0.13	0.02
	Drying yards for agricultural products	On Bamenda-Batibo-Numba Lot	U	10	3 000 000	30.00	0.04	0.04	0.00
		On Mamfe-Ekok Lot: All villages	U	40	3 000 000	120.00	0.18	0.16	0.02
		Total Drying Yards		50		150.00	0.22	0.20	0.02
Agricultural produce processing units (APU)	On Bamenda-Batibo-Numba Lot (2 APU??)	U	3	30 000 000		0.00	0.00	0.00	
	On Mamfe-Ekok Section: Construction and equipment of 5 APU (each APU comprises 1 100 m ² building, 1 grater, 1 food mill, 1 whizzer, 1 cassava multiple hearth kiln as well as 5 rickshaws and palm oil presses).	U	5	30 000 000	150.00	0.22	0.20	0.02	
	Total Processing Equipment		5		150.00	0.22	0.20	0.02	
	Total Cameroon				2 882.00	4.22	3.76	0.47	
NIGERIA	Feeder roads	On Nfum-Okoja junction Sections (Others)	Km	0	4 500 000	0.00	0.00	0.00	0.00
		On Okoja junction - Abakaliki Section (ADF)	Km	0	4 500 000	0.00	0.00		
	Total Feeder Roads		0		0.00	0.00	0.00	0.00	
Social infrastructure	Nfum-Okoja junction Sections (Others)	U	0	14 000 000	0.00	0.00	0.00	0.00	

	On Okoja junction - Abakaliki Section (ADF) : (i) Fencing, rehabilitation and equipment (desks, borehole and latrines) of 2 primary schools of 350 pupils each in Ezillo in Ebonyi State; (ii) fencing, rehabilitation and equipment (desks, borehole and latrines) of one secondary school of 370 students in Mfum II in Cross River State	U	3	38 000 000	114.00	0.17	0.15	0.02
	Total Social Infrastructure		3		114.00	0.17	0.15	0.02
Market infrastructure	Nfum-Okoja junction sections (Others)	U	0	20 000 000	0.00	0.00	0.00	0.00
	On Okoja junction - Abakaliki section (ADF) : Market sheds (3 for Garri Market in Ezillo. 6 sheds for Umuezoeka and Ngomo Markets in Mfum II)	U	9	20 000 000	180.00	0.26	0.23	0.03
	Total Market Infrastructure		9		180.00	0.26	0.23	0.03
Boreholes and water points	Nfum-Okoja junction Sections (Others)	U	0	8 000 000	0.00	0.00	0.00	0.00
	On Okoja junction - Abakaliki section (ADF) : Boreholes (1 in Ezillo and 2 in Mfum II)	U	3	8 000 000	24.00	0.04	0.03	0.00
	Total Boreholes		3		24.00	0.04	0.03	0.00
Drying yards for agricultural products	Nfum-Okoja junction Sections (Others)		0	3 000 000	0.00	0.00	0.00	0.00
	On Okoja junction - Abakaliki (ADF) : 25m x 10m drying platforms(2 in Ezillo. 2 in Yale and 1 in Ajassor in Cross River State)		3	3 000 000	9.00	0.01	0.01	0.00
	Total Drying Yards	U	3		9.00	0.01	0.01	0.00
Agricultural produce processing units (one lot = 1 cassava mill + 4 rickshaws)	Cassava processing mills (1 in Ezillo and 1 in Yale in Ebonyi State), Palm oil presses (1 in Mfum, 1 in Yale)	U	4	30 000 000	120.00	0.18	0.16	0.02
	Total Processing Equipment	U	4		120.00	0.18	0.16	0.02
	Total Nigeria				447.00	0.66	0.58	0.07

A.2 **Implementation Arrangements (details)**

Already described in detail in the body of the report

A.3 **Financial Management and Disbursement Arrangements (details)**

A.3.1 The direct disbursement method is retained for works and consultancy services financed by the ADF loan and grant.

A.3.2 For Cameroon, Nigeria and ECOWAS, counterpart funds shall be deposited into special accounts to be opened in banks acceptable to the ADF and which shall be replenished every six months with an amount fixed in accordance with the annual expenditure schedule. At the request of the Governments, a possible readjustment will be made, depending on the effective progress of the programme, after the prior consent of the ADF. Funds to cover the operating cost of the national coordination units of the programme (CSEPR-BAD/BM and RSdT) shall also be deposited into these accounts. The opening of the accounts is a condition precedent to the first disbursement of the loan resources. The ADF will monitor the regular replenishment of the accounts in the following years. For Cameroon, the counterpart account will be managed by the Autonomous Sinking Fund (CAA) or any other establishment deemed acceptable to the ADF. For Nigeria, the counterpart account will be managed by the RSdT or any other establishment deemed acceptable to the ADF. For ECOWAS, the counterpart account will be managed by the DTT in collaboration with the Accounting Officer.

A.4 **Procurement Arrangements**

Procurements

A.4.1 All goods, works and consultancy services financed by Bank resources will be procured in accordance with the Bank's Rules of procedure for procurement of goods and works or, as the case may be, its Rules of procedure for the use of consultants, using the standard bidding documents. Furthermore, in accordance with the *Guidelines for the implementation of the Accelerated Co-financing Scheme for Africa* (ACFA), defined jointly by the Bank and the JBIC, these procedures also include JBIC procurement rules whenever JBIC loans are concerned. The MINTP, through the CSEPR/BAD-BM in Cameroon, the MFT through the RSdT and the ECOWAS Commission through the DTT will be responsible for the procurement of goods/works and consultancy services.

A.4.2 Under this programme, the Bank approved the Advance Procurement Actions (APA) procedure for road and related works and their control, as well as for technical assistance to ECOWAS and studies on the single border checkpoint and bridge over the Cross River. This procedure should help: (i) to shorten the time between the subsequent putting in place of credits and the start-up of activities ; (ii) to benefit from the advantages resulting from the simultaneous issuance of bid solicitation by the various donors (IDA and ADF); (iii) to benefit from the economies of scale on costs generated by the size of works contracts and contracts for the control of works as well as by the shortening of procurement deadlines; (iv) to start works in the 2008-2009 dry season for areas where the rainy lasts 8 months; (v) to take advantage of the simultaneous commissioning of the road sections of the corridor; and (vi) to build the capacities of ECOWAS by the technical assistance which could be operational as soon as the credits are put in place. The terms and conditions of the various procurements to be carried out under the programme are summarized in the following table and then itemized below.

Table
Procurement Arrangements
(In UA million)

Expenditure Category	ICB		LCB	Others ^a		Short List		Other than ADF ^b	Total	
A - Goods										
- Vehicles								0.24		0.24
Total A								0.24		0.24
B - Works										
- Road and related works including the installation of axle-load scales	206.36	[159.57]						19.32	225.68	[159.57]
- Construction of bridge over the Cross River	14.50	[14.50]							14.50	[14.50]
- Construction of the common border checkpoint	13.02	[13.02]							13.02	[13.02]
Total B	233.88	[187.09]						19.32	253.20	[187.09]
C - Consultancy services										
- Studies on harmonization of transport, vehicle size and axle load standards						0.70	[0.70]		0.70	[0.70]
- Study on bridge over the Cross River						0.53	[0.53]		0.53	[0.53]
- Study on common border checkpoint						0.56	[0.56]		0.56	[0.56]
- Technical assistance to ECOWAS						0.84	[0.84]		0.84	[0.84]
- Sensitization to STD/AIDS ; road safety and environmental protection				0.32	[0.32]				0.32	[0.32]
- Control and supervision of works						15.50	[14.22]	1.26	16.75	[14.22]
- Monitoring-assessment of programme impacts				0.33	[0.33]				0.33	[0.33]
- Programme auditing						0.21	[0.21]	0.21	0.42	[0.21]
Total C				0.65	0.65	18.33	[17.06]	1.47	20.45	[17.71]
D - Miscellaneous										
- Coordinators/operating costs of executing agencies								1.11	1.11	
- operating costs of JTC								0.36	0.36	
- seminars, study tours and stakeholder sensitization workshops								0.44	0.44	
- expropriations								0.93	0.93	
Total D								2.84	2.84	
Total	233.88	[187.09]		0.65	[0.65]	18.33	[17.06]	23.87	276.73	[204.80]

[] Contribution by ADF

(a) Direct negotiation with FASA and the University of Nigeria-Nsukka for monitoring-evaluation of programme impacts.

(b) Works and consultancy services procured in accordance with the procedures of other donors (IDA). Procurements in accordance with local procedures for goods, works and consultancy services and compensation for expropriation completely financed by the Governments or ECOWAS

Works

A.4.3 The procurement of road and related works including the supply and installation of axle-load scales for a total amount of UA 206.36 million will be by an international competitive bidding procedure launched by the executing agency in each of the two countries. Since the above-mentioned works are of no particular complexity, there will be no prequalification of contractors. In both countries, works financed by the ADF will be broken down into 2 lots (Lot 1-Bamenda-Numba and Lot 2-Bachuo Akagbe-Mamfe-Ekok in Cameroon) and (Lot 1- Abakaliki – Ogoja/Mbok junction and Lot 2– Mfum-Ikom in Nigeria), with the possibility of a contractor being successful bidder for one or two lots in each country. Since the above-mentioned works are of no particular complexity, there will be no prequalification of enterprises.

A.4.4 The procurement on one of construction works of the bridge over the Cross River at the border between the two countries for a total amount of UA 14.50 million will be by an international competitive bidding procedure. The works will be financed through the ADF loan to both States (50% of the contract amount will be charged to each State's share of the loan). The Joint Technical Committee will be responsible for procurements for the studies and construction of the bridge. In this connection, both parties have agreed to commission the JTC to engage the process of procurement and award of contract for the works as well as for their control which will, afterwards, be signed by the Competent Authorities in each of the two countries. Since the above-mentioned works are of no particular complexity, there will be no prequalification of enterprises.

A.4.5 The procurement of construction works of the common border checkpoint including the equipment of the checkpoint for a total amount of UA 12.02 million will be by an international competitive bidding procedure launched by ECOWAS. Since the above-mentioned works are of no particular complexity, there will be no prequalification of enterprises.

Consultancy Services

A.4.6 Consultancy services will be procured by bidding on the basis of short lists for : (i) studies on the harmonization of transport, vehicle size and axle load standards between the two RECs for a total amount of UA 0.70 million; (ii) studies of the border bridge over the Cross River for a total amount of UA 0.53 million; (iii) studies of the common border checkpoint for a total amount of UA 0.56 million; (iv) technical assistance to ECOWAS of a total amount of UA 0.84 million; and (v) control and supervision of road and related works, installation of axle-load scales, construction works of the bridge and border checkpoint for a total amount of UA 15.50 million. The short lists will be drawn up: (i) by each country for services situated on its territory; (ii) by ECOWAS for the study and control of works on the common border checkpoint and technical assistance; and (iii) by the JTC for the border bridge over the Cross River. In Cameroon and Nigeria, the control and supervision of works for the two lots will be carried out by a single firm or group of firms or as a single lot in each country.

A.4.7 The procurement of consultancy services for the monitoring-assessment of the socio-economic impact of the programme for a total amount of UA 0.33 million (UA 0.13 million on the Cameroonian side and UA 0.20 million on the Nigerian side) will be done by direct negotiation. On the Cameroonian side, the direct negotiation will be done with the Faculty of Agronomy (FASA) of the University of Dschang which has a database and results of multi-sector research activities on the programme area and which has proven experience in the provision of similar services. On the Nigerian side, the direct negotiation will be done with the University of Nigeria-Nsukka which has a database and has already provided similar services. The procurement of consultancy services for the monitoring-assessment of the socio-economic impact of the programme on the Nigerian side also includes those of the bridge and the common border checkpoint.

A.4.8 The services of consultants and/or NGOs for sensitization on HIV/AIDS, road safety, malaria and environmental protection, for a total amount of UA 0.32 million (UA 0.16 million per country), will be procured by bidding on the basis of short lists drawn up by each country for services situated on its territory. Given the amount and specificity of this service, the short list could be limited to the local and/or regional level.

A.4.9 Consultancy services for auditing the programme on the Cameroonian side for a total amount of UA 0.21 million will be procured through competitive bidding on the basis of a short list of auditing firms on the roll of the Association of Auditors and coming from both sub-regions. However, the short list of audit firms on the roll of the Association of Auditors will not include more than two firms of the same nationality. On the Nigerian side, auditing will be conducted with World Bank financing after consultation with the ADF on the terms of reference (TOR). In this connection, ECOWAS will communicate all the required information to the auditor to be recruited by the RSDT.

A.4.10 For the selection of consultants, the method of the combined evaluation of design proposals and bid amounts will be used. Furthermore, the above listed consultancy services, even if they exceed UA 1 million for the control and supervision of works, are of no particular complexity. There will therefore be no prequalification phase. It should be noted that for all consultancy services of amounts equivalent to or above UA 350,000, announcements will be made at the international level in UNDB and the national press, while for amounts below UA 350,000, the publication of announcements could be limited to the national press and notified to local offices of eligible member countries.

Disbursement Arrangements

A.4.11 The direct disbursement method is retained for goods, works and consultancy services financed through the ADF loan to both countries and the ADF grant to ECOWAS. The JBIC loan resources will be disbursed in accordance with the direct payment and/or transfer procedures, as indicated in the ACFA agreement and in JBIC rules.

A.4.12 At the level of each country and the ECOWAS Commission, counterpart funds will be deposited into special accounts opened in banks acceptable to the ADF. These accounts will be replenished in accordance with the annual expenditure schedule. Funds for the operating costs of national coordination structures of the programme, as well as those of the Steering Committee and Joint Technical Committee, will also be deposited into these accounts. The opening of the accounts will be a condition precedent to disbursement of the loans and grant.

Procurement Structures

A.4.13 The programme will use, as much as possible, the existing structures in both countries for procurements.

A.4.14 In Cameroon, it is the Special Tenders Board for road projects funded by the ADB and World Bank, set up by Order No. 101/CAB/PM of 26 June 2008, which will be in charge of the procurement process under this programme. This should help reduce the contract award time frames noted for the contracts under examination. The monitoring of programme implementation will be by the CSEPR-BAD/BM through its accounting unit which has a procedure manual. The financial statements shall be audited regularly.

A.4.15 In Nigeria, for greater efficiency, the Bank intends to use the procurement arrangements put in place at the level of the RSDT. The evaluation of the RSDT by the World Bank was deemed satisfactory, and was considered and deemed acceptable by the Bank's appraisal mission for the programme. In addition, this unit comprises a procurement expert and a technical assistance already used to the procurement rules and procedures of donors.

Implementation and Supervision Schedule

A.4.16 The programme will be implemented from July 2008 to December 2013. The corresponding implementation schedule, summarized at the beginning of this report will be presented in detail in the Annex. Upon approval of the loan, the ADF will launch the programme and subsequently undertake supervision missions, whose indicative schedule and composition are presented in the Annex.

General Invitation to Bid

A.4.17 The borrower requested and obtained from the Bank the approval of Advance Procurement Actions for goods and works as well a consultancy services for: (i) the procurement of road and related facilities works, including the procurement and installation of axle weighbridges; (ii) the procurement of consultancy services for the inspection and supervision of the said works; (iii) the procurement of consultancy services for technical assistance to ECOWAS and for the conduct of studies on the construction of the single border checkpoint on the Cross River. Consequently, the text of a general invitation to bid was agreed upon with the CSEPR-BAD-BM/MINTP of Cameroon and RSDT/FMT of Nigeria, and was published in *UN Development Business* No.733 of 31/08/2008.

Review Procedures

A.4.18 The following documents will be submitted to the Bank for review and approval before publication: ○ Specific invitation to bid, ○ Bidding documents or requests for proposals to consultants, ○ Bid evaluation report or report of the evaluation of proposals from consultants, including recommendations for contract award, ○ Draft contracts, where they are modified and are different from the draft contracts in the bidding documents.

A posteriori Review

A.4.19 Goods and works contracts of an amount below or equivalent to UA 100 000 will be approved by the executing agencies and reviewed *a posteriori* by the ADF. The contract award documents, including quotation requests, evaluation sheets and contract awards will be kept by the executing agency for periodic reviews by ADF supervision missions. Ex-post audit of contract awards to verify whether the contract award activities were carried out properly will be conducted during the first supervision mission following the end of the contract awards. However, the Bank reserves the right to conduct its contract award audit at any time during project implementation. The review will determine if it is necessary to modify or improve the measures taken for the contract awards. The executing agencies will, each quarter, collect data on contract awards and include the details in the quarterly activity reports of the project to be submitted to the ADF.

Contract Award Plan

A.4.20 The Bank will review the measures taken by the borrower for contract awards in the Contract Award Plan to ensure their conformity with the loan agreement and relevant rules. The Contract Award Plan will cover an initial period of at least 18 months. The borrower will update the said plan every year or as necessary, but always within 18 months following the project implementation. Any proposal for the revision of the Contract Award Plan will be submitted to the Bank for prior approval.

Financing Cost by lot of the ADF programme in UA million

	Cameroon				Nigeria				ECOWAS	Total
	Lot 1 - Bamenda-Numba	Lot 2- Bachuo Akagbé-Mamfé-Ekok	Others	Total for Cameroon	Lot 1- Mfum-Ikom	Lot 2 - Ogoja Junction-Abakaliki	Others	Total for Nigeria	Total For ECOWAS	
Road and related works including the installation of axle-load scales	36.95	74.52		111.47	19.08	75.81		94.89		206.36
Construction of the common border checkpoint				0.00				0.00	13.02	13.02
Construction of bridge over the Cross River			7.25	7.25			7.25	7.25		14.50
Monitoring-assessment of programme impacts			0.14	0.14			0.19	0.19		0.33
Control and supervision of Road and related works including the installation of axle-load scales	2.41	4.92		7.33	1.24	4.94		6.18		13.51
Control and supervision of the construction of the bridge over the Cross River			0.47	0.47			0.47	0.47		0.94
Control and supervision of the construction of the common border checkpoint				0.00				0.00	1.04	1.04
Sensitization to STD/AIDS ; road safety and environmental protection			0.158	0.16			0.158	0.16		0.32
Technical assistance to ECOWAS				0.00				0.00	0.84	0.84
Auditing			0.21	0.21				0.00		0.21
Studies on harmonization of transport, vehicle size and axle load standards				0.00				0.00	0.70	0.70
Studies on the common border checkpoint				0.00				0.00	0.56	0.56
Studies on the bridge over the Cross River			0.26	0.26			0.26	0.26		0.53
Coordinators/operating costs/expropriations of executing agencies and JTC/expropriation	0.19	0.75	0.37	1.30			0.99	0.99	0.80	3.08
Total	39.55	80.18	8.86	128.59	20.32	80.75	9.32	110.39	16.96	255.94
ADF contributions	35.82	46.07	8.49	90.39	18.10	71.81	8.34	98.25	16.16	204.80
JBIC contributions	0.00	27.36		27.36				0.00		27.36
Govt's/ECOWAS contributions	3.73	6.74	0.37	10.84	2.22	8.93	0.99	12.14	0.80	23.78

TABLE OF CONTRACT AWARD PLAN

	Start Date	End Date	Amount in UA Million	Procurement Method
1- PRELIMINARY ACTIVITIES	02 June 08	09 Jan. 09		
Submission of APA request	02 June 08	20 June 08		
Approval of APA	23 June 08	04 Aug. 08		
End appraisal mission, preparation and internal review by ADF of the report	13 June 08	28 July 08		
Negotiation of loan and grant	15 Oct. 08	20 Oct. 08		
Translation, distribution and approval of loan and grants	05 Oct. 08	30 Nov. 08		
Signing of loan and grants	12 Oct. 08	09 Jan. 09		
Publication of the General Information Note	24 July 08	31 Aug. 08		
2- SENSITIZATION AND MONITORING-EVALUATION	26 July 08	15 March 13	0.33	Direct negotiation
Recruitment of consultants for sensitization	26 July 08	05 Feb. 09		
Monitoring-Evaluation: Direct negotiation with FASA and University of Enugu, ADF no –objection and signing of contracts	10 Dec. 08	28 April 09		
Conduct of sensitization	01 May 09	08 Oct. 12		With FASA in Cameroun (UA 0.13 million) and U Nsukka in Nigeria (UA 0.20 million)
Conduct of monitoring-evaluation	29 May 09	15 March 13		
3- STUDIES AND CONSTRUCTION WORKS FOR SINGLE BORDER CHECKPOINT	10 Sept. 08	01 Jan. 13		
3.1 Technical architectural and operational study of the single border checkpoint			0.56	SHL
Preparation BD and ADF approval	10 Sept. 08	29 Dec. 09		
Invitation to bid	10 Sept. 08	04 Nov. 08		
Deposit, bid analysis and submission of contract award for ADF no-objection	05 Nov. 08	27 Jan. 09		
Conduct, validation of study and BDs for the works	28 Jan. 09	02 June 09		
	03 June 09	29 Dec. 09		
3.2 Construction works for the single checkpoint	20 Jan. 10	01 Jan. 13	13.02	ICB
Recruitment of contractor for the works	20 Jan. 10	22 Oct. 10		
Conduct of construction works for the single border checkpoint	24 Nov. 10	01 Jan. 13		
4- WORKS FOR THE ROADS, RELATED FACILITIES AND AXLE WEIGHBRIDGES	28 July 08	02 Jan. 13	206.36	ICB
Preparation BDs and submission to ADF for no-objection	10 Sept. 08	28 Oct. 08		
Recruitment of contractors for the works in Cameroon	12 Nov. 08	21 July 09		
Conduct of ADF works for Cameroon	21 Aug. 09	02 Jan.13		
Recruitment of contractors for works in Nigeria	12 Nov. 08	26 May 09		
Conduct of works for ADF road and related facilities in Nigeria	26 June 09	19 July 12		
Recruitment of contractor and conduct of works financed by the WB in Nigeria	28 July 08	20 Jan. 11		
5 –STUDIES AND CONTRUCTION WORKS FOR BRIDGE OVER THE CROSS RIVER	10 Sept. 08	18 Dec. 12		
5.1 Final design for the bridge over the Cross River	10 Sept. 08	04 May 10	0,53	SHL
Preparation BDs and ADF approval	10 Sept 08	04 Nov. 08		
Invitation to bid	05 Nov. 08	27 Jan.09		
Deposit and analysis of bids and submission of contract award for ADF no –objection	28 Jan. 09	02 June 09		
Conduct, validation of study and BDs for the works	03 June 09	04 May 10		
5.2 Construction works for bridge over the Cross River	26 May10	18 Dec.12	14,50	ICB
Recruitment of contractor for the works	26 May10	25 Feb.11		
Conduct of construction works for bridge over the Cross River	30 March 11	18 Feb.12		
6-WORKKS INSPECTION AND SUPERVISION	13 Oct. 08	01 March 13		
6.1 Inspection of works on the road and related facilities	13 Oct. 08	01 March 13	13,51	SHL
Preparation of BDs and ADF approval	13 Oct. 08	28 Nov. 08		
Invitation to bid in Cameroon	01 Dec. 08	20 March 09		
Invitation to bid in Nigeria	01 Dec. 08	20 Feb. 09		
Cameroon: Deposit and analysis of bids and submission of contract award for ADF no –objection	23 March 09	04 Sept. 09		
Nigeria: Deposit and analysis of bids and submission of contract award for ADF no-objection	23 Feb. 09	29 May 09		
Inspection of ADF works in Cameroun	07 Sept. 09	01 March 13		
Inspection of ADF works in Nigeria	01 June 09	23 Aug.12		

6.2 Inspection of construction works for bridge over the Cross River	13 Oct. 08	04 Jan.13	0.94	SHL
Preparation of BDs and ADF approval	13 Oct. 08	05 Dec. 08		
Invitation to bid	08 Dec. 08	27 Feb. 09		
Deposit and analysis of bids and submission of contract award for ADF no-objection	02 March 09	03 July 09		
Inspection of works for the bridge	28 Feb.11	04 Jan.13		
6.3 Inspection of construction works for single border checkpoint	13 Oct. 08	31 Jan. 13	1.04	SHL
Preparation of BDs and ADF approval	13 Oct. 08	05 Dec. 08		
Incitation to bid	08 Dec. 08	27 Feb. 09		
Deposit and analysis of bids and submission of contract award for ADF no-objection	02 March 09	04 Sept. 09		
Inspection of ADF works	18 Feb. 11	31 Jan.13		
Recruitment consultants and inspection of works financed by WB in Nigeria	22 July 09	24 Sept.12		
7- PROGRAMME AUDIT	08 Oct. 08	17 April 13	0.21	SHL
Recruitment of audit firm	08 Oct. 08	04 Feb.09		
Conduct of financial audit	08 March 10	17 April 13		
8- TZCHNICAL ASSISTANCE TO ECOWAS	10 Sept. 08	28 June 11	0.84	SHL
Preparation of BDs and ADF approval	10 Sept. 08	07 Oct. 08		
Invitation to bid	08 Oct. 08	30 Dec. 08		
Deposit and analysis of bids and submission for ADF no-objection	31 Dec. 08	05 May 09		
Technical assistance services	20 May 09	28 June 11		
9- STUDIES ON HARMONIZATION OF TRANSPORT STANDARDS, SIZE AND AXLE LOAD	29 July 09	10 Aug. 10	0.70	SHL
Preparation of BDs and ADF approval	29 July 09	25 Aug. 09		
Invitation to bid	26 August 09	06 Oct. 09		
Deposit and analysis of bids and submission of contract award for ADF no-objection	07 Oct. 09	29 Dec. 09		
Conduct, validation of study and BDs for the works	30 Dec. 09	10 Aug.10		
10- PROGRAMME MANAGEMENT AND IMPLEMENTATION MONITORING	07 July 08	03 May 13		
Establishment of the CTM	26 Aug. 08	14 Nov. 08		
Meeting of the CTM	07 Nov. 08	15 Nov.12		
Programme monitoring	07 July 08	03 May 13		

A.5 Financial Management Arrangements

Audit

A.5.1. The accounts of the programme will be kept separately and in accordance with a private computerized system by the executing agencies of the programme based on an accounting plan. The system will make it possible to monitor the expenditures of the programme in terms of estimates, by source of finance, category and component. An external audit of the programme accounts will be conducted each year by a firm recruited in compliance with the procedures of the Bank for Cameroon and the World Bank for Nigeria. A provision will be made for that purpose from the programme resources. The audit reports will be submitted to the donors within six months following the end of each accounting year.

A.5.2. The financial statements of the programme will be audited by independent auditors (audit firm) and submitted to the Bank within six (6) months following the end of the financial year concerned. The programme audit will be conducted in compliance with the terms of reference (TOR): (i) approved by the Bank for the audit in Cameroon and approved by the World Bank in consultation with the Bank for the audit in Nigeria, including activities managed by ECOWAS. These audits will provide specific opinions on the financial statements of the programme and the expenditure statements on the counterpart accounts, the internal control systems, and the procurement methods. The first financial statements and audit report of the programme are expected in March 2010 covering the September 2008 to 31/12/2009 period.

A.6 ECONOMIC AND FINANCIAL ANALYSIS

A.6.1. The economic analysis was carried out using the HDM4 model based on the analysis of costs-benefits between the “without” and “with” programme situations over a period varying, following the commissioning of the programme, from 7 years for road sections maintained periodically to 20 years for sections to be developed or reconstructed. A discount rate of 12% and residual values varying from 0% to 45% depending on the sections were used. The costs taken into consideration are the investment costs (cost, exclusive of all taxes and customs duties, of works and control of works including physical contingencies), the costs of maintenance and operation of vehicles including incidental expenses such as rake-offs (CFAF 50 000 to 100 000 for mileage depending on the distance covered and CFAF 50 000 for visa fees for Nigerians). The benefits are related to the reduction in general transport costs (saving of time including in crossing the border and savings in terms of vehicle operating costs) and savings on maintenance costs. The costs of investment in related infrastructure (feeder roads, boreholes and agricultural produce processing equipment) and the agricultural value added were taken into consideration as exogenous costs and benefits in the model, including principally value added due to the increase in the production of palm oil and cassava. The average normal traffic volume recorded in 2007 varies from 569 to 1800 vehicles per day on the Cameroonian sections of the corridor and from 3300 to 5300 per day on the Nigerian sections of the corridor. Heavy vehicles account for more than 16% of this traffic. Traffic forecasts which were calculated on the basis of past trend projections give an average growth rate for all vehicle categories of 3% before the commissioning of the road and 6% after the commissioning of the road. An induced traffic equal to 20% of normal traffic was taken into consideration for the currently unpaved sections.

A.6.2. HDM4 ENTRY DATA

Average VOC in May 2008 (US\$)		Motorcycle	Heavy Vehicle (HV)	Bicycle	Light-duty Vehicle (LDV)
VOC	Vehicle	3 977	134 181	530	80 330
	Tyre	40	501	0	225
	Fuel (/l)	0.98	0.78	0.00	1.72
	Lubricant (/l)	3.62	4.44	0.00	10.59
	M-O Maintenance (/h)	7.59	10.84	0.00	21.11
	Crew (/h)	0.76	4.97	0.00	3.52
	Overhead costs (/year)	76	8 296	0	2 773
	Interest rate (%)	12.60	12.60	12.60	12.60
Time	Passenger (work)	0.00	0.57	0.00	0.88
	Passenger (outside work)	0.00	0.63	0.00	0.11
	Goods	0.00	0.57	0.00	0.00

Road section	Length (km)	Traffic per day in 2006					Traffic per day in 2006 in %			Updated in 2008 Km Cost HTT Works + ENV + Sens + Control + Physical contingencies in US\$ thousand
		HV	LDV	Motorcycle	Total self-propelled	Non-self-propelled (Bicycle, rickshaws)	% HV	% LDV	% Motorcycle	
CAMEROON										
Bamenda-Batibo	42	971	352	350	1 672	200	58%	21%	21%	251
Batibo - Numba	20	461	29	150	641	80	72%	5%	23%	2 237
Numba-Bachuo Akagbe	50	0	0	0	0	0				0
Bachuo Akagbe-Mamfe	21	1 333	280	200	1 813	180	74%	15%	11%	251
Mamfe-Ekok	70	281	181	135	596	100	47%	30%	23%	1 452
Total Cameroon	203									
Cross River Bridge	0.28	0	0	0	0	0				22 762
NIGERIA										
Cameroon-Ikom Border	23	2 460	286	549	3 295	50	75%	8.7%	16.7%	142
Ikom-Ogoja Junction	52	2 973	967	788	4 728	0	63%	20%	17%	142
Ogoja Junction-Abakaliki	86	3 710	752	892	5 354	30	69%	14%	17%	1 328
Abakaliki-Enugu	77	3 510	901	882	5 293	30	66%	17%	17%	23
Total Nigeria	238									

A.6.3. Economic Analysis

All Corridor Road Sections

Year	Administrative Supplementary Costs			User Cost Savings				Net Benefits	
	Invests.	Function.	Special	VOC self-propelled	Time self-propelled	Time + VOC non-self prop.	Accidents	Net exogenous Benefits	Total net Benefits
2009	58.65	-1.12	0.00	0.00	0.00	0.00	0.00	-2.25	-60
2010	99.08	-1.10	0.00	2.06	0.10	-0.02	0.00	-2.88	-99
2011	40.44	-0.75	0.00	17.64	2.85	0.04	0.00	-13.00	-32
2012	0.00	-0.65	0.00	30.67	4.01	0.86	0.00	-10.52	26
2013	0.00	-0.23	0.00	38.18	4.63	1.01	0.00	6.57	51
2014	0.00	-0.34	0.00	45.93	5.20	1.02	0.00	6.77	59
2015	0.00	-0.37	0.00	56.48	5.95	1.09	0.00	6.98	71
2016	0.00	-0.44	0.00	69.57	6.94	1.18	0.00	7.19	85
2017	15.11	-0.38	0.00	85.86	8.38	1.27	0.00	7.41	88
2018	0.00	-0.21	0.00	102.61	10.02	1.37	0.00	7.64	122
2019	0.00	-0.07	0.00	118.66	11.76	1.45	0.00	7.88	140
2020	7.00	0.12	0.00	134.06	13.59	1.52	0.00	8.12	150
2021	25.00	0.30	0.00	144.61	14.94	1.57	0.00	8.37	144
2022	0.00	0.44	0.00	148.92	15.61	1.62	0.00	8.63	174
2023	0.00	0.08	0.00	150.84	16.05	1.66	0.00	8.89	177
2024	15.11	0.15	0.00	149.21	16.46	1.71	0.00	9.17	161
2025	0.00	0.20	0.00	140.50	16.59	1.76	0.00	9.45	168
2026	0.00	0.24	0.00	114.96	14.33	1.80	0.00	9.74	141
2027	0.00	0.27	0.00	79.88	10.18	1.83	0.00	10.04	102
2028	0.00	0.29	0.00	65.25	8.43	1.88	0.00	10.35	86
2029	0.00	0.41	0.00	65.04	8.41	1.93	0.00	10.67	86
2030	0.00	0.32	0.00	64.27	8.29	1.97	0.00	11.00	85
2031	15.11	0.38	0.00	62.63	8.05	2.02	0.00	11.33	69
2032	-78.68	0.34	0.00	59.84	7.67	2.05	0.00	11.68	160
Total	196.82	-2.12	0.00	1 947.67	218.42	32.58	0.00	149.24	2 153.21
IRR =		28.39%							
NPV in US\$ Million=		357.78							

Road Sections in Cameroon

Year	Administrative supplementary costs			User cost savings			Net benefits		
	Invests.	Function.	Special	VOC self-propelled	Time self-propelled	Time + VOC non-self prop.	Accidents	Net exogenous benefits	Total net benefits
2009	34.87	-0.70	0.00	0.00	0.00	0.00	0.00	-2.25	-36
2010	75.30	-0.68	0.00	0.49	0.06	-0.03	0.00	-2.88	-77
2011	40.44	-0.68	0.00	5.05	0.42	0.03	0.00	-13.00	-47
2012	0.00	-0.50	0.00	15.37	1.42	0.85	0.00	-10.52	8
2013	0.00	-0.02	0.00	18.61	1.79	1.00	0.00	6.57	28
2014	0.00	-0.07	0.00	21.07	2.12	1.00	0.00	6.77	31
2015	0.00	-0.03	0.00	24.35	2.54	1.07	0.00	6.98	35
2016	0.00	-0.03	0.00	27.83	2.99	1.15	0.00	7.19	39
2017	7.91	-0.03	0.00	31.97	3.52	1.23	0.00	7.41	36
2018	0.00	-0.03	0.00	36.18	4.05	1.32	0.00	7.64	49
2019	0.00	-0.03	0.00	39.45	4.48	1.40	0.00	7.88	53
2020	0.00	0.04	0.00	41.23	4.73	1.46	0.00	8.12	55
2021	25.00	0.12	0.00	42.20	4.86	1.50	0.00	8.37	32
2022	0.00	0.19	0.00	43.14	5.00	1.55	0.00	8.63	58
2023	0.00	0.25	0.00	44.04	5.13	1.60	0.00	8.89	59
2024	7.91	0.29	0.00	44.92	5.26	1.65	0.00	9.17	53
2025	0.00	0.32	0.00	45.77	5.37	1.70	0.00	9.45	62
2026	0.00	0.34	0.00	46.56	5.48	1.75	0.00	9.74	63
2027	0.00	0.36	0.00	47.20	5.56	1.80	0.00	10.04	64
2028	0.00	0.36	0.00	47.55	5.60	1.85	0.00	10.35	65
2029	0.00	0.47	0.00	47.47	5.57	1.90	0.00	10.67	65
2030	0.00	0.37	0.00	46.84	5.46	1.95	0.00	11.00	65
2031	7.91	0.43	0.00	45.40	5.25	1.99	0.00	11.33	56
2032	-68.95	0.38	0.00	42.88	4.90	2.03	0.00	11.68	130
Total:	130.37	1.13	0.00	805.56	91.57	31.76	0.00	149.24	947
IRR= 18.63%									
NPV in US\$ Million= 93.20									

Road Sections in Nigeria

Year	Administrative supplementary costs			User cost savings			Net benefits		
	Invests.	Function.	Special	VOC self-propelled	Time self-propelled	Time + VOC non-self prop.	Accidents	Net exogenous benefits	Total net benefits
2009	23.78	-0.42	0.00	0.00	0.00	0.00	0.00	0.00	-23
2010	23.78	-0.42	0.00	1.57	0.03	0.00	0.00	0.00	-22
2011	0.00	-0.07	0.00	12.60	2.43	0.01	0.00	0.00	15
2012	0.00	-0.15	0.00	15.30	2.59	0.01	0.00	0.00	18
2013	0.00	-0.21	0.00	19.57	2.83	0.01	0.00	0.00	23
2014	0.00	-0.26	0.00	24.86	3.08	0.02	0.00	0.00	28
2015	0.00	-0.34	0.00	32.13	3.41	0.02	0.00	0.00	36
2016	0.00	-0.41	0.00	41.74	3.95	0.03	0.00	0.00	46
2017	7.21	-0.35	0.00	53.89	4.86	0.04	0.00	0.00	52
2018	0.00	-0.18	0.00	66.43	5.96	0.05	0.00	0.00	73
2019	0.00	-0.04	0.00	79.21	7.28	0.05	0.00	0.00	87
2020	7.00	0.08	0.00	92.83	8.86	0.06	0.00	0.00	95
2021	0.00	0.18	0.00	102.41	10.07	0.07	0.00	0.00	112
2022	0.00	0.25	0.00	105.78	10.61	0.07	0.00	0.00	116
2023	0.00	-0.17	0.00	106.80	10.92	0.07	0.00	0.00	118
2024	7.21	-0.15	0.00	104.29	11.21	0.07	0.00	0.00	109
2025	0.00	-0.13	0.00	94.73	11.21	0.06	0.00	0.00	106
2026	0.00	-0.10	0.00	68.40	8.85	0.05	0.00	0.00	77
2027	0.00	-0.08	0.00	32.69	4.62	0.03	0.00	0.00	37
2028	0.00	-0.07	0.00	17.70	2.83	0.02	0.00	0.00	21
2029	0.00	-0.06	0.00	17.58	2.84	0.02	0.00	0.00	21
2030	0.00	-0.05	0.00	17.43	2.83	0.02	0.00	0.00	20
2031	7.21	-0.05	0.00	17.23	2.81	0.02	0.00	0.00	13
2032	-9.73	-0.05	0.00	16.96	2.76	0.02	0.00	0.00	30
Total:	66.45	-3.25	0.00	1 142.10	126.86	0.82	0.00	0.00	1 207

IRR = 47.81%

NPV in US\$ Million= 264.59

A.6.4. Sensitivity Analysis

	Road Sections in Cameroon				Road Sections in Nigeria				All Corridor Road Sections			
	Case 1	Case 2	Case 3	Case 4	Case 1	Case 2	Case 3	Case 4	Case 1	Case 2	Case 3	Case 4
Discount Rate (%)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Multiplier Factor for Net Benefits												
*Investment and Recurrent Costs	1.00	1.10	1.00	1.10	1.00	1.10	1.00	1.10	1.00	1.10	1.00	1.10
*Vehicle Operation	1.00	1.00	0.90	0.90	1.00	1.00	0.90	0.90	1.00	1.00	0.90	0.90
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Discounted Income (US\$ million)	93	81	71	59	265	260	234	229	358	341	305	288
IRR (%)	18.63%	17.39%	17.27%	16.07%	47.81%	45.12%	44.85%	42%	28.39%	26.71%	36.54%	24.93%

A.7 Environmental and Social Analysis

A.7.1 Environmental Analysis

The summary ESIA's and ESMPs were published in the Public Information Centre (PIC) of the Bank on 24/07/2007.

A.7.2 Social Analysis

A.7.1. Transport plays a central role in promoting gender equality and equity and one of the main objectives for the Bank's intervention in this project is to contribute to the improvement of infrastructures in order to "combat poverty and to stimulate non-oil sector growth through infrastructure improvement and agricultural/rural development". Gender issues have been taken into consideration in order to optimize and increase women's productivity through decreasing constraints on their time due to inefficient transport modes. This will have a direct impact on both male and female income generating activities.

Gender

A.7.2. Undeniably, due to the extremely bad state of the roads, movement is hampered at a high cost for the population in the programme area (PA), with a direct negative impact on the livelihood of the population. In general, women are faced with the following problems: (i) insufficiency and inaccessibility of socio-economic and social infrastructures; (ii) lack of agricultural machinery for processing farm produce; and (iii) defective state and/or absence of road infrastructures to evacuate patients and produce. The women of the PA are heavily involved in the agricultural sector and the marketing of agricultural produce. Although they are relatively well organized into co-operatives, they are constrained by the lack of agricultural produce processing units and the means to evacuate their goods. In the rural areas of the PA, agriculture occupies 95% of women's economic activities. The poor state of roads is a real obstacle to the area's development, making the supply and evacuation of agricultural produce difficult and generating high transaction and transport costs.

A.7.3. Besides their family responsibilities, women are required to do farm work and housework, and are responsible for all agricultural tasks in addition to clearing (slash and burn). The bulk of palm oil production, which is the second source of income, and most related tasks are handled by women: 80% of the palm oil extraction is done by women. In this sector, men are responsible for the upkeep of the palm plantation, while women are in charge of harvesting and processing the palm into oil. On account of their scanty means, women use rudimentary and painstaking processing methods. For example, the extraction process which involves pressing of the palm into oil is still done by trampling. Also noteworthy in the PA is the widespread cultivation of cassava, which is not very demanding in terms of land and upkeep, and which is the staple food whose processing into "garri" generates income for women. However, women face severe problems evacuating their produce owing to the bad state of the road infrastructure. During the long rainy season, transport costs are tripled and the available means of transport, such as motorcycle-taxis and the dugouts, have limited capacity.

A.7.4. The health data in the programme area shows a relatively poor health status, due to inaccessibility and obsolescence of health infrastructures, the low service quality and the rapid spread of AIDS. The insufficiency and precarious state of school and health facilities and the bad state of the road are among the major concerns of the local populations in both countries.

Positive Impact of Programme on Women

A.7.5. The construction of the Bamenda-Enugu corridor will, in general, contribute to poverty reduction and the attainment of the millennium development goals. The key beneficiaries of the programme are the local populations, traders and farmers, women and children. The PA has a high potential in the sectors of agriculture, forestry, fishery, mining, and tourism (national parks of Korup and Takamanda in Cameroon, Obudu Ranch Resort in Nigeria, etc.). Women will particularly benefit from the implementation of the road project, through transport facilities which will lighten their tasks and will improve their incomes. At present, women's mobility is rather limited for many months. Indeed, women often feel aggrieved in transport since vehicle owners select their customers according to their ability to help on unmotorable roads. During the rainy season, they are obliged to use less practical transport and more expensive means (trekking, motorcycles, and small river boats) - in particular for long distances. The reduction of transport costs induced by the improved service level of the road will give fresh impetus to commercial activities in which women are strongly involved in the PA. The road will enable patient evacuations through improved practicability, time and conditions of evacuation of patients, more than half of whom are women and children. The geographical accessibility of the PA will also make it possible to attract more health personnel and teachers. In the PA, the mortality indices are extremely alarming; for instance, more than one child out of 7 born in the Cameroonian part of the PA dies before the age of 5 years. The infant and maternal mortality rates in Nigeria (110 per 1000 inhabitants) are the second highest in the world. The weak vaccine cover rate, where less than 30% of the children receive all the vaccinations, is one of the leading causes of the high number of deaths of the children of the PA. This also accounts for the high rate of maternal mortality. The road will permit an improvement of the human development index through better health coverage and better quality of education in the PA.

Economic activities

A.7.6. In Cameroon, the economy of the PA depends mainly on agriculture, livestock and a significant and dynamic commercial activity. The PA benefits from its junction position between Nigeria and the city of Douala, the country's leading economic pole. The program highway constitutes a major link in the trading channels between the two countries. At present, there is substantial trade with Nigeria but which remains informal given the poor state of the road infrastructure. Mamfe is a junction town for the transit of goods coming in from Nigeria and bound for Cameroon's hinterland. These products are manufactured goods such as automobile parts. Cosmetics, food and oil products, and fabrics. The Cameroonian PA supplies agricultural produce such as palm oil, Plantain, raw cassava or processed cassava (Garri), fruits etc. These products are in very high demand from the traders of the large Nigerian cities.

A.7.7. Unlike other areas in Cameroon, in the Project Area (PA), specifically Mamfe to Ekok, women are enlightened and are strongly active in decision making and have a high participation in economic activities. This stems from the fact that there is a high number of

educated women compared to other areas. These women are committed to playing a mentoring role to ensure that the other women benefit from the knowledge gained to transform their communities through participation in decision making, efficiency in their economic activities, and sensitisation and awareness campaigns to ensure continuity of women's empowerment in this area. This is carried out through the Women empowerment centres. The Economic crisis in the mid-eighties generated a high rural urban trade with women being the most active. Even though this trade is seasonal, it has greatly influenced women's way of life and increased their social/economic activities.

A.7.8. This rural –urban trade makes for a bi-directional trade. Women carry local products to the urban areas and bring back urban products for commercial trade and household consumption i.e. – clothing and crayfish. A non-formal activity that started a while ago has now grown into a formal business... i.e. Many self reliance food cooperative. This has re-enforced group activities and has protected interest of its members, hence the women empowerment centres. One of the challenging cultural values, which is significantly detrimental to a society in which women are very active economically, is mainly the lack of rights to land and property ownership by women. In addition, it is worth noting that about 60% of foodstuffs in the Project areas are lost due to lack of storage facilities.

A.7.9. The expected positive impacts on gender and the cost of enhancing these gender benefits when the project is completed will include: (i) reduction of rural exodus; (ii) revitalization of trade activities; (iii) an increase in buyers of agricultural produce; (iv) expansion of farms and increase in productivity; (v) increased literacy level; and (vi) increased skills and capacity.

Impact on Employment

A.7.10. The programme will have a positive impact on job creation and will serve as a bulwark against the rural-urban migration which poses a major challenge to the two countries. During the road construction phase, the local populations and more particularly the youths will benefit most from the temporary employment as road work technicians (male) and food service workers (female). Indeed, the works and their envisaged appurtenances will require low-skilled or unskilled labour for the execution of certain types of works. Due to the improvement of the highway, trade in particular between Nigeria and Cameroon will increase. Nigeria, on account of its high population density, will generate high demand particularly for food items, and constitutes very attractive potential clientele for food products. Women from the PA will be direct beneficiaries of the increased high demand of food items as their main economic activities are in Agriculture.

Negative Impacts

A.7.11. The expected negative impact during and after the implementation of the project is highly related to health issues. It is envisaged that there will be an increase in the vulnerability and exposure of women and young girls in the PA. The local Aids Committee put in place along the corridor responsible for the control and sensitization of the population on STD and HIV/Aids is currently ineffective and non-sustainable due to the lack of capacity of training by those managing the committee. The women's health status is rather alarming. This is exacerbated by the isolation of the PA. The most recent figures show a maternal mortality rate of 669 and 800 maternal deaths for every 100 000 live births for Cameroon and Nigeria respectively. Furthermore, women are victims of harmful cultural practices such as

excision and breast ironing. Breast ironing affects 20% of teenagers in Cameroon and is rather widespread in the PA. Although uncommon in Cameroon, excision is rather widespread in the Nigerian part of the PA. It is practised on 52% of women, and up to 71% of women in Ebonyi State. The arguments put forward to justify these mutilations are related to the control of the sexuality of girls and the spread of HIV within the female population. In this connection, it should be noted that the prevalence rates are particularly higher among women of the North-West (11.9 %) and South-West Provinces (11 %).

A.7.12. These findings reflect the degradation of the public health status of the most vulnerable members of the population. As a matter of fact, Nigeria has the 2nd highest infant and maternal mortality rate in the world. With increasing impoverishment of the populations, these rates have worsened over the past few years reaching in 2005, 110 per 1000 inhabitants (infant mortality) and 800 per 1000 live births. Malaria, diarrhoeal and respiratory diseases are the most widespread. Concerning HIV, the 3 states of the PA have a relatively high prevalence rate compared to the national average (5.8%) – Ebonyi 4.5%. Enugu 6.5% Cross-Rivers 6.1%, although lower than the adjacent South-West Province of Cameroon. Regarding education, the problems of physical accessibility to school remain a major constraint on the Nigerian part of the PA. The time taken to cover the distance from home to school can be long. In Ebonyi State, for instance, only 32% of the children can reach their school in less than 30 minutes. This negatively impacts on the children's chances of completing their primary education; hence the weak primary school completion rate in the PA, which stands at only 20%.

Mitigation

A.7.13. Related works are envisaged under the program. They concern: the construction of youth centres and women's advancement centres, the construction of boreholes, platforms for drying, agricultural processing units (cassava mills, peeling machines, etc.) as well as the construction of a fence and the supply of equipment of educational and health infrastructures along the road axis. These socio-economic infrastructures will reduce the extra work, and will improve the living conditions, particularly of women and youth. These facilities will enable: (i) increased incomes from the marketing of produce and local processing of palm oil and cassava; and (ii) better hygiene and living conditions thanks to access to drinking water and the construction of drying yards for food products.

A.8 Programme Preparation and Supervision

A.8.1. *Two Decades of Transport in Africa (1978-1998)* identified the different trans-African roads and recommended the mobilization of financing for their development. The Bamenda-Mamfe-Ekok road section is the part located in the Cameroonian west of the Lagos-Mombassa trans-African corridor. In 1984, feasibility studies were conducted on this road section and final designs made. However, the level of service, adopted at that time, resulted in an estimated cost of road works that is too high. Furthermore, the economic crisis experienced by Cameroon from 1986 forced the country's Government to update the studies in a bid to reduce costs by deciding to scale down, among other things, the reference speed of the project from 100 km/h to 80 km/h. In 1987, the Government decided, in view of the substantial financing to be mobilized, to build this axial highway section by section. Under the Road Programme (RP), the Bank Group financed, between 1995 and 2002, the updating of studies by section and then, between 1999 and 2002, the construction of the Bamenda-Batibo and Bachuo Akagbe-Mamfe road sections.

A.8.2. Following a request by the Cameroonian Government in July 2001, a mission was fielded in Cameroon in August 2001 and then in October 2002 to prepare the programme and appraise the Mamfe-Ekok road project. But, in December 2002, the Secretary-General of the United Nations sent a correspondence to the Bank requesting it to make a contribution to the financing of a multinational road project linking Cameroon and Nigeria in order to improve their economic integration and relationship of trust following the Ruling of the International Court of Justice on Bakassi. The national approach to the Mamfe-Ekok road project was abandoned for a Bamenda-Enugu corridor transport facilitation multinational programme. The Bank expressed its wish to contribute to such a programme on condition that it received a financing request from each of the two countries concerned. The Governments of the Republic of Cameroon and the Federal Republic of Nigeria submitted their requests for financing in February and June 2003 respectively.

A.8.3. On 29 March 2007, a Memorandum of Understanding was signed between Nigeria and Cameroon during the second tripartite meeting held in Calabar (Cross River State in Nigeria) between 30 May and 1 June 2005. The MoU involves the two RECs in the implementation of the programme. From 23 May to 25 June 2007 and then from 1 to 23 November 2007, the Bank undertook respectively a preparation mission and then a joint ADF/JBIC pre-appraisal mission of the Bamenda-Enugu programme. However, given the fact that the ADF X lacked resources and that some conditions were not fulfilled (particularly the location of the common border checkpoint) by both Governments, the programme could not be presented to the ADF Board of Directors in 2007. After the Government of Cameroon had given its consent for the location of the border checkpoint in Nigerian territory, the programme appraisal mission went to both countries from 23 May 2008 to 15 June 2008.

A.8.4. All Bank missions were composed of at least one transport engineer, one transport economist, one environmentalist and one socio-economist. The infrastructure officers of the country offices of Cameroon and Nigeria participated in some of these missions.

A.8.5. As soon as the ADF loans and grant are approved, the Bank will proceed to launch the programme and will thereafter conduct supervision missions whose provisional schedule and composition are given below.

Provisional Supervision Schedule

Approximate Date	Activity	Composition of Mission	Men-Weeks
15/12/2008	Launching	Project Officers, one disbursement officer, one procurement officer and the infrastructure and procurement officers of the Country Offices of the Bank	12
16/06/2009	Joint donor supervision	Project Officers (Transport Economist and Civil Engineer) and infrastructure officers of the Country Offices of the Bank	8
16/12/2009	Supervision	Project Officers (Transport Economist and Civil Engineer) and infrastructure officers of the Country Offices of the Bank	8
17/06/2010	Mid-term review of the programme	Project Officers (Transport Economist and Civil Engineer), one Legal Officer and one Audit Officer	12
17/12/2010	Supervision	Project Officers (Transport Economist and Civil Engineer) and infrastructure officers of the Country Offices of the Bank	8
18/06/2011	Supervision	Project Officers (Transport Economist and Civil Engineer) and infrastructure officers of the Country Offices of the Bank	8
18/12/2011	Joint donor supervision	Project Officers (Transport Economist and Civil Engineer) and infrastructure officers of the Country Offices of the Bank	8
18/06/2012	Supervision	Project Officers (Transport Economist and Civil Engineer) and infrastructure officers of the Country Offices of the Bank	8
18/12/2012	Joint donor supervision	Project Officers (Transport Economist and Civil Engineer) and infrastructure officers of the Country Offices of the Bank	8
20/03/2014	Completion report	Transport Economist and Civil Engineer	6
	Total		86

A.9 Sustainability of the programme

A.9.1. The sustainability of the programme depends on the quality of works, availability of resources to cover recurrent maintenance costs, conditions under which the road is used and the capacity of contractors to execute the maintenance works. The technical construction options retained were determined in view of present and future traffic volume.

A.9.2. Cameroon has, since 1998, put in place a 2nd generation road fund (RF) placed under the supervisory authority of the Ministry in charge of finance. The resources of the RF are mainly (more than 90%) made up of the Road User Fee (RUF) deducted directly from the sale of fuel and toll/weighting revenues. The Cameroonian Government has pledged, through the Memorandum of Understanding (MoU) signed in 2004 with donors and updated regularly, to raise resources of the RF to CFAF 50 billion by 2008. RF resources rose from CFAF 15 billion in 1998/99 to CFAF 44.20 billion in 2007. The improvement of the management of toll stations should raise toll resources to nearly CFAF 8 billion according to an estimate made by the RF instead of the current CFAF 5 billion. Furthermore, the Government committed itself in the MoU to undertake studies for the establishment of a road agency and the possible putting in place of a TSP2, since the first was completed far back in 2004.

A.9.3. The Federal Road Maintenance Agency (FERMA) was set up in 2002 for routine maintenance activities of the Nigerian federal road network. FERMA is a semi-autonomous parastatal dependent directly on the Federal Ministry of Transport. Its policy is formulated by a board of directors whose members are from the public and private sectors. Its present resources come from budgetary allocations of the federal state. Between 2003 and 2006, FERMA's activities were limited to road mending and emergency repairs. FERMA's 2008 budget allocation is Naira 21 billion (or US\$ 181 million). This amount covers only 53% of

the resources requested. A modifying law approved in May 2007 amending the law to set up FERMA has instituted a 5% levy on fuels in order to increase and secure resources needed to finance road maintenance. Once this law is applied, the federal road network will benefit from adequate and sustained resources allocated to the road maintenance sector. A study on the creation of a second generation *Road Fund (RF)* and a *Federal Road Authority (FRA)* was prepared as part of the ongoing reform in the road sub-sector. A high-level workshop for validation of reforms was organized on 10 and 11 June 2008 in Abuja.

A.9.4. The sustainability of investments depends not only on the measures which will be taken to harmonize axle load limits, gross weight and terms and conditions of control between the ECOWAS and ECCAS zones, but also on the effectiveness of the control of the loads. Studies on axle load to enable the application of the legislation limiting axle load were conducted in Nigeria in 2007. The programme will finance a study on the harmonization of standards and track clearances between the two RECs as well as the installation of axle-load scales.

A.9.5. The sustainability of investments and measures related to transport facilitation will be ensured by the putting in place of the 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 checkpoint estimated at nearly CFAF 100 million per annum will be charged to 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. Likewise, the maintenance of the socioeconomic infrastructure rehabilitated by the programme will be carried out in accordance with the policies and strategies in force in both countries. Such maintenance is based on ownership and participation of the beneficiary populations organized into Village Committees and Parent-Teacher Committees, which will allow for ownership and maintenance of the said infrastructure.

A.10 Eligibility of PCUF for BPR

CRITERIA
<p style="text-align: center;">No exclusion and competition</p> <p><i>The facilitation instruments, particularly the single border checkpoint (PCUF) are accessible to all the users and its use by a user does not affect availability for another user. The fact that the PCUF is the property of the Community (ECOWAS, for instance) and not States would guarantee free access to it. The MOU signed between Nigeria and Cameroon in 2007, as well as the specific agreement being prepared between ECOWAS and CEEECAC will reinforce it. The PCUF is therefore a public good.</i></p>
<p>2- Regional Dimension</p> <p><i>The PCUF is a good considered as extremely important by the Regional Economic Communities (REC). It is one of the essential links in the facilitation of transport and trade which is an aspect that goes beyond a State taken individually. The PCUF aims at doing away with national checkpoints and replacing them with a single checkpoint. That is why in the ECOWAS zone this component is, in accordance with the principle of subsidiarity, entrusted to the Community and the PCUFs belong to the Community and not to the States. ECCAS and CEMAC are preparing a Decision concerning the legal status of the PCUFs similar to that of the ECOWAS zone. Nigeria has, on behalf of the two States, issued a land occupancy deed to ECOWAS to construct the PCUF as provided for in this programme.</i></p>
<p style="text-align: center;">Non-tradable goods (do not produce direct income)</p> <p><i>The PCUF is not intended to produce direct income. A right of way will be requested from users to ensure its functioning and maintenance. However, the impact of the PCUF on trade is significant and should benefit all the countries of the two RECs.</i></p>
<p style="text-align: center;">The public government entity in each participating country is generally responsible for political normalization context</p> <p><i>The project is part of the priority programmes of the transport sector of ECOWAS and ECCAS supported by several donors. The construction of corridors without obstacles, as in this programme, requires the involvement of the States responsible for implementing the road development components and the RECs for the implementation of the transport facilitation component, in accordance with the principle of subsidiarity. The fact that the REC is responsible for the implementation and monitoring of transport facilitation spares them the risk of “clandestine passenger”. This is because countries are often more committed to the construction or rehabilitation of road infrastructures on their territories than to the implementation of transport facilitation.</i></p>
<p style="text-align: center;">Environmental Impact</p> <p><i>Intra and inter-regional trade is still limited mainly because the existence of physical and non-physical barriers are major obstacles to the development of trade. Cooperation between countries makes it possible to conclusively achieve more than what each country could achieve individually.</i></p>
<p style="text-align: center;">Role of the Bank</p> <p><i>Leadership in the implementing NEPAD activities. Transport facilitation and the development of missing links of African roads are some of the major NEPAD projects.</i></p>
<p style="text-align: center;">Financial Instrument</p> <p><i>Nigeria has, on behalf of the two States, issued a land occupancy deed to ECOWAS to construct the PCUF provided for in this programme. Since ECOWAS cannot contract a loan or be guaranteed by the two States, it is proposed that a grant be awarded to the organization.</i></p>

B. Additional Technical Annexes

B.1. Note on the OPRC Concept

NOTE ON OUTPUT AND PERFORMANCE-BASED ROAD CONTRACTS (OPRC)

Output and performance-based road contracts (OPRC) are significantly different from contracts based on bills of quantities that are normally used for road maintenance. The OPRC contract is a type of contract through which the management and maintenance of the road network is explicitly linked to the performance of the road construction company which fulfils or exceeds a well defined minimum level of performance.

In conventional contracts, the road agency, as client, normally specifies the techniques, technologies, types and quantities of materials to be used, as well as the time frame during which the road maintenance works must be carried out. The contractor is paid on the basis of the quantity of inputs (for example, cubic metres of concrete and the number of hours of effective work).

In OPRC performance-based contracts, the client does not define the methods or materials required. Instead, the client specifies the service levels which the contractor must achieve when it carries out the road maintenance works.

According to the guidelines of the World Bank procurement manual (2004), performance-based contracts are based on a contractual relation in which payments are made for the results measured, instead of the conventional approach in which the results and payment reflect the quantity of inputs. For example, the contractor is not paid for the number of potholes filled, but for the result of its works: there is no pothole after the works (or all of them are filled). Failure to comply with performance indicators or late response in correcting deficiencies compromise the payment of the contractor with a series of predetermined penalties. In the event of compliance with commitments, payment is made regularly, normally as equal monthly amounts.

OPRC may cover individual elements of the road network (for example, only sign posts or bridges) or all the elements of the road network (the entire road) in a corridor.

The level of complexity of an OPRC may vary from “simple” to “complete” depending on the number of elements and the range of services included. A “simple” OPRC may cover a simple service (for example, only the clearing of vegetation, only the maintenance of street lights) and may be allocated for relatively short periods (several months or one year). A “complete” OPRC may cover the entire road, including the right of way and comprising the complete range of services required to control and maintain the road. This would include routine maintenance, periodic maintenance and assistance for road safety, etc. Since periodic maintenance requires maintenance works at regular periods (for example, resurfacing, reshaping, etc.), the contract period is usually 3 years to 10 years, and may go up to 30 years. In a “complete” OPRC, most of the works are often outsourced by the main contractor to local sub-contractors.

The first OPRC contracts were concluded in British Columbia, Canada, in 1988 (Zietlow 2004). Subsequently, OPRC contracts were presented and adopted in two other Canadian provinces: Alberta and Ontario. In 1995, Australia launched its first OPRC for the maintenance of urban roads in Sydney. Since then, New South Wales, Tasmania, and West and South Australian provinces began to use performance contracts in the road sector (Zietlow 2004).

In 1998, an OPRC contract was used in New Zealand for the maintenance of 405 kilometres of national roads (Zietlow 2004). Now, 15% of the national road network of New Zealand is covered by this type of contract (MWH NZ Ltd. 2005).

In emerging countries, Latin America was the pioneer continent in developing and adopting its own performance-based contracts. In 1995, Argentina used OPRC contracts for road maintenance, currently covering 44% of its national network (Liataud 2004). In the 1990s, Uruguay also used pilot OPRC projects, first on a small part of its national network and then on major urban roads in Montevideo. A little later, other Latin American countries, such as Brazil, Chile, Columbia, Ecuador, Guatemala, Mexico and Peru, also started adopting this results-based approach.

Gradually, this practice spread to other countries in Europe, Africa and Asia, for example, Great Britain, Sweden, la Finland, Netherlands, Norway, France, Estonia (63% of the national roads), Serbia and Montenegro (8% of national roads), South Africa (100% of the national road network), Zambia, Chad (17% of accessible all-season roads), Philippines (231 kilometres of national roads). Preparations are currently being made to launch OPRC programmes in Albania, Cape Verde, Chad, Madagascar, Tanzania, Burkina Faso, India, Cambodia, Thailand, Indonesia, Vietnam and Yemen.

Some of the above-mentioned countries use “pure” performance contracts, whereas others (for example, Finland, South Africa, Serbia and Montenegro) give priority to “hybrid” contracts.

Road agencies have adopted the OPRC approach because it offers several benefits in comparison to a more traditional approach: (a) reduced costs in the management and maintenance of the road network; (b) more regularity in disbursements for the road agencies; (c) capacity to manage the road network with less staff; (d) better satisfaction of the user and better state of the roads; and (e) multi-annual maintenance financing.

OPRC can reduce costs particularly through:

- Incentives for the private sector to innovate and develop higher productivity;
- Reduction of overhead and administrative costs as a result of better prepared outline contracts requiring less staff to administer and manage contracts;
- Better flexibility of the private sector (in comparison to the public sector) to reward performance and react quickly in the event of poor performance.

B.2. ANNEX

**CAMEROON/NIGERIA: TRANSPORT FACILITATION PROGRAMME ON THE BAMENDA-MAMFE-EKOK-ABAKALIKI-ENUGU CORRIDOR
RECOMMENDATIONS FROM THE STUDY ON UNIT COSTS OF ROAD WORKS**

OBJECTIVES /RECOMMEDATIONS	ACTIONS
Objective 1 : Accurately determine the cost estimates	
Ensure that the project design or design review is conducted by renowned consulting firms, recruited through the appropriate selection process, in accordance with Bank guidelines and TOR specifically requiring an analysis of the supply chain of the company's contract, as well as availability of the main inputs and price projections made when determining the cost estimates provided for by the engineer (the countries and the Bank).	The studies were conducted by consulting firms with appropriate experience. Experienced individual consultants have been recruited by the Bank to review the technical documents before programme appraisal.
Require an adequate level of geotechnical study at the design stage (the Bank and the countries).	The required geotechnical studies have been conducted and the studies have been reviewed by experienced engineers.
Systematically update the cost estimates when projects are behind schedule by reviewing the costs at appraisal and the entire design, more than 2 years after the initial design (the Bank and the countries).	The costs were updated in 2007 in Nigeria and in 2008 in Cameroon. Adjustments were made at programme appraisal to take into account price fluctuations and exchange rates.
Encourage, if necessary, the standardization of project design requirements at the national level or at the regional level in the case of multinational corridors (the Bank and the donors)	The programme design took into account the standards and norms in force in the two Regional Economic Communities.
Objective 2: Further improve competitiveness of bids	
Systematically review, on a country basis, the justification for promoting the participation of local contractors, and define measures for project design by the appraisal team – for example, the preparation of bidding documents, country preference, prequalification criteria, etc. (the Bank and the countries).	The preferential clause was not adopted for this programme. On the other hand, in order to broaden competition, the works have been divided into fairly big lots to attract large enterprises and enable the medium-size enterprises to submit bids.
Continue with the publication and implementation of competitive bidding, as well as detailed review of procurement procedures by the executing agencies and their capacity (the Bank).	The Bank's procurement rules of procedure and standard documents will be used.
Monitor procurements to ensure competitiveness, and intervene when competitive bidding tends towards limited competition (the Bank and the countries).	Open international competitive bidding has been selected for the works.
Objective 3 : Enhanced management of knowledge on the costs of roads and road construction industry	
Support the creation of updated national databases on active contractors on the road construction market, using information provided by project implementation reports and PCRs (the countries, the bank and donors).	There is a road database on works prices. It will be updated with technical assistance.
Support the creation of updated databases on the unit costs of roads for the various types of projects (scope, scale, location and context) – based particularly on the results of the Diagnosis of national infrastructures in Africa (the Africa Infrastructure Country Diagnostic) and on unit cost estimates of the infrastructures (the countries, RECs, the Bank and the other donors).	This issue is one of the points of TSP 2 being prepared in Cameroon. Reforms are underway in Nigeria to have a price list.
Monitor fluctuations in world and local prices of the main inputs, as a rapid alert system for market price increases (the countries).	To be monitored by the Bank, the two countries and the RECs.
Organize internal and external workshops on the conclusions and recommendations of the study and proposed action plan (the Bank).	
Systematically apply FIDIC conditions for price adjustment formulas in contracts (the countries and the Bank).	Ongoing action by ORPF.
Objective 4: Minimize project implementation delays	
Closely evaluate the capacity of executing agencies, and include adequate capacity building in the project components, if necessary (the Bank and the countries).	This has been done under the present programme.
Ensure efficient supervision of projects and compliance with realistic procurement time lines (the Bank).	Frequency of 2 supervision missions/year for the projects.
Continue, as much as possible, to minimize the non-essential conditions precedent to loan effectiveness or to disbursement; for example, by excluding conditions relating to reform of the sector policy, which should be defined in sector reform and development policy loans (the Bank).	The preparation of the programme since 2002 has eliminated all the conditions which could take time to fulfil.
Systematically review implementation through advance procurement actions (the Bank).	Advance procurement actions will be used in this programme.
Ensure that the appropriate procedures are followed for evaluation of the qualifications of bidders (the Bank and the countries).	Procurement was conducted in accordance with the Bank's relevant rules of procedure.
Ensure continuity of staff responsible for project supervision and implementation (the Bank and the countries).	The CSEPR-BAD-BM staff in Cameroon were recruited more than 6 years ago through competition and after ADF no objection opinion. The RSDT in Nigeria was established two years ago by the WB and the staff were recruited through competition.
Explore the possibility of using other procurement methods, such as the design-construction-maintenance method, and the procedure to follow for improving/harmonizing the related procurement guidelines (the Bank and the donors).	The BOT is not expected to apply to the loan.
Continue to support institutional support of the road sector and capacity building (the Bank and the countries).	To be monitored.
Objective 5: Be well prepared to increase the prices	
Agree with the borrowers on a mitigation plan where price increases exceed the provisions made in the project, including increase in counterpart funds and other measures (the countries and the Bank).	To be monitored.
Justify the provisions for price increases and contingencies in the project cost estimates to reflect the specificities of projects and countries, the perceived validity of the design cost estimates, and future price variations provided for the main inputs (the Bank).	Justified.