

AFRICAN DEVELOPMENT FUND

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APPRAISAL REPORT
MULTINATIONAL CEMAC-CAMEROON-CENTRAL AFRICAN
REPUBLIC-CHAD

TRANSPORT FACILITATION PROGRAMME ON THE DOUALA –
BANGUI AND DOUALA – N’DJAMENA CORRIDORS

DEPARTMENT OF INFRASTRUCTURE

OINF

MAY 2007

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PROGRAMME INFORMATION SHEET

Date: January 2007

The information given below is intended to provide some guidance to prospective suppliers, contractors and consultants and all persons interested in the procurement of goods and services for Programmers approved by the Boards of Directors of the Bank Group. More detailed information and guidance should be obtained from the Executing Agencies of the Borrower and the Donees.

1. COUNTRIES : Cameroon/Central African Rep./Chad
2. PROGRAMME NAME : Transport Facilitation Programme on the Douala – Bangui and Douala – N’Djaména Corridors
3. LOCATION : Cameroon, Central African Rep. and Chad
4. DONEES : CEMAC, Central African Republic and Chad
5. BORROWER : Cameroon
6. EXECUTING AGENCIES : For general monitoring at the regional level:
Secrétariat Exécutif de la CEMAC/Direction des Transports et Télécommunications, BP 969 – Bangui, Centrafrique ; Tel (236) 611885; Fax : (236) 612135 ; E-mail : sgudeac@intnet.cf

For Programme monitoring at the national level:

- i). Ministère des Travaux Publics (MINTP) / Direction des Routes / Cellule de Suivi de l’Exécution des projets BAD Yaoundé, Cameroun, Tel (237) 223-48-78/222 22 94; Fax : (237) 222 22 94; email :csepr-bad@yahoo.fr.
- ii). Ministère de l’Equipement et du Désenclavement/Direction Générale des Etudes, de la Planification et du Contrôle, BP. 978, Bangui, Centrafrique, Tel (236) 569779/503040/611873; Fax (236) 614628, email: ministreequiprca@yahoo.fr
- iii). Ministère des Infrastructures/Direction Générale des Routes, B.P. 436, N’Djaména-Tchad, Tel : (235) 52 43 76/52 27 71, Fax : (235) 522196/523709, Email : ciscp@intnet.td/drtchad@intnet.td

7. PROGRAMME DESCRIPTION

The Programme components are as follows:

A - IMPROVEMENT AND STRENGTHENING OF CORRIDOR ROADS

- A.1 - **In Cameroon** : (i) Improvement of safety on the 240 km of the Douala-Yaoundé road section, (ii) improvement and asphaltting of the 253 km of road between Garoua Boulai and Ngaoundéré and the 6 km of road for the Kousséri by-pass, (iii) treatment of critical points over the 275 km of the Ngaoundéré-Garoua road section; (iv) rehabilitation of the 93 km of the Garoua-Figuil road section; and (v) improvement of the 15 km of the Meiganga road system and 5 km of the Garoua-Boulai road system.
- A.2 - **In Cameroon/Chad**: (i) construction of a 230-lm two-lane bridge over the Logone River at the Cameroon / Chad boundary.
- A.3 - **In Chad**: (i) widening to a 2x2 road of the 6-km road between Ngueli and Walia; (ii) strengthening of the 0.5 km road between the Walia junction and the new N'Djaména bridge; (iii) maintenance under GENIS contract of 592 km of road between N'Djaména and Touboro.
- A.4 - **In the Central African Republic**: (i) improvement and asphaltting of the 155 km of the road sections between Bouar and Garoua Boulai in the CAR; and (ii) road maintenance on the international highways.
- A.5 - Mitigation of environmental impacts
- A.6 - Sensitization to STI-HIV/AIDS, malaria, road safety and environmental protection.
- A.7 - Works inspection and supervision.
- A.8 - Highway engineering in Cameroon, CAR and Chad.

B - IMPROVEMENT OF THE DOUALA-NGAOUNDERE RAILWAY

- B-1. Rehabilitation of 125 km of the Douala-Ngaoundéré railway
- B-2. Procurement of 6 passenger cars
- B-3. Environmental and social measures for railroad sections, and
- B-4. Works inspection and supervision

C - RELATED WORKS

- C.1. Development of 150 km of connecting roads to the corridor roads of the Programme;
- C.2. Construction of the fences of 42 schools and rehabilitation of classrooms and construction of 5 trading facilities situated at less than 100 m of the corridor sections of the PROGRAMME;
- C.3. Provision of 115 farm produce drying yards in the villages at corridor road sections of the PROGRAMME;
- C.4. Supply and installation of 51 consignments of small agricultural produce and transportation and equipment for women's groups in villages situated at the corridor road sections of the PROGRAMME;
- C.5. Drilling of 15 boreholes for water supply in certain villages situated in the corridor road sections of the Programme;
- C.6. Provision of a cattle de-stress point and rest areas for drivers
- C.7. Works inspection and supervision.

D - TRANSPORT AND TRANSIT FACILITATION ACTIONS AND MEASURES

- D.1 - Technical Assistance and capacity building of the Douala Port Authority (PAD)
- D.2 - Computerization of PAD, the One-Stop Shop for external trade(GUCE) and interconnection of the PAD harbour community;
- D.3 - Studies on transport facilitation-related issues
- D.4 - Studies on setting up radio communication
- D.5 - Support for the setting up of a transport cost information system
- D.6 - Investments on port safety at PAD
- D.7 - Support for computerization of the One-stop Shop (GUCE) and interconnection of the computer systems of the harbour community of PAD
- D.8 - Improvement of intermodal interfaces: (i) Investment for the Douala Port-highway interface; (ii) feasibility study on the construction of a road terminal at Ngaoundéré in Cameroon, at Bouar in CAR and at N'Djaména in Chad,
- D.9 - Interconnection of the SYDONIA computerized customs system in the CEMAC zone and Connection of the system;
- D.10 - Construction and equipment of 3 single checkpoints at the Cameroon/Chad (Touboro/Boularambou,Ngueli/Kousséri) and Cameroon/CAR(Garoua-Boulai) boundary
- D.11 - Supply and installation of radio-communication equipment and axle-load scales on the corridors ;
- D.12 - Works inspection and supervision; and
- D.13 - Seminars / Field trips/Sensitization to the corridor concept.

E - INSTITUTIONAL SUPPORT AND PROGRAMME MANAGEMENT

- E.1 - Technical assistance to SE-CEMAC for the management and implementation of the Customs Union as well as the entry into force of the CEMAC Trade and Transport Programme;
- E.2 - Technical assistance to the Customs services of Cameroon, CAR and Chad;
- E.3 - Technical Assistance to SE-CEMAC for the monitoring and general coordination of the Programme and for monitoring the implementation of the facilitation aspect of the Programme;
- E.4 - Technical Assistance to the Ministry of Equipment and Disenclavement (MED) CAR;
- E.5 - Support to MINTP and MINT of Cameroon and to MI of Chad
- E.6 - Monitoring and evaluation of Programme impact and putting in place of the practice monitoring unit
- E.7 - Capacity building and functioning of Programme Coordination at the Executive Secretariat of CEMAC, Joint Technical Committee and the Highways and Transport Directorates of the three countries, responsible for monitoring the PROGRAMME (coordinators, project officers, support personnel, logistics and computer equipment, organization of meetings) ; and
- E.8 - Financial and accounting audit.

8. TOTAL COST

Programme cost	:	UA 409.20 million
(i) Cost in foreign exchange	:	UA 323.52 million
(ii) Cost in local currency	:	UA 85.80 million

9. ADF GRANTS AND LOAN

• ADF GRANTS	:	UA 60.80 million
• ADF LOAN	:	UA 48.00 million

10. OTHER FINANCING SOURCES

• IDA	:	UA 115.12 million
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- European Union : UA 130.14 million
 - French Development Agency : UA 35.01 million
 - CEMAC : UA 1.62 million
 - Private Sector/Beneficiaries : UA 4.12 million
 - Government of Cameroon : UA 8.08 million
 - Government of Central African Rep.: UA 3.49 million
 - Government of Chad : UA 2.95 million
11. DATE OF APPROVAL OF GRANTS AND LOAN : June 2007
12. ESTIMATED START-UP DATE /DURATION : July 2007/45 months
13. PROCUREMENT
- PROCUREMENT OF GOODS AND WORKS : The road and related works, construction of the bridge and the single-check point at the Northern border between Chad and Cameroon located at Kousséri financed by the ADF will be procured through international competitive bidding. Goods (radio-communication and axle-load scales) will be procured through international competitive bidding. Computer and transport logistics equipment will be procured through local shopping.
 - CONSULTANCY SERVICES REQUIRED AND STAGE OF SELECTION : Consultancy services required for studies, works inspection and supervision, the accounting and financial audit, sensitization, monitoring and evaluation and technical assistance will be procured through short-listing.
14. ENVIRONMENTAL CATEGORY: I

CURRENCY EQUIVALENTS

(January 2007)

UA 1 = CFAF 749.293

UA 1 = USD 1.5044

FISCAL YEAR

1 January- 31 December

WEIGHTS AND MEASURES

1 kilogramme (kg)	=	2.205 lbs
1 metre (m)	=	3.29 feet (ft)
1 kilometre (km)	=	0.621 mile
1 square kilometre (km ²)	=	0.3861 sq mile
1 hectare (ha)	=	2.471 acres

ACRONYMS AND ABBREVIATIONS

ADB	:	African Development Bank
ADF	:	African Development Fund
AFD	:	French Development Agency
BARC	:	Bureau d’Affrètement Routier Centrafricain (Central Afric. Road Freight Board)
BGFT	:	Overland Freight Management Office (Cameroon)
BNF	:	Bureau National de Fret (National Freight Office, Chad)
CEMAC	:	Central African Economic and Monetary Community
CET	:	Common External Tariff
CFAF	:	CFA Franc
CFP	:	Training and Retraining Centre
CIT	:	Community Integration Tax
COSCAP	:	Cooperative Development of Operational Safety and Continuing Airworthiness
CSEP-BAD	:	ADB Road Projects Implementation Monitoring Unit (Cameroon)
DGED	:	Direction Générale de l’Équipement et du Désenclavement en Centrafrique (Directorate General for Equipment and Disenclavement (CAR))
DGEPC	:	Direction Générale des Etudes, de la Planification et du Contrôle en Centrafrique (Directorate-General for Studies, Planning and Control (CAR))
DPA	:	Direct Programme Area
DTT/SE-CEMAC:	:	Department of Transport and Telecommunications (CEMAC)
EDF	:	European Development Fund
EU	:	European Union
FER	:	Fonds d’Entretien Routier (Road Maintenance Fund)
FODEC	:	Fonds de Développement de la Communauté (Community Dev’t Fund)
GENIS	:	Gestion de l’Entretien par Niveau de Service (Maintenance Management by Service Level)
GUCE	:	One-Stop Shop for External Trade
ICB	:	International Competitive Bidding
IDA	:	International Development Association
IRI	:	International Roughness index
IRR	:	Internal rate of return
LCB	:	Local Competitive Bidding
MED	:	Ministry of Equipment and Disenclavement (CAR)
MI	:	Ministry of Infrastructure (Chad)
MINT	:	Ministry of Transport (Cameroon)
MINTP	:	Ministry of Public Works (Cameroon)
NEPAD	:	New Partnership for Africa’s Development
NH	:	National Highway
STAP	:	NEPAD Short-Term infrastructure Action Plan
PAD	:	Douala Port Authority
PDCT-AC	:	Plan Directeur Consensuel des Transports en Afrique Centrale (Consensual Transport Master Plan for Central Africa)
PIP	:	Public Investment Programme
PNDP	:	National Participatory Development Programme
PRFTT-CEMAC:	:	CEMAC zone Regional Transport and Transit Facilitation Programme
PRRI	:	Programme du Réseau Routier Intégrateur (Integrative Road Network Programme)
RBCSP	:	Results-based Country Strategy Paper

REC	:	Regional Economic Community
RF	:	Road Fund
RM	:	Road Maintenance
SIAM	:	Système d'Information Anticipée sur la Marchandise (Advanced Information on Goods)
SME	:	Small- and Medium- sized Enterprise
SOCATRAF	:	Société centrafricaine de transport fluvial (Central African River Transport Company)
SYDONIA	:	Système Douanier Automatisé (Computerised Customs System)
TIPAC	:	Inter-State Transport of Central African countries
TK	:	Tonne kilometre
TSP	:	Transport Sectoral Project
UDEAC	:	Customs and Economic Union of Central Africa
UNCTAD	:	United Nations Conference on Trade and Development
Veh/d	:	Vehicles per day
WCAMO	:	West and Central African Maritime Organisation

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CEMAC/CAMEROON/C.A.R./CHAD
Transport Facilitation Programme on the Douala-Bangui and Douala – N'Djamena Corridors
Logical framework of the Entire Programme

Starting date July 2007
 Completion date July-2011
 Design team Messrs B. TRAORE, M. MBODJ and L. JOOTTUN, OINF.1

HIERARCHY OF OBJECTIVES	EXPECTED OUTCOMES by sector and by corresponding themes	SCOPE	PERFORMANCE INDICATORS Source and method	INDICATORS OF OBJECTIVES AND TIME_FRAME	ASSUMPTIONS AND RISKS
<p><u>PROGRAMME GOAL</u> Contribute to increased CEMAC intra-community and external trade</p>	<p>Intra-community and external trade are facilitated and have increased</p>	<p>1. CEMAC zone</p>	<p>1 (i) Volume of intra-community trade and of external trade of hinterland countries; (ii) level of interconnection of Customs computer systems in the CEMAC zone <u>Source:</u> ECCAS, CEMAC and BEAC Statistics <u>Methods:</u> Statistics prepared by member countries</p>	<p>1. (i) The volume of intra-community trade rises by 5% in 2006 to 15% in 2015; (ii) in 2015, Sydonia is installed, interconnected and operational at the customs level in CEMAC zone countries <u>Source:</u>ECCAS, CEMAC and BEAC statistics <u>Methods:</u> Statistics prepared by member countries</p>	<p>1.1 Eradication of conflicts in Central Africa 1.2 Pursuit of policy integration by the States.</p>
<p><u>PROGRAMME OBJECTIVE</u> Improve the efficiency of the transport logistics chain including the service level of the road infrastructure and the railway and accessibility throughout the Douala-N'Djamena and Douala - Bangui corridors</p>	<p>The efficiency of the transport logistics chain including the service level of the road infrastructures and the railway and accessibility throughout the Douala-Bangui and Douala-N'Djamena corridors are improved</p>	<p>Programme area in the three countries Garoua Boulai-N'gaoundéré in Cameroon and Garoua Boulai- Bouar in CAR</p>	<p>1. Sydonia between the Customs of Cameroon, CAR and Chad; (ii) number of customs operations processed manually by the Customs services of these three countries; (iii) increase rate of FODEC resources ; 2. (i) port turnaround time, territory crossing time and passage time at the borders of the three countries; (ii) number of check points on the corridors, (ii) increase in the mean turnaround time for trucks carrying out transit transport on the two corridors 3. (i) percentage of road length in poor condition on the corridors ; (ii) number of operational axle-load check points on the on the two corridors ; (iii) distance covered by foot to fetch water in the area; (iv) distance to access a motorable road; (v) cumulative length on the railway rail brakes in Cameroon <u>Sources:</u> Customs of the three countries, SE-CEMAC, BEAC, MINTP, PAD and CAMRAIL in Cameroon, MI au Chad MED in CAR, CEMAC, Ministries in charge of the economy, planning, education, social affairs and health of the three countries BNF, BGFT, BARC <u>Methods:</u> statistics prepared, surveys on the corridor</p>	<p>1. (i) the SYDONIA customs systems of the three countries are upgraded and interconnected in 2010; (ii) the manual processing of customs operations in the three countries is abandoned in 2010; (iii) the percentage of CIT revenue remitted rises from 50% to 100% in 2011; (iv) the percentage of CIT revenue effectively remitted to FODEC rises from 0% in 2006 to 25% in 2010. 2. By 2011: (i) the port turnaround time for major importers and transit time between Douala Port exit and arrival in Bangui or N'Djaména are reduced by 20%; (ii) sealed merchandise check points except for weighing stations and border formalities are eliminated; (iii) the average number of rounds for goods trucks on the Douala - N'Djaména and Douala-Bangui corridors increases by 20%. 3. By 2011 : (i) the proportion of bad roads on the corridors drops form 37% in 2006 to 14%, (ii) the number of operational weighing stations on the two corridors rises from 3 to at least 20; (iii) the average distance covered to fetch water drops from 5 km to 2.5 km ; (iv) the distance to a motorable road is limited to 2km in villages situated in the Programme area between Bouar and Garoua Boulai in CAR ; and (v) the cumulative length of rail brakes put in place for over 90 days on the railway drops from 3 km in 2006 to less than 2 km <u>Sources:</u> Customs of the three countries, SE-CEMAC, BEAC, MINTP, PAD and CAMRAIL in Cameroon, MI au Chad MED in CAR, CEMAC, Ministries in charge of the economy, planning, education, social affairs and health of the three countries BNF, BGFT, BARC <u>Methods:</u> statistics prepared, surveys on the corridor</p>	<p>1. Acceptance of the customs reforms facilitation measures by stakeholders (customs, transport operators etc.) 2. 2nd generation road funds fully operational in the three countries 3. The concession agreement for the operation of the railway in Cameroon is respected by the two parties (State and concessionaire) 4. The instruments governing transit traffic control on the corridors are applied.</p>

ACTIVITIES AND INPUTS		Programme area			
<p>1. development and /or strengthening of the roads of the two corridors in Cameroon (UA 314.41 Mo)</p> <p>2. improvement of the Douala-Ngaoundere railway (UA 43.13 Mo)</p> <p>3. related socio- economic infrastructure works in the three countries UA 5.26 Mo)</p> <p>4. transport and transit facilitation actions and measures (UA 33.23 Mo)</p> <p>5. Support to the Customs, to PAD and to GUCE, to MINTP and MINT for capacity building and Programme implementation monitoring (UA 13.30 Mo)</p>	<p>1. (i) road sections between Douala and Yaoundé secured, (ii) new road sections developed and asphalted between Garoua Boulai and Ngaoundéré and the Kousseri by-pass road in Cameroon and between Garoua Boulai and Bouar in CAR, (iii) road sections rehabilitated or maintained between Ngaoundéré and Figuil in Cameroon, (iv) road sections widened and asphalted between Ngueli andWalia and between the 2 bridges in Chad ; (v) new 2x2 bridge built over the Logone River in Chad/Cameroon ; (vi) GENIS-maintained road sections between N'Djaména and Touboro in Chad ; (vii) inter-State sections maintained in CAR; and (viii) mitigation of their environmental impacts as well as population sensitization measures carried out in the three countries.</p> <p>2.(i) railway rehabilitated between Batchenga and Ka'a, (ii) railways passenger cars procured , and; (iii) environmental and social measures put in place in the areas crossed by railway sections ;</p> <p>3. The Garoua Boulai-Ngaoundéré sections in Cameroon, Garoua Boulai-Bouar section in CAR and Ngueli-Walia in Chad: (i) tracks, farm produce drying yards, boreholes for water supply and rest areas for drivers provided ; (ii) in certain villages social infrastructures and trading facilities rehabilitated and farm produce processing equipment supplied.</p> <p>4.(i) feasibility studies of a road terminal at Ngaoundéré, N'Djaména and Bouar conducted; (ii) study on transport costs and study of the setting up of a radio-communication system conducted ; (iii) single check points constructed and equipped at the borders of the three States, (iv) radio-communication equipment and axle-load scales put in place throughout the corridor (v) safety and security and port/road interface at Douala port improved ; (vi) an interconnected customs system bwn CEMAC member States as well as a common data bank linking the Customs services of member states to the CEMAC Secretariat are operational, (vii) equipment</p>		<p>1. lengths of road asphalted and/or rehabilitated, secured maintained; number of persons sensitized on HIV/AIDS and malaria, environmental protection and road safety</p> <p>2. length of railroad rehabilitated and number of passenger cars acquired.</p> <p>3. number of socio-economic infrastructures rehabilitated or developed and number of minor equipment acquired</p> <p>4. number of project PDs provided ; number of facilitation committees set up, number of persons sensitized to the exploitation and use of the corridor, number of participants in seminars and case study corridor management field trips ; corridor management committee operational ; number of single check points at the borders of the three States ; type of equipment put in place for monitoring cargo by radio ; number of facilities, equipment, and software supplied, persons trained to use them and in management of the Customs Union ; number of facilities put in place at inter-modal interfaces</p> <p>5. number of facilities provided to CSEP, t DR and DTT/CEMAC for Programme monitoring ; number of coordinators, project officers and members of the CTM, number staff/months of technical assistance made available to the DTT of CEMAC ; number of monitoring and evaluation and audit reports produced</p> <p><u>Sources</u> : Programme Coordination, ; CTM ; CEMAC; MINTP, MED, MI <u>Methods</u> : Appraisal, supervision, Status, audit reports, and completion report of the Programme</p>	<p>At the end of the Programme in 2011 :</p> <p>1. (i) 259 km of roads developed and asphalted bwn Garoua Boulai and Ngaoundéré and for the Kousseri by-pass; 15 km of road systems asphalted in Meiganga and 5 km of road system at Garoua Boulai in Cameroon; (ii) 240 km de of road secured bwn Douala and Yaoundé, critical points treated over 275 km of road bwn Ngaoundéré and Garoua and 93 km of road rehabilitated bwn Garoua and Figuil in Cameroon; (iii) 155 km of new road asphalted bwn Garoua Boulai and Bouar in CAR and 100 km of inter-State road maintained; (iv) 6 km road widened to 2x2 road bwn Ngueli and Walia and 0.5 km of road rehabilitated bwn the Walia junction and the new N'Djaména bridge and 592 km of road maintained in Chad; (v) 2301 m of the two-lane bridge built over the Logone River bwn Cameroon and Chad ; (vi) 2 million persons sensitized on HIV/AIDS and malaria, road safety and environmental protection</p> <p>2. 125 km of railway renewed between Batchenga and 6 passenger cars purchased.</p> <p>3. (a) <u>In Cameroon</u> in the zone situated bwn Garoua Boulai and Ngaoundéré: (i) 75 km rural road, 8 boreholes, 2 trading facilities , 60 farm produce drying yards of 50 m² c each and a rest area in each village for drivers provided; (ii) 12 schools fenced and rehabilitated and equipped with benches ; (iii) 32 consignments of small farm produce transportation and processing equipment made available to women's groups ; (b) <u>In CAR</u> in the zone situated bwn Garoua Boulai and Bouar : (i) : 75 km of road developed, 9 classrooms rehabilitated and 1 market shed built, 6 boreholes and 25 farm produce drying yards provided ; (ii) 15 consignments of small farm produce processing equipment supplied and installed; (c) <u>in Chad</u> : fencing and rehabilitation of 12 classrooms equipped with benches, two head teacher's offices, fences, latrines and boreholes at the Walia primary school ; 2 market sheds , 1 borehole and 1 cattle de-stressing area (enclosure) cattle in bond at Ngueli provided and 4 consignments of small farm produce processing equipment supplied and installed</p> <p>4. (i) A PD of the N'Djamena and Bouar road terminal prepared, a transport costs information system put in place, about a thousand persons sensitized on the exploitation and use of the corridors ; 25 participants in the corridor management case study field trip, 1 corridor management committee operational ; 3 single check points constructed and equipped at the borders; radio communication system and axle-load scales put in place on the corridors; SYSDONIA interconnected and 500 customs officers trained ; (ii) the Cameroon customs , PAD, GUCE are provided with computer equipment and software and interconnection</p>	<p>1. Coordination of Programme donors</p> <p>2. Programme management capacities of CEMAC and the countries</p>

	<p>for the intermodal interfaces put in place</p> <p>5.(i) Computerization and interconnection of PAD computer systems, of the port community and GUCE in Cameroon improved (ii) capacity building of the CESP of MINTP, of MINT, of the DG of Customs in Cameroon, (iii) audit system of the Programme in Cameroon put in place ; (iv) technical assistance and/or capacity building of SE-CEMAC, of MED in CAR and MI in Chad, (v) Programme monitoring and evaluation and audit systems put in place</p>			<p>network of the port community installed.</p> <p>5.(i) 5 vehicles provided to the coordination teams of which 2 to CSEP/MINTP 1 to DGEPC/MED, 1 for DGR/MI, 1 for DTT/CEMAC, (ii) 4 complete computers, 1 photocopier, office stationery and equipment for each country and for DTT/CEMAC; (iii) 1 project coordinator appointed by MED and MI; (iv) 2 project Engineers appointed within MINTP, an assistant coordinator designated by MINT, a procurement specialist made available to the CSEP for 18 months and focal points at the level of customs and ministries designated and supplementary premises built and/or rehabilitated for CSEP ; (v) a CTM of 16 members put in place ; (vi) 60 staff/months of TA put at the disposal of CEMAC ; and (vii) 4 surveys for the monitoring and evaluation of impacts conducted and 4 annual financial audit reports produced by Cameroon, Chad and by CEMAC covering CAR.</p> <p><u>Sources</u> : MINTP/MINT/DG Customs and CSEP</p> <p><u>Methods</u> : Appraisal, supervision, control, audit, and completion reports of the Programme</p>	
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CEMAC/CAMEROON/C.A.R./CHAD
Transport facilitation Programme on the Douala-Bangui and Douala – N'Djamena corridors
Logical framework of the Programme for the Grants

Starting date July 2007
 Completion date July-2011
 Design team Messrs B. TRAORE, M. MBODJ and L. JOOTTUN, OINF.1

HIERARCHY OF OBJECTIVES					
PROGRAMME GOAL Contribute to increased CEMAC intra-community and external trade	Intra-community and external trade are facilitated and have increased	1. CEMAC zone	(i) Volume of intra-community trade and of external trade of hinterland countries; (ii) level of interconnection of Customs computer systems in the CEMAC zone <u>Source:</u> ECCAS, CEMAC and BEAC Statistics <u>Methods:</u> Statistics prepared by member States	2. (i) The volume of intra-community trade rises by 5% in 2006 to 15% in 2015; (ii) in 2015, Sydonia is installed, interconnected and operational at the customs level in CEMAC zone countries <u>Source:</u> ECCAS, CEMAC and BEAC statistics <u>Methods:</u> Statistics prepared by member countries	1.3 Eradication of conflicts in Central Africa 1.4 Pursuit of policy integration by the States.
PROGRAMME OBJECTIVE Improve the efficiency of the transport logistics chain including the service level of the road infrastructures and the railway and accessibility throughout the Douala-N'Djamena and Douala-Bangui corridors	The efficiency of the transport logistics chain including the service level of the road infrastructures and the railway and accessibility throughout the Douala-Bangui and Douala-N'Djamena corridors are improved	Programme area in the three countries Garoua Boulai-N'gaoundéré in Cameroon and Garoua Boulai-Bouar in CAR	1 (i) Sydonia connection level between the Customs of Cameroon, CAR and Chad; (ii) number of customs operations processed manually by the Customs services of these three countries; (iii) increase rate of FODEC resources; 2. (ii) port turnaround time, territory crossing time and border crossing time in the three countries; (ii) number of check points on the corridors, (ii) increase in the mean turnaround time for trucks carrying out transit transport on the two corridors 3. (iii) percentage of road length in a bad state on the corridors; (ii) number of operational axle-load check points on the two corridors; (iii) distance covered on foot to fetch water in the area; (iv) distance to access a motorable road; (v) cumulative length on the railway rail brakes in Cameroon <u>Sources:</u> Customs of the three countries, SE-CEMAC, BEAC, MINTP, PAD and CAMRAIL in Cameroon, MI in Chad, MED in CAR, CEMAC, Ministries in charge of the economy, planning, education, social affairs and health of the three countries BNF, BGFT, BARC <u>Methods:</u> statistics prepared, surveys on the corridor	4. (i) the SYDONIA customs systems of the three countries are upgraded and interconnected in 2010; (ii) the manual processing of customs operations in the three countries is abandoned in 2010; (iii) the percentage of CIT revenue remitted rises from 50% in 2006 to 100% in 2011; (iv) the percentage of CIT revenue effectively remitted to FODEC rises from 0% in 2006 to 25% in 2010. 5. By 2011: (i) the port turnaround time for major importers and transit time between Douala Port exit and arrival in Bangui or N'Djaména are reduced by 20%; (ii) sealed merchandise check points except for weighing stations and border formalities are eliminated; (iii) the average number of rounds for goods trucks on the Douala - N'Djaména and Douala-Bangui corridors increases by 20%. 6. By 2011 : (i) the proportion of bad roads on the corridors drops from 37% in 2006 to 14%, (ii) the number of operational weighing stations on the two corridors rises from 3 to at least 20; (iii) the average distance covered to fetch water drops from 5 km to 2.5 km; (iv) the distance to a motorable road is limited to 2km in villages situated in the Programme area between Bouar and Garoua Boulai in CAR. <u>Sources:</u> Customs of the three countries, SE-CEMAC, BEAC, MINTP, PAD and CAMRAIL in Cameroon, MI in Chad, MED in CAR, CEMAC, Ministries in charge of the economy, planning, education, social affairs and health of the three countries BNF, BGFT, BARC <u>Methods:</u> statistics prepared, surveys on the corridor	1. Acceptance of the customs reforms facilitation measures by stakeholders (customs, transport operators etc.) 2. 2 nd generation road funds fully operational in the three countries 3. The instruments governing transit traffic control on the corridors are applied.
ACTIVITIES AND INPUTS 1. improvement and /or strengthening of the roads of the two corridors in Cameroon (UA 214.84 Mo)	1. (i) road sections between Douala and Yaoundé secured, (ii) new road sections developed and asphalted between Garoua Boulai and Nandéké in Cameroon and between Garoua Boulai and Bouar in CAR, (iii) road sections rehabilitated or	CEMAC Zone and Areas linked to the Douala-Bangui and Douala-N'Djamena corridors	1.lengths of road asphalted and/or rehabilitated, secured maintained; number of persons sensitized on HIV/AIDS and malaria, environmental protection and road safety 2. number of socio-economic	At the end of the Programme in 2011 : 1.(i) 240 km de of road secured bwn Douala and Yaoundé, 86 km of new roads paved bwn Garoua Boulai and Nandéké in Cameroon and bwn Garoua Boulai and Bouar in CAR; treatment of critical points over 275 kmof road bwn Ngaoundéré and Garoua 93 km of Garoua and Figuil in Cameroon; 5 km of road system improved in Garoua Boulai ; 6 km road widened to 2x2 road bwn Ngueli and Walia and 0.5 km of road rehabilitated bwn the Walia junction and the new N'Djaména	1. Coordination of Programme donors 2. Programme management

<p>2. related socio- economic infrastructure works in the three countries (UA 2.05 Mo)</p> <p>3. transport and transit facilitation actions and measures (UA 24.48 Mo)</p> <p>4. institutional support and Programme management (UA 12.98 Mo)</p>	<p>maintained between Ngaoundéré and Figuil in Cameroon, (iv) road sections widened and asphalted between Nguéli andWalia and between the 2 bridges in Chad ; (v) GENIS-maintained road sections between N'Djaména and Touboro in Chad; (vi) new 2x2 bridge built over the Logone River in Chad ; and (vii) mitigation of their environmental impacts as well as population sensitization measures carried out in CAR.</p> <p>2.(i) In CAR and Chad, earth roads improved between local villages, social and trading facilities rehabilitated in certain villages, farm produce drying yards provided, farm produce processing equipment supplied in certain villages, boreholes for water supply drilled in villages, cattle de-stress areas and rest areas for drivers provided throughout the corridors</p> <p>3. (i) feasibility studies on a road terminal at N'Djaména and Bouar conducted; study on transport costs and study on the setting up of a radio-communication system conducted ; (ii) single-check points constructed and equipped at the borders of the three States, (iv) radio-communication equipment and axle-load scales put in place throughout the corridor (v) an interconnected customs system bwn CEMAC member States as well as a common data bank linking the Customs services of member states to the CEMAC Secretariat are operational, (vi) equipment for the intermodal interfaces put in place</p> <p>4. (i) technical assistance and/or capacity building of SE-CEMAC, of MED in CAR and MI in Chad, (ii) Programme monitoring and evaluation and audit systems put in place.</p>		<p>infrastructures rehabilitated or improved</p> <p>3. number of project DDs provided ; number of facilitation committees set up, number of persons sensitized to the exploitation and use of the corridor, number of participants in seminars and case study corridor management field trips ; corridor management committee operational ; number of single check points at the borders of the three States ; type of equipment put in place for monitoring cargo by radio ; number of facilities, equipment, and software supplied, persons trained to use them and in management of the Customs Union ; number of facilities put in place at inter-modal interfaces</p> <p>4. number of facilities provided to DR and DTT/CEMAC for Programme monitoring ; number of coordinators, project officers and members of the CTM, number staff/months of technical assistance made available to the DTT of CEMAC ; number of monitoring and evaluation and audit reports produced</p> <p><u>Sources</u> : Programme Coordination, ; CTM ; CEMAC; MINTP, MED, MI</p> <p><u>Methods</u> : Appraisal, supervision, Status, audit reports, and completion report of the Programme</p>	<p>bridge in Chad; 230 lm of the two—lane bridge built over the Logone River bwn Cameroon and Chad and 592 km of road maintained in Chad; 2 million persons sensitized to HIV/AIDS and malaria, road safety and environmental protection</p> <p>2. (i)) <u>In CAR</u>: 75 km of earth road developed, 9 classrooms rehabilitated and 1 market shed built, 6 boreholes and 25 farm produce drying yards provided bwn Baboua and Garoua Bouläï ; 15 consignments of small farm produce processing equipment supplied and installed; (ii) <u>in Chad</u> : fencing and rehabilitation of 12 classrooms equipped with benches, two head teacher's offices, fences, latrines and boreholes at the Walia primary school ; 2 market sheds , 1 borehole and 1 cattle de-stress area (enclosure) for cattle in bond at Nguéli provided and 4 consignments of small farm produce processing equipment supplied and installed</p> <p>(3) A PDD of the N'Djamena and Bouar road terminal prepared, a transport costs information system put in place, about a thousand persons sensitized on the operation and use of the corridors ; 25 participants in the corridor management case study field trip, 1 corridor management committee operational ; 3 single-check points constructed and equipped at the borders; radio communication system and axle-load scales put in place on the corridors; SYSDONIA interconnected and 500 customs officers trained ;</p> <p>4. 3 vehicles provided to the coordination teams of which 1 per country and 1 to CEMAC, 4 complete computers, 1 photocopier, office stationery and equipment provide to the monitoring structures in each country ; 4 annual financial audit reports produced by Cameroon, Chad and by CEMAC covering CAR.; 3 PROGRAMME coordinators (one per country) appointed ; 16 JTC members appointed by the countries and CEMAC; 60 staff/months of TA put at the disposal of CEMAC ; and 4 socio-economic surveys conducted and 4 annual financial audit reports produced.</p> <p><u>Sources</u> : JTC/CEMAC</p> <p><u>Methods</u> : Appraisal, supervision, control, audit, and completion reports of the Programme</p>	<p>capacities of CEMAC and the countries</p>
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EXECUTIVE SUMMARY

1. Programme Origin and History

1.1 In a bid to strengthen the integration of their economies, the States of Central Africa in 1999 set up the Central African Economic and Monetary Community (CEMAC) to replace the Customs and Economic Union (UDEAC) founded in the '60s. To implement its set objectives CEMAC strove, inter alia, to offset the insufficiency of inter-State transport infrastructures which characterizes the Community. It thus adopted an integrative road network Programme (PRRI) and a Regional Transport and Transit Facilitation Programme (PRFTT) which was submitted to the donor community, including the Bank, during the meeting held from 28 to 30 June 2004 in Douala, Cameroon. Given the substantial financial resources required to finance the operations adopted as a priority in the PRFTT, the development partners suggested the putting in place of a Pilot Programme on the Douala - N'Djaména and Douala- Bangui Corridors which they were interested in financing as an initial step. This choice is due to the volume of traffic flows generated there and the need to foster as a priority the link-up of the two landlocked countries of the Community, namely the Central African Republic and Chad.

1.2 Following the interest expressed by the donors present at the June 2004 workshop in Douala, the three countries concerned by the pilot Programme (Cameroon, Central African Republic and Chad) and CEMAC in early 2005, submitted requests for financing to the said donors. On the strength of these requests for financing, the ADF which in July 2004 had undertaken a Programme identification mission to CEMAC in Bangui, conducted a joint PROGRAMME preparation mission with the World Bank in February 2006 to Cameroon, Chad and CAR on the basis of synergy between the two Institutions (the Bank covered Chad and the World Bank CAR). During the preparation mission, a consultative meeting of the potential donors (ADF, IDA, EU, AFD, and Japanese co-operation) was held on 2 February 2006 in Yaoundé with the World Bank's Representation. In October 2006, the Bank undertook the appraisal mission of the Programme during which the three countries and both corridors were visited. Similarly, the IDA undertook a pre-appraisal mission of the PROGRAMME in December 2006. Lastly, the two institutions carried out a joint mission in February 2007 for the Programme appraisal by IDA and updating of data by ADF. During this mission, a meeting comprising the donors, the 3 States and CEMAC was held and the final financing plan of the Programme adopted.

2. Purpose of the Loan and the Grants

The ADF loan of a total amount of UA 48.00 million or 11.73% of the total Programme cost before taxes will be used to finance 13.32% of the foreign exchange cost and 5.71% of the local currency cost of the Programme. The ADF grants of a total amount of UA 60.80 million, that is, 14.85% total Programme cost before taxes will be used to finance 16.54% of the foreign exchange cost and 8.51% of the local currency cost of the Programme.

3. Sector Goal and Programme Objectives

At sector level, the purpose of the Programme is to contribute to increased CEMAC intra-Community and external trade. At the specific level, the Programme aims at improving the effectiveness of the transport logistic chain including the road infrastructure, the railway and accessibility along the Douala-N'Djaména and Douala-Bangui corridors.

4. **Brief Description of Programme Outputs**

To achieve these goals, the Programme will comprise the following components:

- A- Road Improvement and Rehabilitation** covering: (i) improvement and surfacing of 414 km of road with a roadway of 7 m and two verges of 1.5 m each of which the Garoua Boulai-Ngaoundéré section (253 km) and the Kousséri by-pass (6 km) in Cameroon and Bouar-Garoua Boulai section (155 km) in CAR; (ii) improvement of safety on the 265 km of the Douala-Yaoundé road section, treatment of critical points on the 275 km of road between Ngaoundéré and Garoua and rehabilitation of the 93 km of the road section between Garoua and Figuil in Cameroon; (iii) widening to 2x2 road of the 6-km road between Ngueli and Walia in Chad; (iv) construction of a new 230-lm two-lane bridge over River Logone between Cameroon and Chad; (v) maintenance under GENIS contract of the 592 km road between N'Djaména and Touboro in Chad and maintenance of the inter-State roads in CAR; (v) development in Cameroon of a 15-km road system in Meiganga and a 5- km road system in Garoua-Boulai; (vi) actions and measures to mitigate negative environmental impacts ; (vii) sensitization to environmental protection, road safety, prevention of AIDS, sexually transmitted diseases and malaria; (viii) road engineering on the 148 km Bangui-Bossembélé-Baoro road in CAR; (ix) road engineering in Cameroon and Chad and (x) inspection and supervision of the works.
- B - Improvement of the Douala-Ngaoundéré railway services** which covers: (i) the rehabilitation of 125 km of the Douala-Ngaoundéré railway; (ii) procurement of 6 passenger cars; (iii) measures to mitigate the social and environmental impacts related to the works and the concession; and (iv) inspection and supervision of works.
- C - Related works comprising:** (i) improvement of approximately 150 km of earth road connected to the trunk road; (ii) construction of fences of 42 schools, rehabilitation of classrooms and construction of 5 commercial facilities situated less than 100 m from the road sections of the project; (iii) provision of 115 farm produce drying yards in villages situated along the road sections of the project; (iv) rehabilitation and construction of fences of the schools situated less than 100 m from the road sections of the project, (v) drilling of 15 boreholes for water supply; (vi) provision of a cattle de-stress point and rest areas for drivers on the road sections of the project; (vii) supply and installation of 51 contingents of small farm produce processing and transportation equipment ; and (viii) inspection and supervision of related works.
- D - Transport facilitation actions and measures** comprising: (i) technical assistance to PAD; (ii) computerization of PAD, GUCE and the interconnection of the computer systems of the port community, (iii) studies on the general problems of transport facilitation and installation of an information system on transport costs (TCKM) (iv) studies on the radio communication system; (v) studies on the installation of an international road terminal in N'Djaména, Ngaoundéré and Bouar; (vi) interconnection of the SYDONIA customs computer systems of CEMAC countries and connection of the SE-

CEMAC to this system; (vii) improvement of safety and security of the port and the rail/roads/port/ dry ports interfaces; (viii) construction and the equipment of 3 single-check points at the Cameroon/Chad (Touboro/Boularambou, Nguéli/Kousséri) and Cameroon/CAR (Garoua-Boulaï) borders; (ix) supply and installation of radio communication equipment and axle-load scales on the corridors; (x) seminars / training/field trips/sensitization to the corridor concept ; and (xi) inspection and supervision of works.

- E - Institutional support and management of the Programme** comprising: (i) technical assistance to CEMAC to improve the customs union and for the entry into force of the trade and transport Programme of the zone; (ii) technical assistance to the Customs of Cameroon, CAR and Chad; (iii) technical assistance to SE-CEMAC for the monitoring of the general activities of the Programme and the implementation of the transport facilitation component; (iv) technical assistance to MED of CAR and support to MINTP/MINT of Cameroon and MIT of Chad for monitoring of the implementation of the Programme; (v) support for the implementation of the long-term road management and maintenance contracts and axle load control policies; (vi) functioning of Programme Coordination at the level of the Executive Secretariat of CEMAC, the Joint Technical Committee and the Directorates of Roads and Transport of the three countries charged with Programme monitoring ; (vii) Programme impact monitoring and evaluation; (viii) financial and accounting audit; and (ix) strengthening of the capacities of DTT/CEMAC and the Directorates of Roads and Transport of the three countries charged with Programme monitoring (Coordinators, project officers, support personnel, logistical means and computers, operation).

5. Programme Cost

The estimated cost net of taxes and customs duties of the entire Programme is UA 409.32 million, comprising UA 323.52 million in foreign exchange and UA 85.80 million in local currency. The estimated cost of the components proposed for ADF financing is UA 124.21 million, comprising UA 96.60 million in foreign exchange, and UA 27.60 million in local currency. The provision for physical contingencies is equal to 10% of the baseline cost. The provision for price contingency is equal to 8.09% of the baseline cost plus the physical contingencies.

6. Financing Sources

6.1 The Programme will be financed jointly by the ADF, private operators of the inter-State transport sector, the Executive Secretariat of CEMAC, the Governments of Cameroon, CAR and Chad and in parallel by other donors (EU, IDA, AFD and Camrail). The ADF Grant to CEMAC will be devoted to the financing of the “transport facilitation” and “institutional support and management of the PROGRAMME” components.

6.2 The ADF grants to Chad and CAR and the ADF loan to Cameroon will be used to finance: (i) part of the cost of the works and inspection of the improvement and asphaltting and of the 82 km of the Nandéke-Mbéré road section and the 6 km of the Kousséri by-pass in Cameroon, (ii) works and inspection of the construction work of the 230-lm bridge over the Logone River between Cameroon and Chad; (iii) part of the cost of the works and inspection of works of the widening to a 2x2 road of the 6 km road between Nguéli and Walia and rehabilitation of the 0.5 km between the Walia junction and the new in bridge N’Djamena, Chad;

(iv) part of the cost of rehabilitation of the 54 km between Baboua and Garoua Boulai in CAR and inspection of works on the 81 km between Fambélé and Garoua Boulai in CAR; (v) part of the cost of works and inspection of related works and mitigation of the negative environmental impacts in the three countries; (VI) studies on the rehabilitation of the 228-km Bossembélé-Baoro road; (vii) part of the cost of sensitization to road safety, malaria, HIV-AIDS, environmental protection in the three countries; and (viii) part of the cost of the component "institutional support and management of the Programme" in CAR and Chad.

6.3 The contributions of the other donors (UA 280.27 million) will be used to finance part of the cost: (i) of works and inspection of works on road sections of the corridor in the three countries; (ii) of works and inspection of the railroad rehabilitation works; (iii) of the components of transport facilitation and institutional support and management of the Programme; and (iv) of related works.

6.4 The contribution of private transport operators (UA 4.12 million) will be used to finance the installation of radio receivers on board their freight vehicles and the rehabilitation of the railroad. CEMAC will contribute a share of UA1.61 million for the financing of the components "transport facilitation" and "management of the Programme", notably the complete financing of the operation of the Joint Technical Committee and the partial financing of the works and inspection of the construction of the single-check point, supply and installation of axle-load scales and of the radio communication system

6.5 The contributions of the three Governments of UA14.52 million will be used for: (i) financing part of the work and inspection of road and related works; (ii) the total financing of expropriations and the operation of their respective coordination structures.

7. Programme Implementation

7.1 The implementation of the Programme will run from July 2007 to September 2011, that is, approximately 45 months. The Programme falls within the framework of CEMAC's PRFTT, the general coordination and monitoring of which will be carried out by the Executive Secretariat of CEMAC (SE-CEMAC) through its Directorate of Transport and Telecommunications (DTT/SE-CEMAC). In addition to general coordination, this Directorate will be executing agency for activities relating to road transport and transit facilitation, general sensitization and monitoring and evaluation of the Programme as well as the accounting and financial audit of part of the Programme. The SE-CEMAC will rely on: (i) the PRFTT Monitoring and Coordination Committee already set up and comprising representatives of the 6 Member States of CEMAC; (ii) the National facilitation Committees set up in CAR and in the process of creation in Chad and Cameroon and (iii) the Joint Technical Committee which will be set up within the framework of the Programme.

7.2 Cameroon's Ministry of Public Works (MINTP), the Ministry for Equipment and Disenclavement of CAR (MED) and the Ministry for Infrastructure of Chad (SEMI) will play their usual role of executing agency of road and related works each on its own territory. The Programme will support CEMAC, the Ministries in charge of roads and transport as well as the Customs Directorates of the three countries by providing technical assistance and computer equipment to strengthen their capacities to monitor the implementation of the Programme.

8 Conclusions and Recommendations

8.1 Conclusions

The Programme will strengthen economic integration and regional co-operation in the CEMAC zone and beyond. The rehabilitation/reconstruction of road sections on the Douala – N’djamena and Douala - Bangui corridors and the development of related infrastructures will contribute to the opening up of a large number of villages located in the North-East of Cameroon, the south of Chad and the west of CAR and will improve the living conditions of Programme area dwellers. The transport and transit facilitation measures and actions which will be implemented will strengthen the capacities of CEMAC, facilitate the entry into force of the Customs union and enable increased customs revenues for the three States. The Programme was well studied technically, its negative environmental impacts were assessed and their mitigation costs taken into account in the Programme cost. The Programme is economically viable; it shows an overall economic rate of return (ERR) of 25% higher than the capital opportunity cost estimated at 12% in each of the three countries and justifies the investment. Lastly, the formulation of the Programme also benefited from lessons learnt from our operations in the three countries and from those of the other donors and, as regards the transport and trade facilitation Programme, from the experiences in the other regions, in particular, East and West Africa. These experiences mainly concern: Programme coordination, procurement, mobilization of counterpart funds, sustainability of the investments, monitoring of the implementation of projects as well as the taking into account of socio-economic facilities for the benefit of local populations; and as regards transport and transit facilitation, coordination at the level of the REC, the status and management of Community facilitation infrastructures, training /sensitization of stakeholders to the transit corridor concept, etc.

8.2 Recommendations

In light of the foregoing, it is recommended that an ADF loan not exceeding UA 48.00 million be awarded to Cameroon and an ADF grant not exceeding UA 60.80 million to the Central African Republic, Chad and the Executive Secretariat of CEMAC. The ADF Grant will be broken down as follows: UA 27.80 million to the Government of the Central African Republic, UA 19.00 million to the Government of the Republic of Chad and UA14.00 million to the Executive Secretariat of CEMAC. The said grants and loan will be used for the implementation of the PROGRAMME as designed and described in this report. The grants and loan will be subject to the conditions specified in the Memoranda of Understanding and Loan Agreement.

1. PROGRAMME ORIGIN AND HISTORY

1.1 The Central African Economic and Monetary Community (CEMAC) is a regional intergovernmental organization comprising Cameroon, the Central African Republic, Chad, the Republic of Congo, Equatorial Guinea and Gabon. The Treaty establishing CEMAC was signed by the Heads of State of Central Africa on 16 March 1994 in N'djamena Chad. It became effective in June 1999. Prior to this date, Cameroon, the Central African Republic, Gabon, Chad and the Republic of Congo, had for a long time maintained co-operation ties within the framework of the Treaty instituting the Customs and Economic Union of Central Africa (UDEAC), which was signed in December 1964 and entered into force in 1966. Equatorial Guinea joined it in 1984 and in December 2004, a free trade agreement was signed between Sao Tomé and Principe and CEMAC. The Member States of CEMAC have a common language, a common culture, and a common currency (CFA franc). Its population was estimated in 2005 at nearly 36 million inhabitants, distributed over a surface area of slightly more than 3 million km². Its population with a growth rate of 2.5% per year comprises a significant proportion of young people (44% of the population are below 15 years of age). Two countries (Cameroon and Chad) have 72 % of the entire population of the zone and 63% of its total surface area (Chad and CAR).

1.2 CEMAC is part of the Economic Community of Central African States (ECCAS), which has the same objectives. ECCAS was created on 18 October 1983 by members of UDEAC (Chad, CAR, Cameroon, Congo Brazzaville, Gabon, Equatorial Guinea) and members of the Economic Community of the Great Lakes Countries (CEPGL) (Burundi, Rwanda and the Democratic Republic of Congo), as well as Sao Tomé and Principe. Angola remained an observer until 1999, when it became a full member. CEMAC and ECCAS maintain partnership relations. The two Communities are members of several Joint Committees, in particular those relating to NEPAD, the consensual transport master plan of Central Africa (PDCT/AC). An ECCAS/CEMAC protocol of co-operation in the field of transport was signed. On the whole, even if the integration process is relatively more advanced within CEMAC zone than ECCAS, ongoing synergy between these two Institutions should in the long term be one of the strategic means of strengthening broader integration in Central Africa.

1.3 CEMAC's key long-term objective is to create a Common Market for goods, services, capital and labour. Trade and transport facilitation, coupled with a functioning Customs union, is essential to achieve this goal. However, CEMAC space is characterized by a physical environment made up of forests and a much ramified hydrographic network not particularly conducive to the development of transport infrastructures whose capital costs are very high. The CEMAC zone is thus one of the rare zones of the continent where no two capitals are connected by an entirely paved road.

1.4 To remedy the insufficiency of the transport infrastructures and implement its set objectives, a simple network of transit routes known as "structuring regional routes " was adopted in 1993, then updated between 2000 and 2004 with support from the EDF and the World Bank under the name integrative road network Programme (PRRI). The PRRI concerns a total road length of 18 122 km of which 5 064 km are paved, i.e. 28%. Two priorities were defined: (i) level 1 priority concerns the road sections of international highways linking up landlocked countries to seaports and which have not benefited from any financing; it concerns 5 605 km for interventions whose cost is estimated at nearly CFAF 1.580 billion (or Euros 2.4 billion); (ii) level 2 priority concerns road sections located on

highways linking up the maximum number of hinterland areas and fostering inland micro-markets; they concern 8,046 km at a capital cost of CFA F 1.730 billion (Euros 2.63 billion). The PRRI was established on the basis of criteria of: (i) search for a minimum network based as much as possible on the already existing transport capacity, (ii) enhancement of the complementarity of " water- rail-road " multi-modal transport (iii) linking of the capitals of CEMAC States with paved roads, (iv) linking of CEMAC States to neighbouring countries, namely Nigeria, the Democratic Republic of Congo, Angola, Libya and Sudan; and (v) environmental protection.

1.5 The PRRI was submitted to the donor community, including the Bank, during the meeting held from the 28 to 30 June 2004 in Douala, Cameroon following which a transport and transit facilitation component was included and a regional transport and transit facilitation Programme (PRFTT) including the road and facilitation components was adopted. Taking into account the substantial financial resources required for the financing of the PRFTT, the development partners suggested the putting in place of a Pilot PROGRAMME on the Douala – N'Djamena and Douala –Bangui Corridors which they were interested in financing as a first step. This choice is due to the significant traffic flows generated there and the need to foster the link-up of the Central African Republic and Chad while conforming to the corridor-based approach.

1.6 Following the interest expressed by the donors present at the June 2004 workshop in Douala (European Union, World Bank, French Development Agency, African Development Fund etc.) in financing a transport and trade facilitation Programme on the Douala-Bangui and Douala- N'Djamena corridors, the three countries concerned (Cameroon, Central African Republic and Chad) and CEMAC in early 2005, submitted requests for financing to these donors. On the strength of these requests for financing, the ADF which, following the June 2004 workshop, had in July 2004 undertaken an identification mission of the Programme to CEMAC in Bangui, conducted a preparation mission of the Programme in February 2006 to Cameroon and Chad. This mission was introduced to the two countries by CEMAC. CAR was covered by a World Bank mission within the framework of the collaboration instituted between the IDA and the Bank (the Bank covered Chad). Lastly, the Bank carried out the appraisal of the Programme in October 2006 by visiting the three countries and travelling through all of the two corridors.

1.7 Similarly, the IDA undertook several Programme preparation missions, notably in December 2004, April 2005 and December 2005. It moreover invited all the Programme donors to a consultative meeting on 2 February 2006 in Yaoundé. During that meeting, attended by an ADF preparation mission, the various donors present gave a progress report on the state of preparation of the Programme at their level. At the end of the meeting, a draft financing plan was adopted on the basis of the envisaged commitments of each donor. The IDA, ADF, AFD, EU and Japanese co-operation (through Japan's Embassy in Cameroon) took part in the meeting. Thereafter, the IDA undertook a Programme pre-appraisal mission in December 2006. Lastly, the two institutions carried out a joint mission in February 2007 for the appraisal of the Programme by the IDA and the updating of data by the ADF. During that mission, a meeting of donors enabled the adoption of a final financing plan and the harmonization of the indicators, risks and conditions of the Programme loan and grants.

1.8 The Bank's February 2006 preparation mission had already enabled a review of progress in the conduct of Programme preparation studies and identification of Programme components with the technical departments of the Ministries in charge of roads, transport and

the environment and the other donors. It was agreed that the Bank's financing should cover technical assistance to CEMAC for the management of the corridors, the training/seminars/field trips, sensitization to the corridor concept, STD/AIDS, road safety and environmental protection. Regarding infrastructures, Bank intervention will concern work on the Garoua Boulai-Ngaoundéré road section in Cameroon, the Garoua Boulai-Bouar section in CAR, the Ngueli-Walia section - N'Djamena new bridge and the construction of the bridge over River Logone in Chad. As regards facilitation infrastructures, the Bank will finance the installation of the radio communication system. Lastly, it will intervene in rehabilitation/development of socio-economic infrastructures and service earth roads on the following road sections: Ngueli-Walia in Chad, Garoua Boulai-Ngaoundéré in Cameroon and Garoua Boulai-Bouar in CAR.

1.9 This report was prepared on the basis of: (i) strategy papers, sector study reports prepared using a participatory method and economic, social, environmental surveys and detailed techniques of the road sections to be rehabilitated and/ or strengthened; (ii) the various Programme reports and preparatory documents; (iii) information collected during the discussions held by the preparation (February 2006) and evaluation (October 2006 and February 2007) missions with the authorities and services concerned; (iv) recent developments in transport sector strategy in the States of the Union, in particular Cameroon and Chad; and (v) meetings and discussions with the Directorates of the countries in charge of transport and the donors supporting the transport sector in the two countries.

1.10 The entire Programme is in conformity with the objectives of the New Partnership for Africa's Development (NEPAD). Moreover, the proposal for its financing by the ADF is in line with the ADF's strategy in the three countries. Indeed, it falls within the framework of pillar II of Cameroon's RBCSP 2005-2009, pillar II of Chad's CSP 2005-2009 and the interim strategy paper of the Bank and the World Bank in CAR for the period 2007/2008 approved by the Bank in October 2006. Similarly, it is consistent with the strategic vision of the Bank which gives priority to the strengthening of the integration of sub-regional economies.

2. THE TRANSPORT SECTOR

2.1 General

2.1.1 The transport sector in CEMAC States plays a paramount role in the construction of the economic integration of States of the Community, in job creation and poverty reduction. It accounts for about 10 to 15% of the gross domestic product (GDP) of the Community countries and absorbs a substantial proportion of public investments (25 to 40%). The key constraints on the transport sector in Central Africa are: (i) insufficiency of transport infrastructure, in particular roads: the road densities of 1.8 km/100 km² for all of the main network and of 0.3 km/100 km² for paved roads, are the lowest in Africa, and (ii) insufficiency of statistical data.

2.1.2 Of the three countries crossed by the Douala – N'Djaména and Douala – Bangui corridors, Cameroon is the only country with four modes of transport (road, railway, water and air). The other two countries, Chad and CAR, have only two or three principal modes, namely, road, air and water. It should be noted that in CEMAC States, as in all African countries, road transport remains the leading mode. In these countries the general operation of the transport system is changing completely with the development and adoption of new

transport and road maintenance strategies, following the completion of the transport sector projects (TSP1) in Cameroon in 2002 and Chad in 2005 and the need to update the sector strategy in CAR following the end of the political crisis. However, the constraints are persistent, notably the insufficiency of human and financial resources for road maintenance, and inadequate investment planning and programming.

2.2 Sector Overview

Road transport

2.2.1 Road transport in the CEMAC zone constitutes the principal mode of movement of goods and people covering nearly 90% of domestic passenger and goods transport demand, despite the low road density which characterizes Central Africa compared to the rest of the continent. The paved road links between countries are also among the weakest in the continent (15.7% of a network of 147 314 km). Moreover, no two capitals are linked by an entirely paved road. Urban, peri-urban and inter-urban travel in States of the Community are generally provided by small operators using minibuses. Among the major constraints on road transport are the supply-demand mismatch, lack of organization of the profession, but especially the multiple financial charges and check points on the highways which jeopardize the system's viability. The statistics are not centralized at the regional level, but concerning inter-State transport demand, it is estimated that in Cameroon, road transport covers on average 85% of goods traffic. In Chad and CAR, the market share of road transport is estimated at over 90%.

Railway transport

2.2.2 CEMAC States have a railway network of an overall length of 2 552 km distributed in three countries (1016 km in Cameroon, 886 km in Congo and 650 km in Gabon). In Gabon and Cameroon, the networks are run by private operators. This railway infrastructure is not inter-connected. The relatively good performance of the railway networks of Central Africa would be due, inter alia, to their management methods. For instance, the Cameroonian railway network, operated under a concession since 1998 by a Franco-South African consortium "Camrail" has a traffic capacity of 2.5 million tonnes. Cameroon's Ministry of transport monitors the activities of this consortium through a Railway Sector Activities and Development Monitoring Unit, placed under the responsibility of the Department of Land Transport. Since 1999, the average annual traffic volume of this network is approximately 1.8 to 1.9 million tonnes of goods, the foremost being timber (0.4 million tonne), hydrocarbons (0.4 million tonne). Passenger traffic is about 1.10 million per year throughout the network. In the 1980s, this network was realigned and its equipment modernized and benefited from World Bank and AFD support under this Programme as concerns track renewal and procurement of passenger cars.

Water transport

2.2.3 There are seven seaports in CEMAC States namely Kribi and Limbé in Cameroon, Pointe Noire in Congo, Libreville in Gabon, Bata, Malabo and Luba in Equatorial Guinea. There are also estuary and river ports in Douala, Garoua and Port Gentil. The two landlocked States of the zone (CAR and Chad) use mainly the port of Douala for their overseas trade.

2.2.4 The estuary port of Douala handles annual traffic of approximately 6 million tonnes; attracts over 95% of national port traffic and plays a vital role in sub-regional integration. The port of Kribi is the terminus of the Chad/Cameroon pipeline. Its current traffic is approximately 82 000 tonnes per year, consisting mainly of timber. The creation of a deep water port in Limbé is envisaged and the establishment of the Cameroon shipyard and industrial engineering company (CNIC) there is being financed by the Bank.

2.2.5 The restructuring of the ports sub-sector in Cameroon under the TSP led to the establishment of the National Ports Authority (NPA), a State-owned establishment which lays down Cameroon's port management policy. It should be noted that the harbour service quality is relatively satisfactory. However, the port of Douala is often under-used on account of its shallow access channel and its chronic silting. Measures to enhance its performance are under way, notably reduction of port turnaround time and charges and constant dredging of this port, to increase ship rotation and reduce waiting time. Actions are already undertaken to reduce the turnaround time, notably, the 17.30 days of transit on importation at the Port of Douala in 2005 in order to reach the 72 hours norm (valid solely for large importers producing the required transit permits within set deadlines). The implementation of the ISPS Code is ongoing, despite lingering hitches, notably the impact on harbour passage costs. A feasibility study of the Douala port information system (PIS) is being developed. The Programme of computerization of the One-Stop Shop for External Trade (GUCE) and the Douala port dock is almost operational. A scanner for use by the customs has been installed at the Douala dock. Migration to SYDONIA++ is under way at the docks of Douala, Ngaoundéré, Garoua and Kousséri as well as the interconnection of these docks via VSAT. The port of Douala will benefit from support under this Programme to improve its performances.

2.2.6 Concerning navigable inland waterways, the CEMAC zone has huge potential. It is estimated that there are over 3000 km of international inland waterways and nearly a dozen ports on the inland waterways. Owing to the crisis situation and insecurity problems in the zone, inland water transport has dropped sharply for more than 5 years. Although no statistics on the volumes concerned are available, it is noteworthy that, besides fishing traffic, Lake Chad handles considerable transport activity (manufactured goods imported from Nigeria to Bol or N'djamena, smoked fish, cattle, gum arabic or market gardening surpluses are exported from Chad to Nigeria. There are two waterways in Central Africa with a total length of 1910 kilometres broken down as follows: (i) the Bangui – Brazzaville stretch by Rivers Oubangui and Congo (1200 km); and (ii) the Mossaka – Nola stretch by River Sangha (710 km). Despite the overall good condition of the river infrastructure, the use of the waterways has for many years been affected by the inadequacies of the transport chain between Brazzaville and Pointe Noire owing notably to the difficulties faced by the railway company known as Chemin de fer Congo Océan (CFCO).

Air transport

2.2.7 In the CEMAC zone, there are ten airports of international class, whose facilities are able to receive jumbo jets (Cameroon (3), Congo (2), Gabon (2), Equatorial Guinea (1), Central African Republic (1) and Chad (1)). All the States of CEMAC belong to the Agency for the Safety of Aerial Navigation in Africa and Madagascar (ASECNA) charged with navigation control and, on behalf of certain States, the management of international airports. In 2005, the traffic recorded in the airports of the three States concerned by this Programme represented 609 599 passengers and 16414 tonnes of freight for Cameroon, approximately 71

000 passengers and 2 140 tonnes for CAR and approximately 92 000 passengers and 3000 tonnes for Chad. Several overseas and sub-regional air carriers serve the airports of the three States. However, the sub-regional service is inadequate and irregular. This led the States of the Community to adopt the principle of creating a regional airline for which the choice of technical partner is under way. On the other hand, Camair and Air Gabon are engaged in a restructuring process which should be completed in 2007

2.2.8 Regarding reforms, the management of airport infrastructures in Cameroon was conceded to "Aéroports du Cameroun» (ADC), a private trust company. In Chad and CAR, the airports are managed by ASECNA even if handling activities are conceded to the private sector or are in the process as in CAR. In accordance with ICAO recommendations, autonomous aeronautical Authorities were created to replace the national directorates of civil aviation in 1998 for Cameroon and 2006 for Chad. CAR plans to do same. The service level of the airports of Douala and Yaoundé is satisfactory on the whole, that of N' Djaména is average while that of Bangui is rather bad because the air terminal is very small and the runway in poor condition.

2.2.9 The 1999 Yamoussoukro Decision to free the African sky at the latest in August 2002 led to emergence in Central Africa of several airlines, whose survival remains uncertain. This situation was heightened by the liquidation of Air Afrique and has revealed deficiencies as regards air safety. Within the framework of NEPAD, the COSCAP project that was approved in 2005 by the ADF and financed by other donors (EU and AFD) and coordinated by ICAO will support the States of Central Africa to strengthen their air safety supervision capacities. The creation of a Regional Agency for Civil Aviation Safety comprising the States of CEMAC + Sao Tomé & Príncipe headquartered in N'djamena is thus envisaged. The World Bank is providing support to improve safety at the Douala airport and, together with the AFD, it should support CAR to strengthen safety and security at the Bangui MPoko international airport.

2.3 Transport Policy, Planning and Coordination

2.3.1 The transport sector policies in the majority of CEMAC countries are aimed at gradually eliminating the constraints and dysfunctions of the sector whose adverse effects swell transport costs. These policies are centred on: (i) improvement of the intermodal coherence of transport; (ii) improvement of programming systems and procurement mechanisms; (iii) strengthening of regional integration through the implementation of a sub-regional Consensual Transport Master Plan and the inter-State transit facilitation Action plan and through the development of border areas; (iv) establishment of a legal environment conducive to the development of private sector investments and improved economic efficiency of operators; (v) improvement and strengthening of the management and planning capacities of the institutions intervening in the sector; and (VI) improved collection of infrastructure charges, in particular tolls and user charges.

2.3.2 The planning, coordination and implementation of these policies is primarily the responsibility of the Ministries in charge of roads and transport in CEMAC States which rely on the national Directorates to manage the various sub-sectors. The Ministries in charge of planning and finance play the role of mobilization and management of the sector's financial resources. The Ministries in charge of rural development and town planning or the regional and local authorities deal with all matters related respectively to part of the rural roads and urban road systems. The three countries have set up 2nd generation road funds or funds

operating as such. The mobilization and management of financial resources for road maintenance is the responsibility of an autonomous structure which has a Board of Directors. This has improved road maintenance quality and management notably in Cameroon and Chad.

2.3.3 Within the framework of NEPAD, the regional investment Programmes must be sponsored by the Regional Economic Communities (RECs). In Central Africa, the coordination of the planning and Programming actions of these Programmes concern the Economic Community of Central African States (ECCAS) and the Executive Secretariat of CEMAC (SE-CEMAC). As this Programme concerns three CEMAC States, SE-CEMAC is chosen as the executing agency for overall coordination by virtue of the principle of subsidiarity adopted by these two Communities. Given the inadequate capacities of these RECs, it is stated in the STAP of NEPAD that they will be supported to strengthen their capacities. This Programme will provide targeted support to the transport sector throughout its execution, pending the putting in place of much broader mechanisms to support the RECs in all the sectors targeted by NEPAD.

3. THE ROADS SUB-SECTOR

3.1 Road Network

3.1.1 The average network density of CEMAC countries is 1.8 km of road per 100 km² and 2.1 km of road per 1000 inhabitants. The following table shows this density for each CEMAC country.

CEMAC member States		Network density (Km/100km ²)
1.	Cameroon	4.5
2.	Congo	1.5
3.	Gabon	3.4
4.	Equatorial Guinea	1.3
5.	Central African Republic	1.5
6.	Chad	0.5
Total CEMAC		1.8
Average for Africa		4.2

3.1.2 The priority and/or classified road network of the six CEMAC countries is unevenly distributed throughout the Community territory. Cameroon with a surface area of merely 16% of that of CEMAC has 38% of the priority road network length of the States of the Community, against 32% for CAR and 8% for Chad whose surface areas respectively represent 21% and 43% of that of the Community. It is noteworthy that the landlocked countries, namely CAR and Chad have a weak national road service compared to Cameroon which is a coastal country.

3.1.3 The integrative road network (RRI) of CEMAC which is 18 122 km long with 4 797 km of asphalted roads tends to reduce these disparities between the countries as shown in the table below. This network includes started links to non-CEMAC regions such as Nigeria, Sudan, Niger, Libya, DRC and Angola. In several of the six (6) States of the sub-region, asphaltting is under way or envisaged by 2007 and is likely to significantly increase the length of paved road sections. The table below gives a summary of the road network situation in the CEMAC zone.

	Country surface area in km ²	Surface area in %	Priority road network by country				Integrative road network CEMAC (IRN)			
			Unpaved road length in Km	Paved road length in Km	Total length in Km	%	Unpaved road length in Km	Paved road length in Km	Length in Km	%
Cameroon	475 500	16%	23 938	4 918	28 856	38%	2391	1866	4257	23%
Congo	342 000	11%	4 047	1 000	5 047	7%	802	2317	3119	17%
Equatorial Guinea	28 050	1%	2 589	291	2 880	4%	98	271	369	2%
Gabon	267 670	9%	8 233	937	9 170	12%	796	1376	2172	12%
CAR	623 000	21%	23 605	702	24 307	32%	3580	702	4282	24%
Chad	1 284 000	43%	5 549	1 021	6 570	9%	295	3648	3943	22%
Total	3 020 220	100%	67 961	8 869	76 830	100%	7962	10180	18142	100%

3.1.4 In Cameroon, of the 48 850 km of classified roads, 28 856 km of road are defined as priority network on which the State of Cameroon is committed to concentrating the resources allocated to the road sector. The state of paved roads is as follows: (i) 12% in good condition; (ii) 14% in fair condition; (iii) 26% in poor condition; and (iv) 48% in very poor condition. The earth roads are broken down as follows: (i) 5% in good condition; (ii) 16% in a fair condition; (iii) 79% are in poor condition; and (iv) 6% in very poor condition.

3.1.5 In Chad, there is no administrative system of classifying the public road infrastructure. In 2005, the Government adopted a functional classification of the network and defined a priority network divided into (i) permanent national network of 3 132 km with the objective of making it all-season; and (ii) seasonal national network of 3 438 km to be maintained to enable "at least acceptable" access in the dry season to the served areas. Most of the permanent network (61%) is in an acceptable state. Only the 441 km of earth roads, maintained under the GENIS pilot project and which represent 21% of the permanent unpaved network are in a good state.

3.1.6 In CAR, of the 24 307 km of road of which approximately 702 km are paved, a priority network of 4 115 kilometres was defined. 80% of the paved network is in a fairly good state against 50% for the earth road network. At present, the only scheduled maintenance work is carried out by the three state-supervised production units working on the Trunk roads classified as "CEMAC network" and on hinterland link-up highways leading to neighbouring countries belonging to CEMAC, ECCAS or CEN SAD.

3.2 Motor Vehicle Population and Traffic

Motor vehicle population:

3.2.1 In the three countries concerned by this Programme, the vehicle population has witnessed a sustained high growth since the mid-Nineties, fostered by the implementation of trade liberalization policies and massive importation of used vehicles which represent a large part of imported vehicles. In 2005, the said population was estimated at approximately 313 000 vehicles in Cameroon, 39 000 vehicles in Chad and 35 000 in CAR. The percentage of heavy vehicles varies across the countries from 18% to 30%. The vehicle ownership rate of 14 per 1000 inhabitants in Cameroon is among the highest in the region whereas it is only 3 per 1000 inhabitants in Chad, the weakest in the area. The ageing of these vehicles (over 60% are more than 10 years old) translates into poor output, high demand for spare parts and increased vehicle operating costs and number of accidents. To reduce risks in terms of road safety related to the ageing of vehicles, technical inspection centres managed under

concession by private operators are operational in Yaoundé and Douala, but also in certain provincial headquarters.

Road and inter-modal traffic

3.2.2 The road traffic in CEMAC States varies across the countries, geographical areas, nature of the roads and routes. For instance, in Cameroon, the recent results of 2005 count show that the annual average daily traffic (AADT) excluding 2- wheeled vehicles varies from 70 and 5000 vehicles/day. On the paved sections of inter-State roads, the traffic is about 1400 veh/d on Bafoussam/Yaoundé and reaches 2700 veh/d in the current section on the Douala/Yaoundé highway. Regarding road safety, of the 4 to 5000 serious accidents recorded in statistics, there are more than one thousand dead per annum and approximately 6 000 wounded, of which a significant part on the Douala-Yaoundé section. For Chad, the AADT ranges between 100 and 3000 vehicles/d. The highest traffics are those near N'Djaména on the corridor leading to Douala. In CAR, there is a noted swing from transportation by water to road transport as concerns international goods (between 1990 and 1997, the international goods traffic by road was multiplied by nearly 2.6, exports having quadrupled during this same period). Their probable growth will have effects on the traffic borne by the major highways.

3.2.3 The major international trade routes in CEMAC are made up mainly of the N'Djaména - Douala and Bangui - Douala corridors, linking the port of Douala by road or a combination of road and railway to the Central African Republic and Chad which are landlocked. The alternatives to these corridors represent only a limited share of the traffic. The transit from Douala to Chad and the Central African Republic show various characteristics. Exports of the Central African Republic are far more significant than those of Chad (given that Chad's oil exports are conveyed through Kribi via the Chad-Cameroon pipeline), but its imports are three to four times lower than those of Chad. In value, the Chadian transit has been denser in recent years, owing to substantial investments in capital goods for oil production and exploration. The volume of Chadian exports forwarded via Douala rose sharply in 2005 (+30%), and this trend is not directly attributable to the flourishing oil activity (oil exports transit via Kribi in the south of Cameroon). Exports of the CAR (timber mainly) clearly dropped in 2005.

Breakdown of Douala port activities by country and by mode * (in tonnes)

Country	Mode	2004			2005		
		Import	Export	Total	Import	Export	Total
Cameroon	Road	2 926 464	1 402 488	4 328 952	2 980 916	1 389 895	4 370 811
	Road-Rail	931 578	523 900	1 455 478	832 539	490 321	1 322 860
	Total	3 858 042	1 926 388	5 784 430	3 813 455	1 880 216	5 693 671
CAR	RoAD	78 895	20 746	99 641	78 099	16 774	94 873
	Road-Rail	0	153 330	153 330	0	135 560	135 560
	Total	78 895	174 076	252 971	78 099	152 334	230 433
Chad	Road	14 732	3 342	18 074	29 374	0	29 374
	Road-Rail	169 529	56 841	226 370	217 790	74 339	292 129
	Total	184 261	60 183	244 444	247 164	74 339	321 503
Total	Road	3 020 091	1 426 576	4 446 667	3 088 389	1 406 669	4 495 058
	Road-Rail	1 101 107	734 071	1 835 178	1 050 329	700 220	1 750 549
	Total	4 121 198	2 160 647	6 281 845	4 138 718	2 106 889	6 245 607

3.3 The Road Transport Industry

3.3.1 The organization of road transport in the CEMAC zone is entirely liberalized, but little organized. The markets of the sector which are open and very competitive are dominated mostly by small transporters each owning only a limited number of vehicles. Access to the profession is free and tariffs have been deregulated. To defend their interests and protect their profession, the professional transporters are grouped within national unions or trade unions and regional co-operatives of transporters. In CEMAC countries, the road transport industry faces constraints concerning: (i) the obsolescence of vehicles which are unfit for inter-State transport thus creating artificial overtonnaging compared to overall freight demand reinforced by the traffic sharing rule (known as rule 1/3 and 2/3); (ii) the weak profit margins due to the lack of professionalism and the multiple "invisible costs" which swell transport costs, notably the charges collected at the numerous check points; and (iii) lack of specific regulation for access to the transportation business.

3.3.2 Transport demand for Chad and CAR notably concerns petroleum products, consumer goods, agricultural produce and wood. Cameroon-Chad and Cameroon-CAR international transport is governed by freight sharing agreements according to the 1/3 rule for the country of transit and 2/3 for the country of destination. The transporters, who provide transit transport, function according to the rotation system organized by the overland freight management office (BGFT) in Cameroon, the National freight Office (BNF) of Chad, the Office of CAR Road Freight Office (BARC) and the trade unions of transporters and drivers of the three countries. This freight distribution is not always respected on account of the organization and quality of transport offer among the three countries. Indeed in Cameroon, there are some structured large and medium-sized enterprises with more than 50 vehicles engaged mainly in the transportation of timber and specific products (containers, export products, petroleum products, etc.), and are under long-term contracts with foresters, forwarding agents and industrialists, thus guaranteeing regular activity. In Chad, the number of transport companies operating a significant pool of vehicles (between 10 and 30), merely around ten whereas in CAR transport is more atomized.

3.4 Road construction industry

3.4.1 Generally speaking, in CEMAC States, the road construction industry is a competitive market open to all qualified firms. The privatization of road maintenance works in the various States has fostered the development of numerous enterprises in the road construction industry sector. However, this industry is still affected by the lack of well performing public works companies to meet maintenance demand and implement major transport infrastructure works due to problems of acquisition of equipment and access to credit. Regarding local consulting firms, they are increasingly being promoted with the emergence of regular collaboration with foreign firms for highway engineering and the inspection of more complex works.

3.4.2 In Cameroon, 10 large enterprises (with a turnover exceeding CFAF 30 billion / year) of which 6 national and 4 international, and 70 SMEs have for several years been regularly engaged in implementing works. New works and rehabilitation are carried out entirely by the large enterprises; one-quarter of maintenance work on the inter-urban network is carried out by the large enterprises and three-quarters by SMEs. Cameroonian SMEs face financial difficulties acquiring and often even hiring public works equipment. The recent

reorganization plan of the National Civil Engineering Equipment Pool (MATGENIE) assigns it the role of acquisition, maintenance, renewal and then hiring of the equipment required for road network construction and maintenance in Cameroon. Moreover, the Government is adopting a policy that fosters the creation of private civil engineering equipment hiring structures. As concerns engineering, there are about 30 consulting firms, of which 10 for general road works with staff strength of over 30 persons and turnover ranging between CFAF 200 million and 3 billion and 5 specialized (geotechnical laboratories, and structures). Highway engineering, inspection and supervision of work are carried out either by foreign or local consulting firms (about ten), the number and qualifications of which are clearly improving. These local firms are capable of conducting studies of average scope and complexity and inspecting similar work, on their own or as a group, notably as concerns earth roads.

3.4.3 **Similarly in Chad**, the construction industry has witnessed a relative boom. However, it remains largely dependent on foreign expertise for major works, on account of the budding state of existing consulting firms and the non-existence of large national enterprises in the civil works sector. International consultants carry out technical studies as well as works inspection and supervision. The few existing national firms intervene mainly in the control of the road maintenance work. The civil engineering laboratory (LBTP) carries out in competition or partnership with the foreign laboratories, geotechnical studies and inspects some of the works to be implemented. Furthermore, there are on the whole approximately a hundred SMEs that are capable of carrying out road maintenance work. Major works are carried out by agencies of large enterprises established in the country or in neighbouring countries.

3.4.4 In the Central African Republic, the road construction industry is virtually non-existent. There are a few civil works SMEs. Their capacities are generally very weak. The Office National du Materiel (ONM) created in 1995 to replace the Directorate of Public works Equipment, has in recent years been entrusted with road maintenance work. Its main role is management, hiring and maintenance of civil works equipment and more generally all the financial, commercial, industrial and real estate transactions related to this activity. To make the situation clear, the Government has undertaken to revamp the instruments and place under the responsibility of ONM all road maintenance activities in the country and promotion of SMEs of the sector. In recent years, the few new works have been executed by international companies and inspection by foreign firms.

3.5 Road Network Administration and Personnel Training

Road Network Administration

3.5.1 Road network administration in CEMAC countries is mainly the responsibility of the ministries in charge of roads. Other State structures whose activities are related to roads also intervene in road planning, creation and maintenance.

3.5.2 In Cameroon, the technical services of the Prime Minister's Office and seven government departments intervene in roads administration. The Ministry of Transport (MINT) coordinates road transport with the other transport modes. The Ministry of Planning, Development Programming and Regional Development (MINPLAPDAT) prepares the general strategic planning framework of the country's development and ensures coherence of the sectoral development strategies with the general development and poverty reduction

framework. The Ministry of Public Works (MINTP) is in charge of construction, maintenance and protection of roads, including city through roads, in conjunction with the government departments and qualified bodies. It also oversees the National Advanced School of Public works (ENSTP), the National Civil Engineering Equipment Pool (MATGENIE) and the National Civil Engineering Laboratory (LABOGENIE). It comprises mainly: (i) a Department of road investments and maintenance (DIER), in charge of road programming, construction, rehabilitation and maintenance activities; (ii) a Department of rural roads, in charge of rural roads programming, construction, rehabilitation and maintenance activities, and (iii) a Division for the protection of the roads system and environment, in charge of management of the roads system and environmental aspects related to construction, rehabilitation and maintenance of this system etc. An inter-ministerial committee to monitor road weighing operations (CISOP), placed under the responsibility of MINTP, has been set up with the main role of checking, at fixed or mobile weighing stations, the compliance of any vehicle with a gross weight of over 35 tonnes. The Ministries of Territorial Administration and Decentralization (MINATD), Urban Development and Housing (MINDUH) and Agriculture and Rural Development (MINADR), intervene in the management of the road network. The Ministry of the Economy and Finance (MINEFI) is in charge of preparing the financial and budgetary policy of the State, in particular, with regard to public investments. It oversees the Road Fund whose resources are allocated mainly to road maintenance.

3.5.3 In Chad, the administration of the roads sub-sector is mainly the responsibility of the Ministry for Infrastructures (MI). To discharge its duties in the sub-sector, the MI has six main bodies and eight regional Directorates: (i) the Secretariat-general (SG) which is charged with drafting bills, regulations, instructions and directives on the organization, functioning and duties of the Ministry. In the new organization that is in the process of approval by the Government, the creation of a monitoring and coordination unit is envisaged, to assist the SG in strategic reflection and coordination of the entities charged with transport demand data collection; (ii) the General Inspectorate (IG) is a light structure which is in charge of permanent and regular control of central services and regional delegations, and specific audit and inspection missions; (iii) the Project Monitoring and Coordination Unit (CSCP) which is charged with monitoring and coordinating projects of the sector, while ensuring compliance with donors' procedures, notably as regards procurement. It is financed by the World Bank; (iv) Directorate-General of Roads (DGR): it is the contracting authority for all construction and maintenance works on the national road network. It is notably charged with planning and programming all road projects. It comprises three departments: Road Investments Department (DIR), the Road Maintenance Department (DER) and the Department of Rural Roads and Tracks (DPP). The total staff strength of the DGR is 58 employees, of which 37 officers. 31 of these officers work in the regional Directorates; (v) Directorate-General of Land Transport (DGTS): it is responsible for all the legal aspects of land transport operation, as well as monitoring the sector and for the promotion of the various surface transport modes; and the (iv) Department of Administrative, Financial and Equipment Affairs (DAAF). The MI also oversees the following bodies, which intervene in the roads sub-sector: (i) Road Maintenance Fund (FER); (ii) national freight board (BNF), (iii) National school of public works (ENTP); and (iv) the civil works Laboratory (LBTP).

3.5.4 In CAR, the Ministry for Equipment and Disenclavement (MED) has responsibility for Trunk roads and Regional roads as well as Rural Tracks in collaboration with the departments concerned by the development Programmes related to their sectors. The other surface roads are placed, according to their main orientations, under the authority of the

Ministries for Rural Development, Forestry or Tourism. The authorities responsible for the roads served by fixed works (bridges of permanent or semi-permanent material) manage the said works. The management of mobile works (ferry boats and floating bridges) is the responsibility of MED. The inter-ministerial transport and public works planning Unit (CIPTTP) created in 1989, is in charge of transport sector investment planning, conducting all economic studies concerning the various transport modes and liaising with the various donors. The CIPTTP functioned during TSP 1 thanks to support from the IDA funds and in 1990 to 1996 benefited from special human as well as financial resources. Today, the Government is unable to finance its operation and its future hinges on the effective start of a new sector-based Programme that would do so, with a new definition of its scope of activities which could increase its effectiveness by clearly distinguishing the functions of planning in the sector and from those of coordinating and monitoring projects financed by external support. The MED comprises two major directorates: Directorate-General for Equipment (DGE) and Directorate-General for Studies, Planning and Control (DGEPC). The DGE has the role of promoting and applying measures aimed at creating, organizing and developing the major infrastructures and public amenities. Through its Department of Civil Engineering and Roads, it plays the role of programming, coordinating and monitoring the implementation of construction, routine and periodic maintenance of the road network and bridges in collaboration with the Regional Directorates for Equipment. The DGEPC has the role of conceiving, planning, studying, controlling and evaluating the actions in the domain of Equipment. MED also oversees the following bodies technically: (i) the National equipment office (ONM), created in 1995 and endowed with legal personality and financial autonomy; its role is the management, hiring and maintenance of civil works equipment, and more generally all the financial, commercial, industrial and real estate operations related to this activity; (ii) Road Maintenance Fund (FER), a State-owned establishment endowed with legal personality and financial autonomy; (iii) the National Civil Engineering Laboratory (LNBTP), created in 1996, is a Public Board in charge of studies, control of geotechnical research as well as application of standards. At present however, it mainly performs services of geotechnical study and control, through subcontracting where necessary or in partnership with private engineering firms.

Training

3.5.5 Training in the field of civil engineering in CEMAC countries is normally provided by schools of engineering and senior technicians within the Community, in particular, the Advanced School of Public Works (ENSTP) and the Polytechnic School in Yaoundé, Cameroon, ENTP of N'Djamena, Chad, and IUT of Douala and Bandjoun in Cameroon. However, the initial training of the technical officers of the services of the sector was stopped following the sharp drop in human resources noted on in the services in charge of Public works in the various countries of the zone.

3.5.6 In Cameroon, a training scheme was financed by the European Union (EU) within the framework of PERFED II, which was completed in 2003 and also by Germany through the GTZ and the World Bank through the TSP completed in 2003. This Programme which benefited staff of the MINTP, SMEs and consulting firms charged with controlling maintenance work, was based on the training policy of MINTP geared towards upgrading the level of road maintenance privatization stakeholders. The ADF also financed under the Ambam-Eking road project, training in the field of environmental protection and maintenance of bridges of 92 staff broken down as follows: 72 MINTP staff (environmental audit of projects, seminar on environmental impacts, pathology and data banks of asphalted roads and

bridges), 15 MINFOF staff and 5 MINEP staff (environmental protection). In-service training (for the MINTP and private sector) is provided by the National Advanced School of Public Works (ENSTP) of Yaoundé and the public works trades training centres (CMTP) of Garoua and Akonolinga. The majority of MINTP staff benefited from in-service training under projects of the various donors (PERFED I and PERFED II, financed by the EU, TSP by the World Bank and the ADF). Over 720 staff of the Ministry (of a total staff strength of 2700), of all sectors included, were trained from 2003 to 2006. Lastly, the University of Yaoundé II has since the start of the 2005/2006 academic year through the Graduate School of economic and demographic sciences, been awarding diplomas in Transport Economics and Trade Logistics. After 5 years of post- high school training, a diploma of specialized higher studies (DESS) is awarded.

3.5.7 In Chad, in-service training of civil engineers continues to be provided by ENTP, even if the number of new graduate engineers is falling. Regarding the upgrading of engineers of the Administration, a multi-year vocational training plan for the period 2003 – 2005 was prepared with the assistance of an international Consultant within the framework of the PAPRONAT financed by IDA. This plan whose implementation began in October 2003, envisaged actions intended for MI staff (notably those recently recruited) as well as that of private stakeholders of the sector, consulting firms, trade unions and transporters. Of the 106 actions envisaged in this plan, only 47 were carried out. The Government plans to carry out a thorough evaluation of all the training activities and to draw up another multi-year plan covering the period 2006 –2009.

3.5.8 In CAR, most of the Civil Engineers and Civil Engineering Technicians are trained at the Higher Institute of Technology (IST) in the University of Bangui. IST has been training on average ten Civil Engineers (High school+3years) since 1979. They are currently employed by the Ministry of Equipment and Disenclavement, the Ministry for Transport and Civil Aviation and in several Small and Medium-sized Public works enterprises. As part of the strengthening of the capacities of officials of the Ministry for the Equipment and Disenclavement and of structures under its supervision as well as civil works SMEs, the European Union is providing support for training in road maintenance for MED officers, the Entities under its supervision and civil works SMEs.

3.6 Road Maintenance

3.6.1 Most countries of the CEMAC zone have implemented road maintenance (RM) strategies that are based on two fundamental principles, namely: (i) definition of a priority network and (ii) financing of the maintenance of the said network through autonomous road Funds. In certain countries, these road funds are described as 2nd generation, based on the commercialization of the road through payment of road charges and direct payment of the resources collected into the private accounts of the Funds. These 2nd generation road funds have been a vital support to the privatization of road maintenance which occurred in the majority of CEMAC countries. The combination of the two phenomena raised the annual rate of implementation of road maintenance work to more than 90%, against hardly 50% prior to the privatization of RM.

3.6.2 In Cameroon, road maintenance work is Programmed by the DIER, and then submitted to the Road Fund (RF) which checks that the Programmed roads belong to the priority network and that the works are eligible for its financing. Eligible work concerns routine and periodic maintenance excluding rehabilitation or construction works which are

financed directly by the State budget or donors. DIER prepares the bidding documents and related contracts, seeks approval of the contracts and supervises the works. Maintenance work is implemented following competitive bidding, by private contractors and the supervision of works is entrusted, after competitive bidding, to consulting firms. Regarding the environment, the Division in charge ensures the reduction of the negative environmental impacts. In addition to the financial audits, technical post-audits are conducted to ensure quality of the said works. The three-year contracts signed with the consulting firms permit availability at the appropriate time of the data required for annual programming of work. As concerns the discharge of financial obligations, the payment positions are directly transmitted to the Road Fund by the work supervision consulting firms for payment. The payments are made in less than 8 calendar days. The problems of availability of equipment and work site management for SMEs are attenuated by the presence of private equipment hiring companies and the trainings provided under the PERFED II and GTZ projects.

3.6.3 In Chad, road maintenance planning and programming are carried out by the DGR. Thereafter, the Programme is submitted to the Road Fund. After validation, competitive bidding is invited by three Directorates (DIR, DER and DRPP) according to their spheres of competence. The maintenance work (routine and periodic) is carried out, following competitive bidding by local medium-sized or international contractors established in the country and inspected by private consulting firms. To improve the state of roads, Chad is testing, under a World Bank-financed pilot project, a new road maintenance concept known as "Road Maintenance Management by Service level (GENIS)". This pilot project concerns 444 km of earth roads, which are thus maintained by private companies under multi-year contracts, with the obligation of maintaining the roads at a preset service level. The initial results of this pilot operation are deemed technically satisfactory.

3.6.7 In CAR, the Groupe de Gestion de l'Entretien Routier (GGE) (road maintenance management group), set up within the framework of the Sectoral Project No. 2 and chaired by the Director General for Road Maintenance and comprising all stakeholders involved in road maintenance is charged with making the proposal for the multi-year programming of road maintenance works on the entire network on the basis of the priorities defined by mutual agreement with development partners. Its proposal is then transmitted to the Board of directors of the Road Maintenance Fund for financial programming according to the budget available. Apart from manual maintenance work entrusted to village groupings, the share of work entrusted to the private contractors remains extremely low. The ONM carries out the bulk of road maintenance work. The entire road maintenance system is being reorganized. The European Union is supporting this system overhaul through technical assistance to MED and support to the ONM for the acquisition of the equipment required for the creation of a detachment for the maintenance of paved roads and to enable the latter to carry through its activities of road maintenance, training and promotion of SMEs of the sector.

3.7 Financing of Road Investments and Maintenance

Financing of road investments

3.7.1 CEMAC is in the process of acquiring instruments for programming Inter-State road investments. Currently, the investments concerning road transport and transit facilitation on the highways and corridors are partially financed by own resources of the States of the Community through the professional associations of transporters. For the financing of heavy investments (new works and rehabilitation) and of part of periodic maintenance, CEMAC

States rely on development partners. Thus, the majority of the bilateral and multilateral financing institutions intervene in the roads sub-sector through the formulation of Programmes and financing of projects and Programmes. These donors are in particular the European Union, IDA, Arab Fund, IDB, OPEC Fund, Japanese Co-operation, KfW, GTZ, AFD and ADF. Past operations of these partners concerned mainly road construction and rehabilitation works. For the ADF, the commitments totalled: (i) UA 140 million in Cameroon; (ii) UA13.14 million in CAR; and (iii) UA14.92 million in Chad and a road project approved by ADF in Chad in 2002 was cancelled following disagreement over procurement of works.

Financing of road maintenance

3.7.2 The complete financing of routine maintenance with self-generated resources, constitutes a condition precedent for the intervention of all donors in the roads sub-sector in CEMAC countries. To find sustainable resources for financing road maintenance expenditure (routine and periodic), there is agreement to generalize 2nd generation road funds, to establish a system of toll and weighing at harmonized tariffs on paved Inter-State roads. These road funds will derive their resources from hydrocarbons taxes, tolls, weighing and axle taxes. However, the lack of harmonization of transport taxes in the CEMAC Zone swells transport costs, often arousing reactions of reciprocity which are prejudicial to trade and mainly affecting importing countries, namely Chad and CAR. Indeed, Cameroon and Chad apply an axle tax (import duty) to inter-State transport trucks including foreign trucks, whereas any taxation should be based on the principles of "import duties and right of use". Normally only nationals must pay at the level of each State the import duties (licence tax, vehicle tax, and axle tax as currently instituted). On the other hand, en route fees or charges to be paid, for example weighing station fee, will be justified and must be paid by the users if its application is harmonized on the corridors (rate proportional to the load and the distance covered). Under this Programme, the ADF is financing the study on the harmonization of transport costs including taxation. The implementation of the recommendations of this study is a condition of the loan and grants to finance the Programme.

3.7.3 By decree No. 98/162 of 26 August 1998, Cameroon set up a 2nd generation road fund (RF) placed under the supervision of the Ministry of Finance, but endowed with the legal personality and autonomous management. The resources of the RF are made up mainly of road user charges (over 90%) deducted directly from fuel sale (at the rates of CFAF 60 /L for gas oil and CFAF 40 /L for super for fiscal year 2006). The resources of RF rose from 15 billion in 1998/99 to 35 billion in 2005. The Cameroon Government undertook to raise the resources of the RF up to CFA F 50 billion by 2008 (that is, an increase of CFA F 5 billion per year), while including in it, inter alia, toll resources which are currently remitted to the Treasury. In 2006, the target of CFAF 40 billion for RF was reached and even slightly exceeded (42.37 billion). However, the late payment of receipts of the 34 toll gates managed under State control hinders the implementation on schedule of maintenance work. The privatization of the management of the said gates already envisaged as a solution needs to be accelerated. With the completion of TSP1 in 2003 and in the absence of a new strategy of intervention in the sector, the Government and development partners, in particular the European Union in May 2004, prepared the Memorandum of Understanding (MoU) in order to summarize commitments and measures to be taken by the Government to preserve the gains of the PST1. To date, certain actions of this MoU have been carried out, in particular: (i) the development and validation at the technical level of the civil works sector strategy and the roads Master plan (ii) signature of the decree instituting the Programme of collection of road receipts, (iii) signature of the decree specifying the rules of taxation, control and

collection within the framework of the Programme of collection of road receipts and (iv) a national roads board has been created. There is on going reflection on the establishment of a road Agency. As it is intended to serve as the sole framework for road sector donor interventions, the MoU is being revised. Cameroon's Administration has indicated that the Government is awaiting the reaction of donors to finalize the said revision.

Cameroon – Road maintenance resources in CFA F million

Source	2001	2002	2003	2004	2005	2006
Road User Charges (RUR)	18 800	21 500	22 500	23 900	34 200	35 021
Road fines	300	800	600	1 200	800	1 506
Toll	500	1 200	800	0	0	4 134
Axle taxes	0	0	0	0	0	1 712
Total	19 600	23 500	23 900	25 100	35 000	42 373

3.7.4 By the law No.14/PR/2000 of 17 August 2000 and Decrees Nos. 418 and 419 of 18 September 2000, Chad also set up a 2nd generation Road Maintenance Fund (FER), enabling it to increase road maintenance resources which rose from approximately 2 billion on average in 1999/2000 to nearly 7 billion in 2005/2006, of which approximately 70% is actually allocated to road network maintenance. Moreover, the FER definitely enabled transparency in the use and management of the resources, according to conclusions of recent audit reports. To increase the resources of FER with the long term objective of raising them to the CFAF 12 billion required to maintain the priority network of 6200 km in a practicable state, the Government decided, under the 2006 finance law, to raise from 40 to 60 the percentage of the receipts paid to FER by the Bureau de la Fiscalité Pétrolière (Oil Taxation Office). Furthermore, as part of the resources resulting from oil exploitation are used for financing road investments, the proposal to also assign to FER a proportion of the said oil resources was discussed between the representatives of the Ministry of the Economy and Finance and those of the Oil Incomes Control and Monitoring College (CCSRP) which in principle have no objection. However, it would be necessary, if this were to be implemented, that certain specific provisions apply to the management of these funds in order to enable CCSR to be in a position to control its use in accordance with its mandate.

Chad- Road maintenance resources in CFA F million

Sources	2002	2003	2004	2005	2006
LVO – axle taxes	1 772	1 812	1 455	1 700	2 000
Overload fines	36	45	42	30	30
Toll (Ngueli bridge and ferry boats)	368	337	290	300	300
Petroleum taxes	2 337	2 644	3 003	3 400	4 505
Petroleum fund					
Special grant			450		
Total	4 514	4 837	5 240	5 430	6 835

3.7.5 In CAR, the Road Maintenance Fund (FER) which is a State-owned establishment endowed with legal personality and financial autonomy, was created on 5 December 1981 and has undergone several changes. In June 2006, the decrees approving the new statutes of the Road Fund and appointing directors representing the private sector to the Board of directors were signed, thus transforming this body into true 2nd generation Road Maintenance Fund. This constitutes progress for the sustainability of roads sub-sector investments. The receipts of FER derive mainly from: (i) en route charges deducted from fuel sales based on a

fixed rate of CFAF 55/l of gas oil or gasoline collected by PETROCA; (ii) weighing station fees; and (iii) receipts from the operation of certain ferry boats. The estimated budget of FER for 2007 is CFAF 2.7 billion (against CFAF 2 billion in 2005 and CFAF 2.47 billion in 2006). This budget is shy of the needs estimated at CFAF 10 billion. The Government committed to raising the resources of FER to CFAF 4 billion by 2010. As it seems socially difficult to increase the level road user charges (currently CFAF 55 /litre), the increase in the budget of FER hinges on (i) economic revival that should generate increased consumption of petroleum products; (ii) a more effective fight against fraudulent fuel importation by road and removal of exemptions on petroleum products concerning road user charges; and (iii) diversification of the sources of tollbooth receipts under consideration by the MED on trunk roads following rehabilitation and where possible, the introduction of mandatory consignment notes as in some neighbouring countries etc.

CAR – Road maintenance resources in CFA F million

	2000	2001	2002	2003	2004	2005
Road charges	1 654	1 626	1 417	1 396	1 596	1 612
Road tolls	143	190	140	89	94	115
Weighing stations	155	132	2	17	116	100
Axle tax	105	81	10	0	0	0
ONM services	47	22	1	4	0	0
Ferry boat receipts	8	8	3	1	1	12
Sundry receipts	65	31	14	2	1	0
Collection of State claims	0	0	174	179	133	200
Total	2 177	2 090	1 761	1 687	1 941	2 039

4 THE PROGRAMME

4.1 Programme Design and Rationale

4.1.1 The Programme was designed to reduce obstacles to economic integration in the CEMAC zone by initially focusing on the facilitation of access to the sea for landlocked countries of the zone, namely Chad and CAR which face difficulties transporting goods to Douala port (transporting a container from the port of Douala to N'Djamena or Bangui varies from two to five weeks). The occasional double taxation on products coming from the landlocked countries (mainly at the port of Douala) and the administrative road blocks along the Douala-Bangui and Douala- N'Djaména highways have increased transaction costs for the importers in CAR and Chad. For instance, the average cost of importation of a 20- foot container from Douala to Chad or CAR is approximately Euros 4000, i.e. four times the cost of maritime transport from Europe to Douala. The cost of transit operations for Chad represents approximately 58% of the value of exports against 14% for landlocked countries of Africa and 8.6% for developing countries.

Regional Integration

4.1.2 The main long-term goal of CEMAC is to create a Common Market for goods, services, capital and labour. Trade and transport facilitation, accompanied by an operative Customs union (CU), is essential to achieve this goal. Following the 1994 devaluation of the CFA F, the economic performance of CEMAC Member States improved. In 2005, the six Member States of CEMAC totalled a Gross Domestic Product (GDP) of USD 40.2 billion.

One of the key economic characteristics of the CEMAC sub-region is the economic predominance of Cameroon and Gabon. Cameroon, the biggest economy in the CEMAC area, constitutes nearly 50% of total GDP, while Gabon generates approximately 20%, leaving the other 4 countries with merely 30%. Despite the fact that the conflicts which prevailed in this zone impacted its economies negatively, GDP growth between 1995 and 2005 reached an annual rate equivalent to 8.5%, with considerable variations across countries (35% for Equatorial Guinea, 3 to 5% for Cameroon and 2.4% for CAR). The zone as a whole, recorded a very weak inflation and a substantial increase in foreign-exchange reserves. For a few years, the sub-region has been gradually moving towards full economic and monetary integration. Macroeconomic convergence improved thanks to a greater adhesion of the countries to the tax and non-tax convergence criteria.

4.1.3 CEMAC countries are open on the world economy. The trade openness ratios (imports plus exports as a proportion of GDP), for year 2005 are respectively 132.1%, 98% and 97%. This trade openness contrasts with the limited intra-regional trade which represents less than 5% of the total trade volume. Whereas, increased intra-regional trade will positively and significantly impact the region's economic growth and contribute to poverty reduction.

4.1.4 In 1997, CEMAC undertook a major reform of its customs and taxation systems leading to the adoption of a Common External Tariff (CET), with the putting in place of a mechanism for the gradual abolition of customs duties on intra regional trade, and harmonization of indirect taxes. The evaluation system of the World Trade Organization (WTO) is currently used in the Central African Republic, Republic of Congo and in Cameroon. It is being implemented in Gabon, while Chad and Equatorial Guinea have not yet started its implementation. In Cameroon, a new tax modernization plan initiated since 2005 is being put in place. In the Central African Republic and Chad, customs reforms are under way. For instance, in Chad the Government has, within the framework of a Public/Private Partnership, conceded to a private enterprise, the management of its principal customs facilities in N'Djaména and Touboro.

4.1.5 However, even if the general legal framework of the Customs union is satisfactory, obstacles remain. Indeed, besides the inadequate capacities within the customs services, there is inefficiency of the transit system, persistent exemptions and surtaxes, poor classification of products and goods, difficulties in the application of the rules of origin, non-elimination or incomplete reduction of intra-regional customs duties, double taxation of products in transit to the port of entry, especially in Douala, and in the landlocked countries. In addition, CEMAC still lacks the required means to effectively carry out its mission. Despite the improvements noted since 2000 with the introduction of the Community Integration Tax (CIT) accounting for 1% of the CIF value of imports from a third country, approximately 50% of receipts from the CIT are not transferred by the States. The arrears amount to nearly 32 billion CFAF. As a result, the administrative expenditures of CEMAC Institutions absorb the bulk of transferred CIT receipts to the detriment of the Community Development Fund (FODEC), which must be used to finance the integration projects. By comparison, in 2005, the receipts allocated to operation were 40% and 4.5% for WAEMU and the European Union respectively, on the basis of the same principle. In 2005, nearly 17% of WAEMU resources were allocated to the FAIR which is the equivalent of FODEC. CEMAC intends within 4 years to secure the financing of the operation of the bodies of the Institution and FODEC through: (i) effective mobilization of CIT receipts as from 2008 and through control of the tax base thanks to the interconnection of SYSDONIA, revision of the list of duty-free goods, putting in place a Community brigade for control of the

settlement of the CIT and, where applicable, the establishment of reserve funds at BEAC to offset default on the part of States in respect of remittance of the CIT, (ii) a refund mechanism for arrears of payment of the CIT before 2010. The table below gives a summary of the budget of CEMAC.

Trend of revenue sources and of the CEMAC budget (in CFA F Billion.)

	2002		2003		2004		2005		2006		2007
	Collected	Remitted	Collected	Remitted	Collected	Remitted	Collected	Remitted	Collected	Remitted	Forecast
TCI	11.80	4.08	12.80	6.50	14.60	9.80		12.36	16.83	11.97	
Equal contribution											
Total resources	11.80	4.08	12.80	6.50	14.60	9.80		12.36	16.83	11.97	
	Forecast	Actual	Forecast	Actual	Forecast	Actual	Forecast	Actual	Forecast	Actual	Forecast
Operating Budget SE-CEMAC	3.06	2.66	3.71	3.03	3.74	3.09	4.34	3.38	4.60	3.89	4.76
Operating Budget. Other organs			2.66		7.65		7.99		8.00		9.88
Total Operating Budget	3.06	2.66	6.37	3.03	11.40	3.09	12.33	3.38	12.60	3.89	14.63

Programme Design

4.1.6 To mitigate these deficiencies, CEMAC has adopted a regional transport and transit facilitation Programme (PFTT) whose objectives, cost as well as priorities are presented in Chapter I. This Programme which results from the PRFTT comprises: (i) the improvement or rehabilitation/maintenance of the most degraded road sections of the corridor or those no longer meeting the minimum safety requirements; (ii) rehabilitation of railway sections of CAMRAIL in Cameroon to improve highway safety and reduce the risks of early road degradation; (iii) implementation of related works on social, commercial facilities etc, in order to improve the impacts on the populations; (iv) a road transport and transit facilitation component to improve the performances of PAD and Customs and to reduce transit and border crossing times; and (v) an institutional support and capacity building component for the efficiency and effectiveness of the CEMAC Customs union, improved performance of the port of Douala, monitoring and evaluation of Programme impacts and management of the Programme.

4.1.7 On all road sections of the corridor requiring rapid intervention, in particular on the ADF-financed sections, the technical detailed designs and the economic, environmental and social impact assessments were undertaken between 2005 and 2006 in Chad and Cameroon respectively and were finalized in 2007 in CAR. Several technical solutions were considered and that which was selected was adopted by taking into account the traffic, the safety parameters for inter-State road transport and the geometrical characteristics meeting the design standards in force in the three countries and the sub-region (reference speed of 80 km/h, 7 m broad roadway with 1.5-m berms on either side and axle load of 13 tonnes).

4.1.8 These studies were supplemented by participatory approaches used mainly among local populations, transport sector operators and government services of the countries (port authority of Douala, customs, police forces, gendarmerie, GUCE, FAL Committee, BARC, BNFT etc.), involved in the transport chain. At the request of the local populations of certain road sections of the corridor, notably, the Garoua Boulai – Ngaoundéré and Bouar-Garoua Boulai sections and in order to contribute more effectively to the improvement of the living conditions of the populations of villages served by the road, the Programme has envisaged the rehabilitation or improvement of certain community socio-economic infrastructures.

Similarly, sensitization of the populations to STD/AIDS, road safety and environmental protection is envisaged on account of the high mobility of people on the two corridors.

4.1.9 The Programme design is in conformity with (i) the orientations of the STAP of NEPAD as regards regional integration and link-up; (ii) the strategic plan of the Bank and the regional integration assistance strategy paper (RIASP) for ECCAS being developed by the Bank of which one pillar is transport infrastructure development in order to facilitate regional integration, (iii) PRSP of Cameroon and Chad as well as the guidelines of the DSPAR for the period 2005-2009 for Cameroon and Chad and of the joint interim arrears auditing strategy paper 2007/2008 of the Bank and the World Bank for CAR which was approved by the Bank in October 2006. Indeed, it is contained in: pillar II of the RBCSP 2005-2009 of Cameroon, pillar II of the DSP 2005-2009 of Chad and the interim strategy of the Bank and the World Bank in CAR for the period 2007/2008. It should be noted that the Economic Community of Central African States (ECCAS) which covers the States of CEMAC as well as Angola, Burundi, the DRC, Rwanda and Sao Tomé & Príncipe, adopted a Consensual Transport Master Plan (PDCT-AC) and that ECCAS and CEMAC agreed on the principle of subsidiarity between them, in that when a project concerns exclusively Member States of CEMAC, the latter qualifies for its monitoring and implementation.

4.1.10 As designed, the Programme will contribute to poverty reduction through its impact on increased economic growth, environmental protection, improvement of the living environment and conditions of the populations and training of transport chain stakeholders and operators of the corridors. The meetings held by the Programme preparation mission with the donors represented in the three countries enabled coordination of the various interventions in the sector. The formulation of the Programme also benefited from the lessons learnt from our operations as well as those of the other donors in the three countries and, as regards the transport and trade facilitation Programme, from experiences in the other regions, notably, in East and West Africa. These experiences concern mainly: Programme coordination, procurement, mobilization of counterpart funds, sustainability of investments, project implementation monitoring as well as the taking into account of socio-economic infrastructures for the benefit of local populations; and as regards transport and transit facilitation, coordination at the level of the REC, the status and management of Community facilitation infrastructures, training/sensitization of stakeholders to the transit corridor concept, etc.

4.2 Programme Area and Beneficiaries

Delimitation and Characteristics of the Area

4.2.1 The road works envisaged under this Programme concern road sections which cross Cameroon from South-east to North, covering the Littoral, Centre, East, Adamaoua, North and Far North Provinces, and serving the towns of Douala, Yaoundé, Bertoua, Garoua Boulai, Ngaoundéré, Garoua and Kousséri. The works also concern road sections located in the south-western area of Chad, linking N'Djamena to the Cameroon border and sections located in the south-eastern part of the Central African Republic (CAR), linking the Cameroon / CAR border to Bangui, the Capital. Road works will be undertaken on 56% of the 2 294 km representing the road length of the two corridors. These provinces and areas constitute the restricted Programme area (ZIRP). The extended Programme area associated with the indirect Programme impacts and with facilitation measures concerns firstly the three

countries (Cameroon, Chad and CAR) and secondly, the other CEMAC countries, Nigeria and the north of the DRC.

4.2.2 The Programme area covers a surface area of about 450.000 km² i.e. 19% of the surface area of three countries (2.382.424 km² targeted by the Programme. The climate in the PA ranges from the tropical type to the south (south of Cameroon and west of CAR) to a dry tropical climate in the north (Chad). Along the corridor, the vegetation is highly varied, with tree vegetation cover in the south and Sahel in the north. The PA is characterized by a variable and unevenly distributed rainfall between 600 and 2500 mm of precipitation per annum. The zone is characterized by non-cohesive sand soils made up of rock deterioration soils. Relief of the relatively flat RPA in the Southern part (Southern part of Cameroon and south-west of CAR) presents unevenness as one approaches the Northern part (Northern of Cameroon and Chad). Its water system network comprises Rivers Sanaga, Vina, Logone, Wouri and their affluents.

Population and poverty profile of the area

4.2.3 In 2005, the population of the PA was estimated at approximately 11.5 million inhabitants, that is, 38% of the total population of the three countries. The PA contains modern socio-economic infrastructure (hospitals, markets, schools, banks, cotton industries) located in urban centres which generate much traffic. The Programme area is characterized by alarming poverty.

4.2.4 **In Cameroon**, despite the efforts of recent years, 4 out of 10 people live on an income of less US 1 per day. Poverty varies considerably across regions of the PA, and its incidence of 22% on average in urban areas doubles, even reaching 50% in rural areas. The most affected socio-professional categories are farmers (57%), people of the informal sector and the urban unemployed (40%). The results also highlight the importance of education and infrastructure services. In particular, the Cameroonian populations actually perceive poverty as being first and foremost a state of material deprivation characterized mainly by: (i) insufficient resources to meet basic needs; (ii) unavailability of infrastructure services or great difficulty accessing basic services. Concomitantly, the degradation of the health system is contributing to the appearance of new challenges in the health sector. Such is the case in particular of HIV/AIDS prevalence which rose by 2% to 11.8% between 1992 and 2002 and the persistence of malaria which accounts for 40 to 50% of consultations and 28% of hospitalizations.

4.2.5 **In CAR**, poverty is localised to a large extent in the rural areas. Approximately 70 % of the population lives below the poverty line. Life expectancy at birth fell by 10 years, from 49 years in 1988 to 39 years in 2005. The incidence of HIV/AIDS is 10.7%. The frequency of conflicts has caused major population displacements within the country with women and children being the principal victims. The school and health facilities in the Programme area are not always operational. The lack of effective health coverage in villages compels the peasants to travel to major centres such as Bouar, Baboua or Yolé and to Catholic mission facilities. However, travel is not always easy owing to the scarcity of public transport vehicles, partly as a result of the poor condition of the roads.

4.2.6 **In Chad**, the human poverty index is estimated at 55%. The PA under the commune of N'Djamena has an overall poverty incidence of 35%, despite a relative economic dynamic. Common diseases in the project area are malaria, diarrhoeal diseases,

AIDS (HIV prevalence in adults aged 15 to 49 years stood at 3.5% at end -2005). The Government's objective is, amongst others, to ensure 70% safe water availability by the year 2015, increase the number of latrines in households and public services. In the domain of education, the PA has a University, secondary and high schools and primary schools (both public and denominational (Catholic and Protestant) and vocational schools. However, illiteracy affects 62% of the population of which 33% women. Sanitation and access to drinking water pose enormous problems in the towns of Walia and Nguéli (24% of the population having access to adequate sanitation and 41% use improved drinking water sources). Apart from the Walia-Nguéli paved roads and the road leading to the Chagoua Bridge, there is no paved road system in these two agglomerations. Most of the road systems are unpaved and consist of small argillaceous alleys.

Gender

4.2.7 The gender situation in Cameroon, Chad and CAR is marked by a large scale poverty which constitutes an aggravating factor in a situation characterized by disparities at all the levels, in particular: (i) weak access to education, training, guidance and the factors and means of production; (ii) participation mainly in the informal economy and weak competitiveness on the labour market. Discrimination against women as regards access to resources strongly affects the household economy as it reduces labour productivity. There are several constraints on the attainment of gender equity, among which: (i) the insufficient enforcement of pro-women laws; (ii) insufficiency of information on women and their high level of illiteracy; (iii) persistence of social and cultural taboos on the status of women, and; (iv) women's weak economic status and their weak representation in decision-making circles. The key constraints on women, more particularly in the PA are summarized in the lack of drinking water, insufficiency of economic and social infrastructures and health personnel, illiteracy, the lack of intermediate means of transport and the defective state and/or lack of tracks to evacuate patients and production. Dry season farming and sanitation problems are time-consuming for them. During meetings of the mission that were heavily attended by women, the beneficiaries made numerous complaints which are justified by the insufficiency of income-generating activities and the dire need for women's contribution to household expenditure. Assistance was requested by the population to cope with the constraints and difficulties identified in the various development aspects of the area. The mission, while making clear that the Programme will not be able to deal with all the complaints put forward, indicated that it will examine in particular, those pertaining to the rehabilitation of social infrastructures (health post, roadside schools, etc), water supply (boreholes), sensitization to STD/ AIDS/malaria and those relating to rural service and link-up roads.

Production and marketing

4.2.8 **In the PA in Cameroon**, the main occupation of rural populations throughout the zones is food and cash crop farming. In the urban areas, apart from industrial activities in the population centres of Douala and Yaoundé, commercial or service activities prevail. The major cash crops are cocoa, coffee, palm oil and cotton. Annual production by village varies from 03 to 100 tonnes for coffee and from 0.5 to 25 tonnes for cocoa. The main food crops are groundnuts, cocoyam, plantain, cassava, corn, tomatoes, bananas and gourd. There is surplus yam production all along the NH1 between Ngaoundéré and Garoua (often called " the yam road"). The main livestock products are: cattle, goats, sheep, pigs and chicken, notably in the Garoua Boulai – Ngaoundéré area (e.g. in the Vina and Mbéré Divisions, the cattle population is estimated at 850 000 head). In the PA, the main fish species caught are

catfish, shrimps, Kanga crabs, and Tilapia or raffia larvae called "white worms". Hunting concerns mainly rodents and reptiles. Forest exploitation concerns only non-wood forest products. Logging companies are rare along the stretch. Most of the logs transiting through the Ajos-Bonis road are from CAR, Gabon, Yokadouma, Bertoua, Dimako, Mindourou, Lomié, Palisco, Messamema, Mbang, Libongo, Mouloundou, Batouri. Trade is carried out in the weekly markets which are held in most of the villages of the PA. Certain produce such as corn, yams and smooth cucumber are sold to retailers who supply the markets of the South (Yaoundé and Douala) and West (Bafoussam). In the Garoua Boulai Ngaoundéré area, there are six (06) large cattle markets, the known ones being the Ngawi international market located 120 km from Meiganga, the Garga cattle market and the Galdi cattle market. The Ngawi weekly market is held every Thursday and 75% of the cattle sold in the South of the country come from this market which is supplied by cattle from Chad, CAR and North Cameroon. The animals bought on this market are conveyed first to Meiganga before finding their way to the towns of the greater South (Garoua Boulai, Ngaoundéré, Yaounde, Bafoussam, Douala) and to Gabon. Apart from the urban centres, there are very few structured markets in the project area. The existing markets are actually sheds that are often sheet or mat- roofed or stalls abutting the road.

4.2.9 In the PA situated in CAR, coffee is the lone cash crop and its production and importance remain relatively weak. Cotton growing has dropped significantly. The main food crops which occupy 65% of acreage are cassava, sweet potatoes, corn, groundnuts, bananas and plantains. Vegetables and fruits are also grown but their acreage and production are not well known. CAR has a cattle population estimated at 450 000 (M'bororo zebu). In addition, there are 620 000 goats and sheep. The Bouar-Garoua Boulai area is a cattle-breeding area par excellence. There are two major types of stockbreeding: small live-stock and large livestock. In 1987, the taurine cattle herd was estimated at 8 500 head; it did not undergo any marked change from 1981 to 1987. This cattle population has decreased drastically in recent years due to increased insecurity although the cattle find the pasture rich and varied. Small livestock breeding is very significant as it comprises very prolific species (goats) or those with a weak consumer index (pigs and poultry). This type of breeding is mainly left to private initiative with either traditional stockbreeders in villages or to a lesser extent in urban areas in improved facilities. Hunting is widely practised. Most fortunately, according to the regional directorate for forestry, wild life survival is not yet threatened, especially as harvests are still meant primarily for household consumption. Bush meat trade is not yet a highly developed sector. It is developed mainly in the permanent markets of Bouar and Baboua and the periodic markets of Yenga, Béa, Gallo, Fambélé, Lokoti-Bangui, Ndiba, Déba and Beloko. In these villages, it will be necessary to put in place parking areas.

4.2.10 In Chad, the bulk of the population lives on agriculture and cattle breeding. Chad exports mainly cotton, cattle and gum arabic. Cotton is indeed Chad's leading export product ahead of cattle and gum Arabic, representing over 44.5% of exports in volume. Chad started exporting oil in 2004 (exploitation of oil fields in the Logone Oriental region). Stockbreeding is a major activity in Chad and accounts for 16 % of the GDP. In the PA, there are numerous peri-urban smallholdings. However, truck farming which generates appreciable financial incomes is successfully practised on riversides where fruit trees such as mangoes are also grown. Peri-urban stock breeding faces the same constraints as agriculture (shortage of land, competition with building construction). Sand extraction is apparently a very gainful activity. There is intensive transportation of the material to N'Djamena throughout the day. River fishing is a major occupation, even if several fish species have become rare due to the drop in water level as a result of drought conditions. Most of the

catch is for household consumption, the left-over in the form of smoked, dried or roasted fish is exported to Cameroon and Nigeria, but also to the Sarh area. Informal trade is among the major activities of the PA.

Existing situation

4.2.11 The Douala – Garoua Boulai – N’Djaména and Douala-Garoua Boulai-Bangui corridors comprise the NH1 in Cameroon (1701 km), the N’djamena –Nguéli road section in Chad (6 km), the approximately 230 km boundary-bridge over the Logone and the Garoua Boulai-Bouar-Bangui section in CAR (587 km). They connect the port of Douala to N’Djaména and Bangui. The state of degradation of the road sections of the corridors is as follows: (i) 45% of the road length of the corridors is paved and in an average/good state or work is in progress thereon; (ii) 37% of the road length is paved and in a bad state; and (iii) 18% of earth roads in a bad state and virtually impassable in the rainy season. The situation of each road section of the corridors presented in Annex is summarized in the table below.

Country	Road section	Length	Width	Type	state	Status
Cameroon	Douala – Yaoundé	240	7.4	Asphalted	Average	Studies available. Works to be financed by the EU
Cameroon	Yaoundé – Ayos	126	7	Asphalted	Very good state	Completed in 2005 financed by the EU
Cameroon	Ayos – Abong Mbang– Bonis	191	5	Earth road	On going	Financed by the Arab Fund
Cameroon	Bonis – Bertoua	5		Asphalted	Average	
Cameroon	Bertoua – Garoua Boulai	248	7	Asphalted	Very good state	Paved by the EU in 2001
Cameroon	Garoua Boulai – Ngaoundéré	253	5	Terre	Very Bad	Studies available. Works to be financed by the EU, ADFand IDA
Cameroon	Ngaoundéré – Garoua – Figuil	368	6	Asphalted	Bad	Studies available Works to be financed by the AFD
Cameroon	Figuil – Maroua - Kousséri	264	6	Asphalted	Bad	Studies available. Works to be financed by the EU
Cameroon	Kousséri by-pass	6	5	Earth road	Very Bad	No studies
	Total Cameroon	1701				
Cameroon/Chad	Bridge over the Logone River	0,2	3			Studies available. Works to be financed by the ADF
Chad	Bridge over the Logone River- Nguéli-Entry Ndjaména	6	7	Asphalted	Very Bad	Studies available. Works to be financed by the ADF
	Total Chad	6				
	Total 1	1707				

4.2.12 With regard to the obstacles to traffic on the road sections of the corridor between Yaoundé and Kousséri, there are all along the corridor, dozens of check points including 3 officially authorized check points. As such, the facilitation instruments put in place since 1999 by BGFT/BNF/BARC (International or mandatory Consignment Note, international safe-conduct, special transit vehicle identification label and the corridors monitoring operational unit), even if they have brought improvements, have failed to enable achievement of the set goals. Meetings are organized between the MINT, the security forces and the national trade union of transporters of Cameroon and the Prime Minister’s Office in order to address this situation. In addition, to clear all misunderstandings, the check points of the BGFT will have to be transformed into cargo monitoring points on the corridor.

4.2.13 Regarding inter-modal interfaces on the corridor, actions are already undertaken to reduce transit times, notably the 17.30 days of turnaround time at importation at the Port of Douala in 2005. The implementation of the ISPS Code is under way, even if there are some lingering problems, notably the impact on port turnaround time costs. A feasibility study of the information system of the port of Douala (SIP) is being developed. The Programme of computerization of GUCE and harbour docks of Douala is almost operational. A scanner for use by the customs is installed at the Douala dock. Migration to SYDONIA++ is under way at the docks of Douala, Ngaoundéré, Garoua and Kousséri as well as the interconnection of these docks via VSAT. An EU- financed study is under way at the SE-CEMAC for the interconnection of the customs computer systems of the States of the Community. Concerning the Customs, the authorities of the three countries intend to improve physical and documentary controls for goods management, strengthen the system of control of exemptions and special status traffic, strengthen the activities of the one-stop shop, in particular through its computerization, strengthen the information collection and joint control capacities, reduction of the scope of exemptions in particular of the VAT and Income tax.

4.2.14 Similarly, the study of the 3 single-check points at the borders, financed by the European Union is under way. It aims to determine the location of the sites, outline the question of their legal status, the methods of management and prepare the Bidding Documents for the works and equipment. This study also will define the selection criteria for the localization of the single-check points (technical, economic, social, regional balance etc.), which, once validated by the States will be used to define the localization of the single-check points throughout the corridors of the PRRI. Lastly, CEMAC will submit for approval to the governing bodies, a directive on the single-check points at the borders. Evidence of the approval of this Directive will be a condition for disbursement of the Grant extended to CEMAC.

4.2.15 The implementation of the TIPAC procedure is indispensable. The bilateral initiatives as regards the transit system shows the need to put in place a regional instrument to strengthen integration and trade in the CEMAC zone. The preliminary studies to the implementation of this procedure could not be undertaken. Among the constraints to be removed were: (i) the professionalization of transporters and the power relationship too much to the disadvantage of transporters vis-à-vis shippers; (ii) lack of information on the part of transporters and drivers; (iii) lack of guarantee funds for surety bonds; and (iv) obsolescence of vehicle pool which does not meet the technical standards for international transport. An EU- financed study on the establishment of TIPAC is also under way. The provisional report of this study was submitted for observations and comment to the donors in early January 2007. It should be completed before end - 2007. The Programme envisages the financing of support for sensitization, training and putting in place of a mechanism of continuous information on transport costs and assistance in book-keeping for the transporters belonging to associations. The implementation of the recommendations of this study is a condition for the ADF Grant under the Programme.

4.2.16 Viable integration requires mobilization of internal resources to finance regional development Programmes. Thirty percent of CIT receipts must be used for operation and 70% paid into the Community Development Fund (FODEC). FODEC resources must be used to finance 40% of the compensation for customs receipt losses by certain States pursuant to the common external tariff and 60% for integrative projects. Unfortunately, the CIT mechanism has not been respected by all Member States. Indeed, only 19% of the CIT was transferred in 2002, 41% in 2003 and 37% in 2004. The arrears quadrupled in three years,

from 8.2 billion in 2002 to 32.8 billion in October 2005. As such, the bulk of the resources were only used to finance the operation of CEMAC Institutions to the detriment of Programmes. The computerization and interconnection of customs clearance operations with the SYDONIA software as well as the development of multi-modal (port/road/rail/ dry ports) interfaces will: (i) improve customs duties collection by reducing fraud (20% increase in receipts in Cameroon and 50% in CAR and Chad); (ii) reduce customs clearance periods for economic operators who are in order; and (iii) facilitate control by CEMAC of the CIT yield collected by the Customs services of the States.

4.3 Strategic Context

4.3.1 The Governments of Cameroon, CAR and Chad are in the process of implementing strategies aimed at improving food security in their countries and reducing poverty. That requires, inter alia, strengthening their economic integration and their economic and social co-operation. These three countries are very active within the framework of ECCAS and CEMAC to implement credible and well-targeted reform Programmes that will enable the use, inter alia, of HIPC resources for the enhancement of local capacities, participation of the populations in the decisions relating to local development and the development of trade through sub-regional integration.

4.3.2 The States of the Community without a sea front (CAR and Chad), complain notably about the complexity and slowness of administrative and customs procedures at the level of ports and harassment along the corridors. They assert a right of hitch-free access to the sea. The putting in place of transport and transit facilitation measures on these corridors should help resolve these grievances.

4.3.3 The Programme as proposed should contribute to the attainment of these objectives and contribute to poverty reduction through : (i) the reduction of general transport costs, which constitutes an input for all the other economic and social activities of these countries, through the complete elimination of invisible costs; (ii) improvement of the mobility of the factors of production and the putting in place of incentives to boost production; and (iii) fostering the emergence of sound operation of the corridors. As such, the Programme is in conformity with the vision of the Bank, the PRSP and CSP of the three countries. Indeed, it falls within the framework of the Bank's operations strategies in the three countries, in particular Pillar 11 of the Cameroon 2005-2009 RBCSP, pillar II of the Chad 2005-2009 CSP and the ADB- World Bank joint interim strategy paper for the 2007/2008 period in CAR. The Bank's dialogue paper for CAR of 2005 – 2006 had already underscored the constraints related to the lack of infrastructure. Similarly, it is consistent with the top priorities of NEPAD which aims at generating economies of scale through major integrated groupings. The development of the infrastructure and the putting in place of corridors with no obstacles or barriers constitute one of the major components to achieve this goal.

4.4 Programme Objectives

At sector level, the purpose of the Programme is to contribute to increased CEMAC intra-Community and external trade. At the specific level, the Programme aims at improving the efficiency of the transport logistic chain of which the road infrastructures, the railway and accessibility along the Douala-N'Djaména and Douala-Bangui corridors. The indicators relating to these objectives are detailed in the chapter below for monitoring and evaluation.

4.5 Programme Description

4.5.1 To achieve the above-mentioned goals, the following Programme outputs are expected:

- (i) (a) 265 km of roads made safer between Douala and Yaoundé; (b) 414 km of roads improved and paved between Garoua Boulai and Ngaoundéré, Garoua Boulai and Bouar and for the Kousséri by-pass; (c) 357 km of road rehabilitated or maintained between Ngaoundéré and Figuil and 592 km of road maintained between Moundou and Touboro; (d) 15 km of road system paved in Meiganga and 5 km in Garoua Boulai; (e) 6 km road widened to a 2x2 road between Ngueli and Walia and 0.5 km of road rehabilitated between the Walia junction and the new N'Djaména bridge; (f) 230 km of a two-lane bridge built over the Logone; (g) 2 million people sensitized to HIV/AIDS and malaria, road safety and environmental protection;
- (ii) 125 km of railway between Batchenga and Ka'a renewed and 6 passenger cars procured;
- (iii) (a) 150 km of earth roads, 5 market sheds, 115 farm produce drying yards provided, 15 boreholes for water supply and 1 cattle de-stress point and rest areas for drivers provided; (b) 42 schools fenced and classrooms rehabilitated in the three countries; and (c) 51 consignments of small farm produce processing and transportation equipment acquired and installed.
- (iv) Customs information systems of CEMAC countries upgraded and inter-connected; a detailed design of the road terminals of N'Djaména, Bouar and Ngaoundéré prepared; six national committees and one regional facilitation committee created, a thousand persons sensitized to the operation and use of the corridors; 25 participants in the corridor management case study field trip, 1 corridor management board operational; 3 single-check points built and equipped; a radio communication system set up and axle-load scales installed, the complete set of equipment, hardware and software required for the interconnection of customs services and the creation of the customs data base at CEMAC are put in place and 500 customs officers trained; an inter-modal dock built at Douala port and the feasibility study reports on the construction of road terminals in Ngaoundéré, N'Djaména and Bouar prepared;
- (v) three national facilitation committees created; 4 socio-economic surveys conducted; a thousand persons sensitized to the operation and use of the corridors; 25 participants in the corridor management case study field trip; 2 million persons sensitized to HIV/AIDS, road safety, environmental protection; 4 vehicles placed at the disposal of coordination teams (1 per country and 1 to CEMAC), 4 complete computers, 1 photocopier, office supplies and equipment; 4 annual financial audit reports produced; 3 Programme coordinators (one per country) appointed and one recruited within CEMAC; 16 members of JTC appointed by the countries and CEMAC; 60 staff/months of TA placed at the disposal of CEMAC; technical assistance to MED of CAR, the Customs and PAD put in place.

4.5.2 The detailed description of the Programme components and activities and those of the ADF Programme are as follows:

Programme components and description

4.5.3 The components of the entire Programme are summarized below:

A- IMPROVEMENT AND STRENGTHENING OF CORRIDOR ROADS

A.1 - In Cameroon : (i) Improvement of safety on the 240 km of the Douala-Yaoundé road section, (ii) improvement and asphaltting of the 253 km of road between Garoua, Boulai and Ngaoundéré subdivided into three lots : (a) lot 1 from Garoua Boulai to Nandéké , 86 km long and the Garoua Boulai road system financed by the EU ; (b) lot 2 from Nandéké to Mbéré, 82km long including a connecting road to Meidoungou financed by the ADF; and (c) lot 3 from Mbéré to Ngaoundéré, 85km long financed by IDA; (iii) improvement of 6 km of road for the Kousséri by-pass, (iv) treatment of critical points over the 275 km of the Ngaoundéré-Garoua road section; (v) rehabilitation of the 93 km of the Garoua-Figuil road section; and (vi) improvement of the 15 km of the road system in Meiganga and 5 km of the road system in Garoua Boulai.

A.2- In Cameroon/Chad : (i) construction of a 230-lm two-lane bridge over the Logone at the boundary between Cameroon and Chad.

A.3- In Chad: (i) widening to 2x2 of a 6-km road between Ngueli and Walia ; (ii) strengthening of the 0.5 km road between the Walia junction and the new N'Djaména bridge ; (iii) maintenance under GENIS contract of 592 km of road between N'Djaména and Touboro.

A.4- In the Central African Republic: (i) improvement and asphaltting of the 155 km of the road sections between Bouar and Garoua Boulai in the CAR subdivided into 3 lots: (a) lot 1 between Bouar and Fambélé 73.8 km financed by the EU, (b) lot 2 between Fambélé and Baboua 27 km long financed by IDA and (ii) road maintenance on the international highways.

A.5- Mitigation of environmental impacts

A.6- Sensitization to STI-HIV/AIDS, malaria, road safety and environmental protection.

A.7- Works inspection and supervision.

A.8- Highway engineering in Cameroon, CAR and Chad.

B- IMPROVEMENT OF THE DOUALA-NGAOUNDERE RAILWAY

B-5. Rehabilitation of 125 km of the Douala-Ngaoundéré railway

B-6. Procurement of passenger cars

B-7. Environmental and social measures for railroad sections

B-8. Works inspection and supervision

C- RELATED WORKS

C.1. Development of 150 km of connecting tracks

C.2. Rehabilitation of social and business facilities

- C.3. Provision of produce drying yards
- C.4. Supply and installation of small agricultural produce processing and transportation equipment
- C.5. Drilling of boreholes
- C.6. Provision of a de-stressing areas for cattle and rest areas for drivers
- C.7. Works inspection and supervision.

D- TRANSPORT AND TRANSIT FACILITATION ACTIONS AND MEASURES

- D.1- Technical Assistance and capacity building of the Douala Port Authority (PAD)
- D.2 - Computerization of PAD
- D.3 - Investments on port safety and security at PAD
- D.4 - Support to the computerization of the One-stop Shop (GUCE) and interconnection of the computer systems of the port Community of PAD
- D.5- Improvement of inter-modal interfaces : (i) Investment for the Douala Port-highway interface; (ii) studies on the construction of road terminals at Ngaoundéré in Cameroon, Bouar in CAR and N'Djaména in Chad,
- D.6- Studies on the setting up of radio communication
- D.7- Support for the setting up of a transport cost information system (TCKM)
- D.8- Studies on transport facilitation-related issues;
- D.9- Construction and equipment of 3 single-check points at the Cameroon/Chad (Touboro/Boularabou,Ngueli/Kousséri) and Cameroon/CAR(Garoua-Boulai) boundary
- D.10- Supply and installation of radio-communication equipment and axle-load scales on the corridors;
- D.11- Interconnection of the SYSDONIA computerized customs system in the CEMAC zone and Connection of SE-CEMAC to this system;
- D.12- Works inspection and supervision;
- D.13- Seminars / Field trips/Sensitization to the corridor concept.

E - INSTITUTIONAL SUPPORT AND PROGRAMME MANAGEMENT

- E.1- Technical Assistance to SE-CEMAC for the monitoring and general coordination of the Programme and for monitoring the implementation of the facilitation aspect of the Programme;
- E.2- Technical assistance to SE-CEMAC for the management and implementation of the Customs Union as well as entry into force of the CEMAC Trade and Transport Programme;
- E.3- Technical assistance to the Customs services of Cameroon, CAR and Chad.
- E.4- Functioning of Programme coordination at the Executive Secretariat of CEMAC, Joint Technical Committee and the highways and Transport Directorates of the three countries responsible for monitoring the Programme;
- E.5- Monitoring and evaluation of Programme impact and putting in place of the practice monitoring unit;
- E.6- Capacity building of the highways and transport Directorates of the three countries responsible for monitoring the Programme (coordinators, project officers, support personnel, logistics and computer equipment);
- E.7- Financial and accounting audit.

Road improvement/rehabilitation component

4.5.4 The details of the components of the entire Programme are described in the paragraphs above.

4.5.5 The components proposed for **ADF** financing are as follows:

- A. In Cameroon,** ADF interventions will concern (i) improvement and asphaltting of the 82 km Nandéké - Mbéré road section, including the Meidouyou connecting road; (ii) improvement and asphaltting of the 6 km Kousséri by-pass; and (iii) improvement of 15 km of the Meiganga road system; (iv) works and environmental impact mitigating measures; (v) inspection and monitoring of the said works; and (iv) sensitization to HIV/AIDS, malaria and road safety, protection of the environment of the populations located between Ngaoundéré and Garoua-Boulai.
- B. Between Cameroon and Chad,** ADF interventions will concern (i) building of a 230 lm two-lane bridge over the Logone at the border between Cameroon and Chad; (ii) works and environmental impact mitigating measures; (v) inspection and monitoring of the said works.
- C. In Chad,** ADF interventions will concern (i) widening to a 2x2 road of the 6 km road between Ngueli and Walia and strengthening of the 0.5 km road between the Walia junction and the new N'Djaména bridge (ii) works and environmental impact mitigating measures; (iii) inspection and monitoring of the said works; and (iv) sensitization to HIV/AIDS, malaria and road safety, protection of the environment of the populations located between N'Djaména and Kousséri.
- D. In CAR,** ADF interventions will concern (i) improvement and asphaltting of lot 3 concerning the Baboua- Garoua Boulai road section of 54 km (ii) works and environmental impact mitigating measures on the Baboua-Garoua Boulai section; (iii) inspection and monitoring of lot 3 works, but also lot 2 works concerning the 27 km long Fambélé- Baboua section with IDA funding; (iv) sensitization to HIV/AIDS, malaria and road safety, protection of the environment of the populations located between Bangui and Garoua Boulai; (v) rehabilitation study on the 148 km Bossembélé - Baoro road.

4.5.6 Improvement and/or strengthening of the various road sections of the Douala – N'Djaména and Douala - Bangui corridors consist in building into paved roads the initially earth road sections and rehabilitating existing roadways which are more or less severely degraded. For the earth road sections (Garoua-Boulai-Ngaoundéré and the Kousséri by-pass in Cameroon and Bouar - Garoua Boulai in CAR), sub-bases of selected gravelly laterite varying from 25 to 30 cm in thickness and base courses of laterite improved with cement or crushed sand gravel aggregate will be built. The base courses of the roads to be rehabilitated will have the same characteristics as those of the roads to be built. The surface course will be of bituminous concrete (BC). The shoulders will have a single-layer coating. All the roadways will be 7m broad one with 1.5 m shoulders on either side. The road drainage will be improved and suitable road signs placed. Moreover, measures to mitigate the impact of the Programme on the environment will be included in works. Special works (parking areas, crossroads) will be carried out in the agglomerations of Garoua Boulai, Ngaoundéré, Kousséri and Bouar in order to avoid bottlenecks caused by the encroachments on the

roadway by traders and heavy vehicles parked. The bridge over the Logone will be built of steel reinforcement 25 m downstream from the present one. The two Governments agreed that Chad will finance 100% of the work on the bridge, from the ADF grant. A work supervision agreement was signed to that end between the two Governments to delegate the construction of the bridge to Chad.

4.5.7 The sensitization campaigns are aimed at informing the poor and vulnerable populations on the opportunities and risks which will be generated by the road works so as to make them adopt responsible behaviours which will contribute to the improvement of their living conditions. At least 1 000 000 persons will benefit directly from sensitization through, in particular local radio stations, televised messages and posters. The sensitization of local populations will concern environmental protection, prevention of HIV/AIDS, malaria and road safety. In certain areas, it will also concern the practices of early marriage of girls and the need to enrol them in schools. Consultants or NGOs will be recruited in each of the three countries for these services.

4.5.8 The works inspection and monitoring services will be provided by consultants recruited for this purpose and that will use the services of specialized and approved laboratories for road engineering inspection services. An environmental expert who will be used on a part-time basis throughout the Programme will be part of the team. The consultants' role will be to ensure quality, smooth conduct and compliance with work implementation deadlines. Their responsibility will also comprise the bill of quantities of the works, preparing certificates for payment, drafting of progress reports and work completion reports.

Railway rehabilitation component

4.5.9 Within the framework of the concession agreement between the State of Cameroon and CAMRAIL concerning the Douala-Ngaoundéré railway line, the State had made commitments vis-à-vis the Concession-holder as regards renewal of the railway between Yaoundé and Bélabo. It will concern rehabilitating highly degraded sections of the railway (in particular on the 125 km between Batchenga and Ka' a) and improving signalling and communication instruments. This work will provide piggybacking opportunities on the corridors, making it possible for heavy goods to be conveyed by railroad up to Ngaoundéré or in the downward direction from Belabo (for timber) thus reducing pressure on the Douala-Yaoundé highway. The project will finance the renewal of at least 6 passenger cars. This component is financed by the IDA and AFD.

Related works

4.5.10 Related works concern the rehabilitation/construction of socio-economic infrastructures requested by the local roadside populations during discussion sessions held with them within the framework of the participatory approach. Thus, the schools located less than 100 m from the road will be enclosed and their facilities improved where necessary with supply of benches and construction of latrines. Similarly, the health facilities located near the road will be improved and others created with the assistance of the populations, in accordance with the policies of the Governments in that domain.

4.5.11 **In Cameroon**, it will involve: (i) under the ADF lot: (A) improvement of 75 km of earth road (Mangoli-Wassande-Tello, Bebel Dibi-Ngaoubang-Kognoli, Nyambaka-Hossere, Carrefour Onaref - Ngaoundére-Beka Hossére and Bidou-Mangoli II); (b)

rehabilitation of 12 classrooms equipped with benches, fences, latrines and boreholes at the Meiganga primary school ; (c) repair of the Meiganga road terminal including 2 market sheds; (d) drilling of 8 boreholes in the Meiganga government technical high school, and the Government secondary schools of Lokoti, Meidoukou and Meiganga; and (e) provision of 30 farm produce drying yards in the villages between Nandélé and Mbéré; and (f) supply and installation of 32 consignments of small agricultural produce processing equipment (one consignment = 1cassava mill and 4 hand carts) in the villages between Nandélé and Mbéré; and (ii) IDA and EU lots = fences of schools and provision of farm produce drying yards. These actions will come to reinforce those envisaged by the National Programme for Participatory Development (PNDP) which started its activities in 2004 and currently covers 5 of the 10 provinces of Cameroon of which the North and Adamaoua Provinces.

4.5.12 **In CAR**, it will concern: (i) under the ADF lot: (A) improvement of 75 km of earth road (Déba-Bira Boyéré and Béloko-Besson); (b) rehabilitation of 9 classrooms equipped with benches, one head teacher's office, fences, latrines and boreholes in the primary schools of Béloko, Zoukounou and Goueba; (c) construction of 1market shed at Béloko (20x15 m²); (d) drilling of 6 boreholes in Béloko, Zoukounou and Goueba; (e) provision of 25 farm produce drying yards between Baboua and Garoua Boulai; and (f) supply and installation of 15 consignments of small farm produce processing equipment (one lot = 1cassava mill and 4 hand carts); and (ii) IDA and EU lots = fences of schools and provision farm produce drying yards

4.5.13 **In Chad**, ADF- financed interventions will concern: (i) the enclosure and rehabilitation of 12 classrooms equipped with benches, two head teachers' offices, fences, latrines and boreholes at the Walia primary school; (ii) 2 market sheds (20x15 m²) and 1 borehole at Walia; (iii) 1 de-stress point (enclosed) for cattle in bond at Nguéli in order to improve the transportation conditions of cattle on the hoof which constitute one of Chad's leading exports to Cameroon and Nigeria; and (iv) supply and installation of 4 consignments of small farm produce processing equipment.

4.5.14 For the earth roads, work will consist in the preparation of the roadway on a right-of- way of 7 to 10 m, shaping of a laterite surface course 10 to 15 cm thick and 4 to 5 m wide following a cross-sectional profile, construction of the ditches and installation of vertical road signs at suitable places. Minor critical points will be treated as a priority by the construction of small drainage works. Minor changes of the longitudinal profile could be made to improve visibility and safety. In general, parking areas and rest areas will be provided along road sections of the corridor.

Actions and measures of sensitization and road transport and transit facilitation

4.5.15 For inter-State road transport and transit facilitation on the corridor, the Programme will focus on one segment of such transport, namely container transport, transport by tankers and, in certain cases, transport by sealed trucks. In order to limit checking of these categories of transport at the departure points, at the borders and at arrival points, there are plans under the Programme: (i) to conduct studies on the radio communication system, studies on the construction of international road terminals in N'Djaména, Bouar and Ngaoundéré, studies on the setting up of a transport costs information system (TCKM), which will enable transporters to have a good knowledge of transport costs and be better positioned to negotiate the transport contracts with the shippers and a study on TIPAC; (ii) to build capacities so as to improve the Customs union and the receipts of the customs services

and FODEC, reduce the times for transfer and processing of transactions at the modal interfaces through technical assistance to the Douala Port authority (PAD), computerization of PAD and the One-Stop Shop for External trade (GUCE), interconnection of the Port Community of PAD, interconnection of the SYSDONIA customs computer systems in the CEMAC zone and connection of the SE-CEMAC to this system, and support to the National Customs of Cameroon, CAR and Chad; (iii) to support to the implementation of inter-State road transit in Central Africa (TIPAC); (iv) to improve safety and security at PAD as well as operation of the Douala port-road interface with the installation of a parking/loading/off-loading area for transit goods transportation; (v) to build and equip 3 single-check points at the Cameroon/Chad (Touboro/Boularambou, Ngueli/Kousséri) and Cameroon/CAR (Garoua-Boulai) borders and to set up on the two corridors radio communication equipment and axle-load scales; (vi) to provide support for the inspection and monitoring of works; and (vii) to provide support for the organization of seminars/ field trips/sensitization of transport system stakeholders to Programme objectives and expectations and to the corridor concept.

4.5.16 The ADF will intervene for: (i) studies on the radio communication system, installation of the international road terminal at N'Djaména and putting in place of a transport cost information system (TCKM); (ii) building a single-check point at the Cameroon/Chad border (Ngueli/Kousséri located in Kousséri); (iii) supply and installation of the radio communication system and axle-load scales on the Douala-Bangui and Douala- N'Djaména corridors; (iv) control and monitoring of the said works and installations; and (v) support to the organization of seminars/field trips/ sensitization of transport system stakeholders to Programme objectives and expectations and to the corridor concept.

Institutional Support and Management of the Programme

4.5.17 The Programme management component will reinforce the institutional mechanisms put in place. It comprises: (i) technical assistance to SE-CEMAC for the implementation of the Customs Union as well as the entry into force of the CEMAC Trade and Transport Programme and technical assistance to the Customs of Cameroon, CAR and Chad; (ii) technical assistance to SE-CEMAC for the monitoring and general coordination of the Programme and for monitoring the implementation of the facilitation aspect of the Programme; (iii) technical assistance to the Ministry for Equipment and Disenclavement of CAR and support to MINTP and MINT of Cameroon and to MI of Chad; (iv) monitoring and evaluation of the impact of the Programme, putting in place of the practices monitoring unit and the financial and accounting audit of the Programme; and (v) strengthening of the capacities and operation of the Programme Coordination at the Executive Secretariat of CEMAC, the Joint Technical Committee and the Roads and Transport Directorates of the three countries in charge of monitoring the Programme (coordinators, project officers, support personnel, logistics and computer equipment and organization of the meetings).

4.5.18 The ADF will intervene on technical assistance to CEMAC, Programme impact monitoring and evaluation, financial and accounting audit of the Programme. Technical assistance to CEMAC will comprise a transport Economist and a Civil engineer for a period of at least thirty months and ad hoc experts. Moreover, it will finance the procurement of a vehicle and computer equipment for the Programme officer at DDT-CEMAC and the training of the two DTT officers in charge of Programme monitoring in the domains of transport facilitation and road planning, in particular with regard to HDM.

4.6 Environmental Impacts

4.6.1 At the environmental level, the Programme is classified in category 1, given its location in a zone relatively sensitive to the environment, the type of development concerned (an asphalted road), its sub-regional scope and the potential direct and indirect impacts which it may generate in the physical as well as biological environment. In accordance with the environmental policy of the Bank and that of Cameroon, CAR and Chad and with the environmental requirements, policies and guidelines, an environmental and social impact assessment (ESIA) was conducted and its summary was published in the Public Information Centre (PIC) of the Bank on 19 February 2007 and distributed to the Board of Directors of the Bank on 28 February 2007. It should be noted that most of the road alignment will follow the initial itinerary, except for realignments in specific cases for reasons of safety and preservation of the environment and of the living environment of the populations. The environmental and social impact assessment was undertaken using a participatory approach in accordance with the regulations in force in these three countries. The ESIA was made available to the public by the Ministries in charge, for information and any comments.

Positive impacts

4.6.2 The road will generate highly beneficial socio-economic impacts. The implementation of the Programme will contribute to improved road safety and passenger comfort, reduction of transport costs and travel time between the localities, increased employment opportunities for the local populations, revitalization of the micro-enterprises such as vehicle repair workshops, food sale points, restaurants, garages, accessibility to periodic food markets, disease prevention and improved health of residents and accessibility to the key poles of employment or economic activities in the sub-region. Related works are envisaged for the improvement of the living environment and conditions of local populations. The project will definitely improve access to the port of Douala for Chad and CAR. On the whole, the project will contribute to poverty reduction and improvement of the living environment and conditions of the populations. The women will benefit most. Moreover, sub-regional integration will be strengthened with direct links to Cameroon, CAR and Chad.

Negative impacts

4.6.3 Given that the Douala- N'Djaména and Douala-Bangui corridors cross several ecological zones such as forests, savannas, plains, hills, rivers, in addition to fields, cities and villages, the environmental impacts will be significant but controllable through the implementation of appropriate mitigating measures and strict monitoring. During the implementation of the works and at start-up, the following negative impacts may occur. The environmental impacts and mitigating measures are described in detail in the summary of the ESIA, posted at the PIC.

4.6.4 The negative impacts would concern: (i) risks of damage to private property (crops, buildings and graves, access ways to properties, etc.) or public property (markets, water or electricity distribution systems); (ii) disturbance of traffic during work locally affecting traffic flow, with temporary effects on goods transport and services; (iii) higher risks of traffic accidents; temporary disturbance of access to disturbed socio-educational and religious facilities; (iv) high risks of spread of sexually transmitted infections (STI) and AIDS owing to the massive presence of enterprise personnel; and (v) possible disturbances of traditional ways of thinking and customs and practices. For further details on the impacts and mitigating measures, refer to the summary of the ESIA. Programmed work could also

generate the following effects: (i) deterioration of surface and ground water quality due to contamination by bituminous materials and hydrocarbons products; (ii) temporary deterioration of surface water by the entrainment of fine particles; (iii) modification of natural water drainage systems and (iv) possibility of disturbance of fresh water source heads and destruction of standpipes located on the alignment.

4.6.5 For road development proposes, the Programme envisages the expropriation of property on the two corridors as follows: (i) Garoua-Boulai-Kousseri: 1594 dwellings mostly precarious and temporary, of semi-permanent materials, belonging to 1434 owners (1141 households); 30 graves; 216 399 ha of land and food crops; 1494 trees; 16 straw sheds; 2 schools; 12 wells; 15 religious facilities; 6 other buildings. It should be noted that only 160 (one hundred and sixty) persons will move despite the numerous names featuring on the list, given that most of the houses are secondary dwellings occupied only periodically during the year for specific needs (farming period); (ii) Kousseri- "N'Djamena: 15 dwellings mostly of semi-permanent materials and belonging to 15 households, that is 160 persons; 0.52 ha of land; 24 trees; 9 commercial buildings, mostly of cob; (iii) Bouar-Garoua Boulai section: 176 dwellings mostly of semi-permanent materials and belonging to 126 households; 35 graves; 11 ha of food/cash crops; 542 trees; 41 straw sheds. During the works, the following infrastructures will be affected: 2 playgrounds; 2 markets; 2 religious facilities; 1 school; and 2 boreholes. This displacement consists in shifting back 25 to 100 m meters from the right-of-way of the road. In the Programme area, given that the populations are attached to their homeland, they are unwilling to leave.

Mitigating measures during construction phase

4.6.6 During the construction phase the mitigating measures will comprise: (i) before start-up, organization of information and sensitization campaigns targeting the technical services, the population, traditional rulers and users on problems related to the aspects of safety, risks, hygiene, health (prevention of HIV/AIDS) and conservation of natural resources, sites and monuments; cultural values, etc; (ii) prior to the installation and lay-out of work camps and work sites, the contractors will submit for approval by the control mission, a work site lay-out plan and a mitigation plan in conformity with the provisions adopted in the ESIA; and (iii) during works, pursuit of the information and sensitization campaigns in order, inter alia, to avoid creating artificial obstacles to wild life movement, apply bush fire and poaching prevention measures and techniques, prohibit game hunting and bush meat consumption, to sensitize and control firewood use, etc. To ensure that the mitigating measures are taken into account, the environmental regulations whose principal clauses will be designed to optimize the protection of the physical, biological and socio-economic environment will be inserted in the bidding documents for the works.

4.6.7 The project has envisaged public awareness campaigns targeting school children, local roadside populations, village heads, local and governmental authorities, economic groupings and transport sector operators. Four public awareness campaigns per year will be organized throughout the project. These campaigns will use schools, newspapers, radio and television as means of information and will deal with health problems of STI/AIDS, water-borne diseases, environmental protection, land management, problems caused by bush fires, destruction of the forest heritage, good farming practices, soil conservation, road safety, early pregnancies, female genital mutilation, etc.

Mitigating measures during the operation phase

4.6.8 Mitigating measures during the operation phase will mainly concern the following aspects: routine and periodic maintenance, implementation of mitigating measures, application of legislative and safety measures and transport and transit facilitation actions. The maintenance Programme to be put in place in particular by the ministries in charge will ensure the regular inspection and cleaning of drainage systems. The material and financial resources required for these activities will be earmarked in the annual budgets of these ministries. In order to strengthen the positive impacts, the project will foster the recruitment as a priority of local labour, in particular of women and youth. The putting in place of sensitization, information and control mechanisms (technical, road, traffic code, forest, etc), should make it possible to cope with these potential impacts.

Environmental monitoring

4.6.9 An Environmental and Social Management Plan (ESMP) was prepared, which presents all of the actions to be implemented to limit, mitigate or remove identified potential negative impacts and defines the various responsibilities for the application and control of these measures during the implementation and introduction phases. These actions concern mitigating measures to be applied, as well as control and monitoring measures and also the necessary support measures as regards improvement of the living environment of the population. The measures specified in the ESMP will be included in the bidding documents for their implementation and monitoring.

4.6.10 The implementation of environmental measures will be monitored by the environmental expert in the control mission, in collaboration with Division in charge of the Environment of the MINTP of Cameroon and Chad and the Directorate-General for the Environment of the Ministry for Water, Forestry, Wild life and the Environment of CAR. Its role will be to monitor the implementation of the ESMP, implement specific environmental works and seek solutions to periodic environmental problems. The monitoring indicators of the biological and abiotic environment as well as pollution indicators will be defined in detail by the environmentalist of the control mission. In addition, the ministries in charge of the environment of Cameroon, CAR and Chad will monitor the implementation of the ESIA, the ESMP as well as the RP.

4.6.11 The key objectively verifiable indicators which will be used for monitoring the impacts will be: regeneration rate of deforested spaces; success rate of sown species; number of analyses and water quality; number of social/ health facilities created and operational; number of compensated expropriated families (including the times of compensation and adequacy of the compensation received compared to the value of the expropriated property); rate of prevalence of diseases related to dust and gas emissions, number of cases of water-borne diseases or STI/AIDS and other infectious diseases recorded by the health centres since the start of the project and their treatment; number of cases of accidents, number of reports of collisions with wild animals, etc.

Cost of environmental impact mitigating measures

4.6.12 The cost of environmental protection measures, related works, expropriation and compensation of the Programme for all three countries is estimated at CFA F 5 903 million broken down as follows: (i) CFA F 1 859 million for compensations for expropriation; (ii) CFA F 103 million for environmental monitoring/sensitization; and (iii) CFA F 3 940 million for related works. To that, should be added the costs of rehabilitation of the quarries and

borrow pits or their development into wildlife and cattle watering places, signalling devices, restoration of work camps and work sites which are included in the cost of works. The cost of the compensations for expropriation of 1 926 million CFA F is broken down as follows: (i) CFA F 1 382 million in Cameroon; (ii) CFA F 213 million in CAR; and (iii) CFA F 331 million for Chad. Compensation by the three Governments for the those affected by the Programme constitutes a condition for the ADF grants and loan under the Programme.

4.7 Estimated Programme Cost

4.7.1 The estimated cost net of taxes and customs duties of the entire Programme is UA 409.32 million, including UA 323.52 million in foreign exchange and UA 85.80 million in local currency. The estimated cost of the components proposed for ADF financing is UA 124.22 million, of which UA 96.60 million in foreign exchange, and UA 27.62 million in local currency. The provision for physical contingency represents 10% of the baseline cost. The provision for price contingency is 8.09% of the baseline cost plus physical contingencies. The summaries of the estimated cost by component of the entire Programme and ADF Programme (part of the PROGRAMME financed jointly by the ADF, private transporters, CEMAC and the Governments) are shown respectively in Tables 4.1 and 4.2 below.

Table 4.1
Summary of cost estimate by component of the entire Programme

COMPONENTS	CFA F Million.			UA Million		
	FE	LC.	Total	FE	LC	Total
A – Road improvement, rehabilitation and maintenance	156 945.82	41 197.43	198 143.25	209.46	54.98	264.44
B – Improvement of railway services	21 743.86	5 435.97	27 179.83	29.02	7.25	36.27
C – Related works	2 651.10	662.77	3 313.87	3.54	0.88	4.42
D- Transport facilitation	16 363.13	4 576.78	20 939.91	21.84	6.11	27.95
E – Institutional support, Prog. management & monitoring	6 181.07	2 202.01	8 383.08	8.25	2.94	11.19
Baseline cost	203 884.99	54 074.96	257 959.95	272.10	72.17	344.27
Physical contingencies	20 388.50	5 407.50	25 795.99	27.21	7.22	34.43
Price contingency	18 139.65	4 811.05	22 950.69	24.21	6.41	30.62
TOTAL COST	242 413.13	64 293.50	306 706.64	323.52	85.80	409.32

Table 4.2
Summary of cost estimate by component of the ADF Programme

COMPONENTS	CFA F Million			UA Million		
	FE	LC.	Total	FE	LC	Total
A – Road improvement, rehabilitation and maintenance	50 421.91	13 642.09	64 064.00	67.29	18.21	85.50
B – Improvement of railway services	0.00	0.00	0.00	0.00	0.00	0.00
C – Related works	2 438.55	609.64	3 048.19	3.25	0.81	4.06
D- Transport facilitation	6 704.18	2 162.05	8 866.23	8.95	2.89	11.84
E – Institutional support, Prog. management & monitoring	1 318.82	986.44	2 305.26	1.76	1.32	3.08
Baseline cost	60 883.46	17 400.22	78 283.68	81.25	23.23	104.48
Physical contingencies	6 088.35	1 740.02	7 828.37	8.12	2.32	10.44
Price contingency	5 416.80	1 548.10	6 964.90	7.23	2.07	9.30
TOTAL COST	72 388.61	20 688.33	93 076.94	96.60	27.62	124.22

4.7.2 The summary of cost by expenditure category of the entire Programme and of the ADF Programme are shown below in tables 4.3 and 4.4 respectively:

Table 4.1
Summary of cost by expenditure category of the entire Programme

Categories	in CFA F million			in UA million		
	FE	LC	Total	FE	LC	Total
A - Goods	3 145.38	1 236.35	4 381.73	4.20	1.65	5.85
B -Works	177 519.02	46 119.01	223 638.03	236.92	61.55	298.47
C - Consultancy services	22980.58	6246.52	29227.10	30.67	8.34	39.01
D – Miscellaneous	240.00	473.09	713.09	0.32	0.63	0.95
Baseline cost	203 884.99	54 074.96	257 959.95	272.10	72.17	344.27
Physical contingencies	20 388.50	5 407.50	25 795.99	27.21	7.22	34.43
Price contingency	18 139.65	4 811.05	22 950.69	24.21	6.41	30.62
Total	242 413.13	64 293.50	306 706.64	323.52	85.80	409.32

Table 4.2
Summary of cost by expenditure category of the ADF Programme

Categories of expenditure	In CFA F million			in UA million		
	FE	LC	Total	FE	LC	Total
A - Goods	3 145.38	1 236.35	4 381.73	4.20	1.65	5.85
B -Works	51 210.16	13 639.68	64 849.84	68.34	18.21	86.55
C - Consultancy services	6 287.92	2 051.10	8 339.02	8.39	2.74	11.13
D - Miscellaneous	240.00	473.09	713.09	0.32	0.63	0.95
Baseline cost	60 883.46	17 400.22	78 283.68	81.25	23.23	104.48
Physical contingencies	6 088.35	1 740.02	7 828.37	8.12	2.32	10.44
Price contingency	5 416.80	1 548.10	6 964.90	7.23	2.07	9.30
Total	72 388.61	20 688.33	93 076.94	96.60	27.62	124.22

4.8 Financing Sources and Expenditure Schedule

4.8.1 The Programme will be jointly financed by the ADF, private inter-State transport sector operators, the Executive Secretariat of CEMAC, the Governments of Cameroon, CAR and Chad and in parallel by other donors (EU, IDA and AFD and Camrail). The ADF Grant to CEMAC will be devoted to the financing of the “transport facilitation” and “institutional support and Programme management” components. The ADF loan of a total amount of UA 48.00 million representing 11.73% of total Programme cost exclusive of taxes will be used to finance 13.32% of the Programme cost in foreign exchange and 5.71% of the cost in local currency. The ADF Grants of a total amount of UA 60.80 million representing 14.85% of total Programme cost net of taxes will be used to finance 16.54% of the foreign exchange cost of the Programme and 8.51% of the local currency cost. UA 42 million of the ADF loan will come from resources allocated to operations of a multinational character and UA 6 million from Cameroon’s allocation.

4.8.2 The ADF grants to Chad and CAR and the ADF loan to Cameroon will be used to finance: (i) part of the cost of works and inspection of the improvement and asphaltting of the 82 km of the Nandéke-Mbéré road section and the 6-km Kousséri by-pass in Cameroon, (ii) the works and inspection of the construction of the 230 lm bridge over the Logone River between Cameroon and Chad; (iii) part of the cost of the works and inspection of the widening to a 2x2 roadway of the 6 km of road between Nguéli and Walia and rehabilitation of the 0.5 km between the Walia junction and the new N’Djamena bridge in Chad; (iv) part of the cost of rehabilitation of the 54 km between Baboua and Garoua Boulai in CAR and the inspection of works over the 81 km between Fambélé and Garoua Boulai in CAR; (v)

part of the cost of works and inspection of related works and attenuation of negative environmental impacts in the three countries; (vi) studies on the rehabilitation of the 230 km Bossembélé-Baoro road in CAR; (vii) part of the cost of sensitization to road safety, malaria, HIV/AIDS, environmental protection in the three countries; and (viii) part of the cost of the "institutional support and Programme management" component in CAR in Chad. The ADF Grants will come from the resources allocated to operations of a multinational character.

4.8.3 The contributions of the other donors (UA 280.27 million) will be used for financing part of the cost: (i) of works and inspection of road works on the sections of the corridor in the three countries; (ii) of works and inspection of the railway rehabilitation works; (iii) of the transport facilitation and institutional support and Programme management components; and (iv) of related works.

4.8.4 The contribution of private transport operators (UA 4.12 million) will be used for financing the installation of radio receivers on board their freight vehicles and for the rehabilitation of the railway. CEMAC will contribute a share of UA 1.62 million for the financing of the "transport facilitation" and "Programme management" components, in particular the complete financing of the operation of the Joint Technical Committee and the partial financing of the works and inspection of construction building work on the single-check point, supply and installation of axle-load scales and the radio communication system. Evidence of the programming and budgeting of the CEMAC counterpart funds for the financing is a condition for the Grant under this Programme.

4.8.5 The contributions of the three Governments of an amount of UA14.52 million will be used for: (i) partial financing of works and inspection of road works and related works; (ii) total financing of expropriations and operation of the Programme coordination teams at their level. The financing plan by source of the entire Programme and that of the ADF Programme are accordingly presented in tables 4.5, 4.6 and 4.7 below.

Table 4.3
Financing Sources for the entire Programme
(In UA Million)

Source	FES	LC	Total	%
ADF LOAN	43.10	4.90	48.00	11.73%
ADF GRANT	53.50	7.30	60.80	14.85%
CEMAC		1.62	1.62	0.39%
IDA	94.09	21.03	115.12	28.12%
EU	104.12	26.02	130.14	31.79%
AFD	28.71	6.30	35.01	8.55%
PRIVATE		4.12	4.12	1.01%
Gov't Cameroon		8.08	8.08	1.97%
Gov't Chad		2.95	2.95	0.72%
Gov't CAR		3.49	3.49	0.85%
Total	323.52	85.80	409.32	100%

Table 4.4
Financing Sources for the ADF Programme
(In UA Million)

Source	FE	LC	Total	%
ADF LOAN	43.10	4.90	48.00	38.64%
ADF GRANT	53.50	7.30	60.80	48.95%
CEMAC		1.62	1.62	1.30%
PRIVATE		0.72	0.72	0.57%
Gov't Cameroon		6.83	6.83	5.50%
Gov't Chad		2.95	2.95	2.37%
Gov't CAR		3.30	3.30	2.66%
Total	96.60	27.62	124.22	100.00%

Table 4.7
Financing Sources by expenditure category of the entire Programme
(in UA million)

Categories	ADF LOAN			ADF GRANT			Private			CEMAC			IDA, EU, AFD			GOV'Ts			Total		
	FE	LC	Total	FE	LC	Total	FE	LC	Total	FE	LC	Total	FE	LC	Total	FE	LC	Total	FE	LC	Total
A - Goods				4.20	0.52	4.72		0.60	0.60		0.52	0.52							4.20	1.65	5.85
B -Works	33.83	3.81	37.63	34.52	4.30	38.81		2.86	2.86		0.37	0.37	168.57	39.28	207.85		10.93	10.93	236.92	61.55	298.47
C – Consultancy services	2.43	0.31	2.74	5.96	1.28	7.24					0.24	0.24	22.28	5.60	27.88		0.91	0.91	30.67	8.34	39.01
D - Miscellaneous				0.32	0.04	0.36					0.22	0.22					0.37	0.37	0.32	0.63	0.95
Baseline cost	36.26	4.12	40.37	45.00	6.14	51.14		3.46	3.46		1.35	1.35	190.85	44.88	235.73		12.21	12.21	272.10	72.17	344.27
Physical contingencies	3.63	0.41	4.04	4.50	0.61	5.11		0.35	0.35		0.14	0.14	19.08	4.49	23.57		1.22	1.22	27.21	7.22	34.43
Price contingency	3.22	0.37	3.59	4.00	0.55	4.55		0.31	0.31		0.12	0.12	16.98	3.99	20.97		1.09	1.09	24.21	6.41	30.62
Total	43.10	4.90	48.00	53.50	7.30	60.80		4.12	4.12		1.62	1.62	226.91	53.36	280.27		14.52	14.52	323.52	85.80	409.32

Table 4.5
Financing sources by expenditure category of the ADF Programme
(in UA million)

Categories	ADF LOAN			ADF GRANT			Private			CEMAC			Gov't Cameroon			Gov't Chad			Gov't CAR			Total		
	FE	LC	Total	FE	LC	Total	FE	LC	Total	FE	LC	Total	FE	LC	Total	FE	LC	Total	FE	LC	Total	FE	LC	Total
A - Goods				4.20	0.52	4.72		0.60	0.60		0.52	0.52							4.20	1.65	5.85			
B -Works	33.83	3.81	37.63	34.52	4.30	38.81					0.37	0.37	5.15	5.15		2.16	2.16		2.42	2.42	68.34	18.20	86.55	
C – Consultancy services	2.43	0.31	2.74	5.96	1.28	7.24					0.24	0.24	0.43	0.43		0.22	0.22		0.25	0.25	8.39	2.73	11.12	
D - Miscellaneous				0.32	0.04	0.36					0.22	0.22	0.16	0.16		0.10	0.10		0.11	0.11	0.32	0.63	0.95	
Baseline cost	36.26	4.12	40.37	45.00	6.14	51.14		0.60	0.60		1.35	1.35		5.75	5.75		2.48	2.48		2.78	2.78	81.25	23.23	104.48
Physical contingencies	3.63	0.41	4.04	4.50	0.61	5.11		0.06	0.06		0.14	0.14		0.57	0.57		0.25	0.25		0.28	0.28	8.12	2.32	10.44
Price contingency	3.22	0.37	3.59	4.00	0.55	4.55		0.05	0.05		0.12	0.12		0.51	0.51		0.22	0.22		0.25	0.25	7.23	2.07	9.30
Total	43.10	4.90	48.00	53.50	7.30	60.80		0.72	0.72		1.62	1.62		6.83	6.83		2.95	2.95		3.30	3.30	96.60	27.61	124.22

4.8.6 The expenditure schedule by component of the entire Programme as well as that of the ADF Programme are shown in Tables 4.8 and 4.9 below:

Table 4.6
Expenditure schedule by component of the entire Programme
(in UA million)

Components	2007	2008	2009	2010	2011	Total
A – Road improvement, rehabilitation and maintenance	53.01	79.33	105.46	26.48	0.16	264.44
B – Improvement of railway services	7.25	10.88	14.51	3.63		36.27
C – Related works	0.88	1.33	1.77	0.44		4.42
D- Transport facilitation	3.74	10.52	10.76	2.89	0.04	27.95
E – Institutional support, Prog. management & monitoring	1.93	3.91	3.31	1.54	0.49	11.19
Baseline cost	66.82	105.97	135.80	34.99	0.69	344.27
Physical contingencies	6.68	10.60	13.58	3.50	0.07	34.43
Price contingency	5.94	9.43	12.08	3.11	0.06	30.62
TOTAL COST	79.44	126.00	161.47	41.60	0.82	409.32
Total in %	19.41%	30.78%	39.45%	10.16%	0.20%	100.00%

Table 4.10
Expenditure schedule by component of the ADF Programme
(in UA million)

Components	2007	2008	2009	2010	2011	Total
A – Road improvement, rehabilitation and maintenance	17.22	25.69	33.97	8.55	0.07	85.50
B – Improvement of railway services						
C – Related works	0.81	1.22	1.63	0.41		4.07
D- Transport facilitation	0.42	3.92	5.46	2.00	0.04	11.83
E – Institutional support, Prog. management & monitoring	0.53	0.93	0.78	0.49	0.34	3.08
Baseline cost	18.98	31.76	41.84	11.44	0.45	104.48
Physical contingencies	1.90	3.18	4.18	1.14	0.04	10.44
Price contingency	1.69	2.83	3.72	1.02	0.04	9.30
TOTAL COST	22.57	37.77	49.75	13.60	0.53	124.22
Total in %	18.17%	30.40%	40.05%	10.95%	0.43%	100.00%

4.8.7 The expenditure schedule by financing source of the entire Programme as well as that of the ADF Programme are shown in tables 4.10 and 4.11 below:

Table 4.11
Expenditure schedule by financing source of the entire Programme
(in UA million)

Source	2007	2008	2009	2010	2011	Total
ADF LOAN	9.32	14.78	18.93	4.88	0.10	48.00
ADF GRANT	11.80	18.72	23.98	6.18	0.12	60.80
CEMAC	0.31	0.50	0.63	0.16	0.00	1.62
IDA	22.34	35.44	45.41	11.70	0.23	115.12
EU	25.26	40.06	51.33	13.23	0.26	130.14
AFD	6.80	10.78	13.81	3.56	0.07	35.02
PRIVATE	0.80	1.27	1.63	0.42	0.01	4.12
Gov't Cameroon	1.57	2.49	3.19	0.82	0.02	8.08
Gov't Chad	0.57	0.91	1.16	0.30	0.01	2.95
Gov't CAR	0.68	1.07	1.38	0.35	0.01	3.49
Total	79.44	126.00	161.46	41.60	0.82	409.32
Total in %	19.41%	30.78%	39.45%	10.16%	0.20%	100%

Table 4.7
Expenditure schedule by financing source of the ADF Programme
 (in UA million)

Source	2007	2008	2009	2010	2011	Total
ADF LOAN	9.32	14.78	18.93	4.88	0.10	48.00
ADF GRANT	11.80	18.72	23.98	6.18	0.12	60.80
CEMAC	0.31	0.50	0.63	0.16	0.00	1.62
PRIVATE		0.14	0.36	0.21		0.72
Gov't Cameroon	0.01	1.74	3.33	1.48	0.29	6.83
Gov't Chad	0.54	0.90	1.18	0.32	0.01	2.95
Gov't CAR	0.60	1.00	1.32	0.36	0.01	3.30
Total	22.57	37.77	49.75	13.60	0.53	124.22
Total in %	18.17%	30.40%	40.05%	10.95%	0.43%	100%

5 PROGRAMME IMPLEMENTATION

5.1 Executing Agency

5.1.1 The Programme falls within the framework of the regional transport and transit facilitation Programme (PRFTT) of CEMAC the general coordination and monitoring of which will be carried out by the Executive Secretariat of CEMAC (SE-CEMAC) through its Transport and Telecommunications Directorate (DTT/SE-CEMAC). In addition to general coordination, this Directorate will be the executing agency for road transport and transit facilitation - related activities, general sensitization and monitoring and evaluation of the Programme. This Directorate however has only two officers in charge of the transport sector and does not yet have sufficient experience as regards monitoring of similar Programmes.

5.1.2 For the monitoring of the implementation of the PRFTT, CEMAC initially set up the FASTRAC Programmes monitoring Committee financed by the EU, and then by Decision issued on 11/03/2006, a PRFTT Coordination and Monitoring Committee (CCS-PFTT) of the entire regional facilitation Programme. The CCS-PFTT chaired by the Director of SE-CEMAC comprises representatives of the 6 Member States of CEMAC (Directorates in charge of roads, transport, Customs, the road Funds, a representative of transporters' trade unions, 3 representatives of SE-CEMAC) and development partners as observers. The CCS-PFTT whose role is to pilot the regional Programme meets at least once per year and will be charged with updating the Community strategy of the PRFTT, preparing draft Directives and payments, updating the investment plan, following up the Community studies on further extension of the strategy, putting in place a regional data bank and developing a monitoring and evaluation system for each PRF component. In order to maximize the use of human resources, the FASTRAC and CCS-PFTT progress monitoring meetings will be held at the same time. This Committee will be supported at the national level by the National facilitation Committees created (CAR) or in the process of creation (Chad and Cameroon).

5.1.3 The Ministry of Public Works of Cameroon (MINTP), the Ministry for Equipment and Disenclavement of CAR (MED) and the Ministry for Infrastructure of Chad (MI) will play their usual role of executing agency of the works and inspection aspects of the road rehabilitation and related works each on its own territory. The MINTP will rely on: (i) the Directorate for road Investments and Maintenance (DIER) for the Programme components financed by the other donors; and (ii) the ADB road projects implementation monitoring unit

(PIMU-ADB) for the ADF-financed road and related components. The PIMU-ADB, which has been in existence since 1998, currently comprises a Coordinator, two civil engineers, an accountant, a secretary, a driver and a maintenance man. It has a procedures manual which governs its operation. It is monitoring the ongoing implementation of three ADF- financed road projects two of which will be completed in the first quarter of 2007. In addition, the Deputy Director of Road Investments will be the coordinator at DIER for all the donors. He will prepare monthly progress reports on the components financed by each donor and transmit them to the executive secretariat of CEMAC for consolidation before presentation to the donors.

5.1.4 The MED of CAR will rely on the Directorate-General for Studies, Planning and Control (DGEPC) for the monitoring and coordination of sector projects. A coordination team will be placed at the DGEPC, comprising a Coordinator, a civil engineer, an accounts administrator and support personnel (driver, secretary and clerk). Facilitation-related activities will be the responsibility of the Ministry for Transport and Civil aviation (MTAC) which is charged with preparing regulations on transport and its operation.

5.1.5 The MI of Chad will rely on the Directorate-General for Roads (DGR) which supervises all national road network construction and maintenance works and the Project monitoring and Coordination Unit (CSCP), charged with the monitoring and coordination of projects of the sector. A coordination team will be put in place at the Directorate-General of Roads, comprising a coordinator, a civil engineer, a driver and a secretary. As with previous road projects, the services of the CSCP Accountant will be used to monitor the keeping of Programme accounts in Chad. For transport facilitation- related activities, the MI will rely on the Directorate-General for surface transport (DGTS) which is responsible for all the legal aspects related to the exploitation of land transport, as well as monitoring of the sector and the promotion of the various surface transport modes.

5.2 Institutional Arrangements

5.2.1 CEMAC has designated one of its two officers specializing in transport facilitation as Programme coordinator. To enable CEMAC to fulfil its mission, the Programme will provide support in the form of technical assistance to the DTT/SE-CEMAC comprising a civil engineer, a transport economist and occasional experts (including a contracting expert) and capacity building in logistics and computer equipment and training. CEMAC was committed to strengthening this Directorate with human resources (at least one transport economist and a civil engineer) for the proper performance of its role as part of the preparation and implementation of NEPAD projects. The recruitment of at least two staff is a condition for the grant.

5.2.2 At the level of each country a coordinator or project engineer has been appointed. In Cameroon for instance, one of the PIMU Engineers who was monitoring a recently completed ADF project was designated project officer to monitor the implementation of the Programme. The Chadian and CAR Governments appointed their Programme coordinators following a call for candidates within the MI and MED and the non-objection of ADF to the CVs of their three top ranked candidates. The coordinators and/or project officers will be evaluated periodically on the basis of the TOR and of performance measurement indicators. As the PIMU-ADB in Cameroon has to act as executing agency of the components (except for the railway) financed by the World Bank in Cameroon, it will be reinforced by a full-time assistant coordinator from MINT for monitoring the transport facilitation component, a full-

time engineer project officer of MINTP and by focal points from the Customs and where possible from PAD as well as a consultant specializing in contracting. This consultant will support the PIMU for 18 months on IDA financing. Staff of the Administration will be designated after assessment of the CV of applicants. The premises and operating resources of the Unit will be strengthened and the instrument establishing the Unit will be amended accordingly.

5.2.3 To ensure proper coordination of the monitoring of the implementation of Programme activities, the establishment of a Joint Technical Committee (JTC) of 11 members is envisaged. It will comprise the Directors of roads (3) and land transport (3) of each the three countries or their representatives, representatives of the DTT/SE-CEMAC (2) and the project officers of each country (3). This Committee will be coordinated by the Director of the DTT/SE-CEMAC. The JTC will play the role of coordinating the implementation of this Programme, resolving any problems which may occur and ensuring a harmonious implementation of the Programme in the three countries. It will meet at least three times a year successively in one of the three countries and related expenses are included in the Programme cost. The creation of the JTC by decision of CEMAC as well as the designation of its members at the level of each country by decrees issued by the Ministers in charge of roads is a condition for the grant under this Programme. In addition, before the end of implementation of the Programme activities, SE-CEMAC and the three States will set up a corridors management committee.

5.2.4 Experienced and qualified consulting firms will be recruited for the control and supervision of works of the various lots. Their teams will comprise environmental specialists for monitoring the parallel implementation of the environmental protection measures. Moreover, these consulting firms will use the services of specialized approved laboratories for all road engineering works. Under the authority of the executing agencies, they will carry out field monitoring during works; technical and environmental quality control, recording of works carried out and their invoicing, and lastly, will prepare implementation reports, a video-film on the life of the project and the traffic count/survey reports. They will provide support to project officers comprising: (i) 1 vehicle, computer equipment; and (ii) a monthly allowance for project officers of CAR and Chad to cover travelling expenses. Allowances for project officers in Cameroon will be financed by the counterpart funds of Cameroon.

5.3 Implementation and Supervision Schedules

5.3.1 The implementation of the Programme will run from July 2007 to September 2011, that is, approximately 45 months. The corresponding implementation schedule, presented in annex, is summarized as follows:

Table. 5.1
Implementation Schedule

Activities	Implementor	Starting date	Ending date
1- PRELIMINARY ACTIVITIES			
Approval of AAA	ADF	28/02/2007	25/03/2007
Approval of loan and grants	ADF	June-2007	June-2007
Signature of loan and grants	ADF./CEMAC/GOV'TS	July-2007	November-2007
Publication of the General Information Note	ADF/CEMAC/GOV'Ts	May-2007	June-2007
2- ROAD, BRIDGE CONSTRUCTION AND RELATED WORKS			
2.1 Highway engineering in Cameroon/CAR/Chad			
Process of selection of consultant up to signature of contract	DGEPC/ADF	Dec-2007	Aug-2008
Conduct of studies	Consultant/DGEPC	Sept-2008	March-2009
2.1 Sensitization to HIV/AIDS, malaria, Env protection and Road safety in the three countries			
Process of selection of consultants up to signature of contract	CSEP-ADB/DGEPC/DGR/ADF	Sept-2007	May-2008
Provision of the services	CSEP-ADB/DGEPC/DGR/Consultants	May-2008	Nov-2010
2.2 Road, bridge construction, related and railway works			
Process of selection of contractors up to signature of contract in Cameroon and Chad	MINTP/MI/ADF	July-2007	March-2008
Process of selection of the contractor up to signature of contract for CAR	MTPT/ADF	July-2007	March-2008
Implementation of ADF- financed works in Cameroon and Chad	Contractors/MINTP/MI	April-2008	April-2010
Implementation of ADF- financed works in CAR	Contractors/MED	April-2008	April-2010
Recruitment and execution of road and railway works financed by Co-financiers	Contractors/IDA/AFD/EU/MINTP/MI/MED	July-2007	April-2010
2.3 Superv. of road, bridge construction, related and railway works			
Process of selection of consultant up to signature of contract in Cameroon and Chad	MINTP/MI/CEMAC/ADF	June-2007	Feb-2008
Process of selection of consultant up to signature of contract in CAR	MTPT/ADF	June-2007	Feb-2008
Provision of control services in Cameroon and Chad	Consultants/MINTP/MI	March-2008	April-2010
Provision of control services in CAR	Consultants/MED	March-2008	April-2010
Recruitment and inspection of works of the components of the other Donors	Cs/Its/IDA/AFD/EU/MINTP/MI/MED	June-2007	July-2009
3- TRANSPORT FACILITATION			
3.1 Radio Communication and CTKM Studies			
Process of selection of consultant up to signature of contract	DTT CEMAC/DR Chad/ADF	July-2007	March-2008
Conduct of studies	DTT CEMAC/DR Chad/Consultants	April-2008	Dec-2008
3.2 Studies road terminals, rehab. of roads and interfaces			
Process of selection of consultant up to signature of contract	DGEPC/DGR/ADF	July-2007	March-2008
Conduct of studies	DGEPC/DGR	April-2008	Dec-2008
Studies financed by Cofinanciers (road terminals Bouar and Ngaoundéré and facilitation)	DGEPC/CSEP-ADB/Consultants	July-2007	Dec-2008
3.3 Construction of single check point at the borders			
Process of selection of the contractor up to signature of contract	DTT-CEMAC/ADF/Contractor	Jan-2009	Sept-2009
Execution of check point construction works financed by ADF	DTT-CEMAC/Contractor	Oct-2009	April-2011
Recruitment and construction of check points financed by the other Donors	DTT-CEMAC/EU/Contractors	Jan-2009	April-2011
3.4 Putting in place of radio Radio-Comm and axle-load scales			
Process of selection of the contractor up to signature of contract	DTT-CEMAC/ADF/Contractor	Jan-2009	Sept-2009
Execution of ADF works	DTT-CEMAC/Contractor	Oct-2009	April-2011
Putting in place of the components of the other Donors	DTT-CEMAC/EU/IDA/Contractors	Jan-2009	April-2011
3.5 Control and supervision of facilitation			
Process of selection of consultant up to signature of contract	DTT-CEMAC/ADF/Consultant	Dec-2008	Aug-2009
Provision of control services	DTT-CEMAC/Consultant	Sept-2009	May-2011
Recruitment inspection of works of components of the other Donors	DTT-CEMAC/EU/IDA/Consultants	Dec-2008	May-2011
3.6 Technical assistance for the Customs Union and the port			
Recruitment and assistance technical financed by the other donors	Cs/Its/IDA/AFD/EU/MINTP/MED	Dec-2007	May-2011
4- INSTITUTIONAL SUPPORT AND MANAGEMENT OF THE PROGRAMME.			
4.1 Technical assistance CEMAC, CAR and PAD			
Process of selection of technical assistance to CEMAC	DTT-CEMAC/ADF/Consultant	July-2007	March-2008
Technical assistance to CEMAC	DTT-CEMAC/Consultant	April-2008	April-2010
Recruitment technical assistance services financed by the other donors	CSEP-DIER Cam/CSLT/IDA	July-2007	March-2010
4.2 Monitoring and evaluation surveys			
Process of selection of consultant up to signature of contract	DTT-CEMAC/ADF/Consultant	Aug-2007	April-2008
Provision of the services	DTT-CEMAC/Consultant	May-2008	May-2010
4.3 Accounting & financial audit			
Process of selection of consultant up to signature of contract	DTT-CEMAC/CSEP/DGR/ADF	July-2007	March-2008
Provision of audit services	DTT-CEMAC/CSEP-ADB/DGR/Consultants	May-2008	July-2011
Recruitment and audit of components financed by the other donors	DGEPC/IDA/Consultant	July-2007	July-2011
4.4 Others (training, equipment implementation monitoring)			
Putting in place of Joint Technical Committee, coordinators	CEMAC/MINTP/MI/MED	May-2007	Aug-2007
Training and seminars	DTT-CEMAC	Sept-2008	Sept-2011
Monitoring of Programme implementation	DTT CEMAC/CSEP-ADB and DIER/DGR/DGEPC/ADF	May-2007	Sept-2011

5.3.2 Once the loans and grant are approved, the ADF will launch the Programme and then conduct supervision missions the estimated schedule and composition of which are shown below:

Table 5.2
Estimated Supervision Schedule

Approximate date	Activity	Composition of mission	Staff/weeks
14/08/2007	Launch	Project Officers, a disbursement Officer and a procurement Officer	4.5
13/02/2008	Joint supervision by donors	Project Officers (Transport Economist and Civil Engineer)	5
14/10/2008	Supervision	Project Officers (Transport Economist and Civil Engineer) and an Audit Officer	7.5
12/05/2009	Mid-term review of the project	Project Officers (Transport Economist and Civil Engineer) and a Jurist	7.5
11/01/2010	Supervision	Project Officers (Transport Economist and Civil Engineer) and an Audit Officer	7.5
13/07/2010	Supervision	Project Officers (Transport Economist and Civil Engineer)	5
19/08/2011	Joint supervision by donors	Project Officers (Transport Economist and Civil Engineer) and a Jurist	7.5
19/03/2012	Completion report	Transport Economist and Civil Engineer	7
	Total		51.5

5.4 Procurement Arrangements

5.4.1 Any ADF-financed works, goods and services will be procured in accordance with the Bank Rules of procedure for the procurement of goods and works or as the case may be, with the Bank Rules of procedure for the use of consultancy services, using the relevant standard bidding documents of the Bank or those adopted by the Bank for works of an amount higher than UA10 million.

5.4.2 Within the framework of this Programme, the Bank has approved the Advance Procurement procedure for works and inspection of works as well as for technical assistance to CEMAC. This procedure should permit: (i) reduction of the time lapse between the provision of funds and the commencement of activities; (ii) benefits induced by a simultaneous call for bids by the various donors (IDA, EU, AFD and ADF) or failing this, the possibility of a single call for bids on account of qualification issues; (iii) economies of scale benefits on the costs induced by the scale of construction contracts and contracts for the inspection of works as well as by the reduction of contracting time-frames; (iv) commencement of work in the 2007-2008 dry season for areas where the rainy season lasts 8 months; (v) benefits of the simultaneous commissioning of road sections of the corridors; and (vi) capacity building of CEMAC through Technical Assistance which could be operational once the appropriations are put in place. The various procurement methods to be applied under the Programme are summarized in the following table and are detailed thereafter.

Table 5.3
Procurement Arrangements for Works and Services
(in UA million)

Categories of expenditure	ICB	LCB	Others	Short list	Non- ADF	Total
A-Goods						
- Supply and installation of axle-load scales	2.29	[2.06]				2.29 [2.06]
- Setting up of radio communication system	3.95	[3.56]			0.71	4.67 [3.56]
- Computer equipment						
- Vehicles						
Total A	6.24	[5.61]			0.71	6.95 [5.61]
B - Works						
- Road works, bridge construction over the Logone, mitigation of environmental impact, provision of farm-produce drying yards and appurtenances (tracks, rehabilitation of social & business infra., boreholes,	98.51	[86.93]			200.82	299.32 [86.93]
- Construction of equipped juxtaposed border check points	4.40	[3.96]			4.55	8.95 [3.96]
- Rehabilitation of railway and renewal of rolling stock					39.93	39.93
- Improvement of safety/security at the port and railway/port/road interfaces					6.66	6.66
Total B	102.90	[90.89]			251.96	354.87 [90.89]
C – Consultancy services						
- Highway engineering in Cameroon, CAR and Chad				0.47	[0.42]	0.47 [0.42]
- Sensitization to STD-AIDS, Env and road safety				0.41	[0.41]	0.93 [0.41]
- Works inspection and supervision				8.01	[7.20]	15.93 [7.20]
- Technical assistance to Douala Port Authority (PAD)					0.35	0.35
- Computerization of PAD, GUCE and interconnection of computer systems of PAD community					0.93	0.93
- Studies on general transport facilitation problems					1.75	1.75
- Radio Communication studies				0.36	[0.33]	0.36 [0.33]
- Support to the putting in place of a transport costs information system				0.57	[0.57]	0.57 [0.57]
- Studies on the construction of a road terminal at NDjaména				0.40	[0.40]	0.40 [0.40]
- Studies on the construction of a road terminal at Ngaoundéré and Bouar					0.52	0.52
- Interconnection Sysdonia bwn the CEMAC countries and SE-CEMAC					3.50	3.50
- Technical assistance to CEMAC to improve the customs union					2.40	2.40
- Technical assistance to the Customs of Cameroon, CAR and Chad					3.34	3.34
- Technical assistance to CEMAC for Programme monitoring				1.75	[1.59]	1.75 [1.59]
- Technical assistance to MED in CAR				0.00	[0.00]	2.33 [0.00]
- support to MINTP and MINT Cameroon and MI in Chad					1.33	1.33
- Surveys, monitoring & evaluation and observation of practices				0.48	[0.48]	0.71 [0.48]
- Coordinator, Project Officers and support staff					0.29	0.29
- Financial and accounting audit				0.48	[0.48]	0.48 [0.48]
Total C				12.93	[11.87]	33.44 46.37 [11.87]
D- Miscellaneous						
- Operation			0.66			0.66
- Seminar, field trips, sensitization on the corridor concept			0.48	[0.43]		0.48 [0.43]
Total D			1.13	[0.43]		1.13 [0.43]
Total	109.14	[96.51]	1.13	[0.43]	12.93	[11.87]
					286.12	409.32 [108.80]

[] ADF

(a) Expenditure shall be effected by CEMAC on the basis of supporting documents

(b) Works and consultancy services procured according to procedures of the other donors (EU, IDA, AFD). Procurement according to national procedures for goods financed entirely by the Governments, CEMAC or private sector, WAEMU (coordinator, project officer, expropriations) and according to own procedures for those financed entirely by transport operators (on-board radio, Camrail)

Works

5.4.3 Road improvement, construction of the bridge over the Logone, environmental protection, provision of farm produce drying yards and related works and equipment (earth roads, rehabilitation of social and commercial infrastructures, boreholes, supply and installation of small agricultural produce processing equipment) of a total amount of UA 98.51 million will be procured through international competitive bidding invited by each country for the road sections within its own territory. ADF- financed works will be divided up into the following three lots: (i) lot 1 – improvement and asphaltting of the Nandéké - Mbéré road section including the connecting road to Meidouougou, the Meiganga road system and appurtenances and related facilities in Cameroon of an amount of UA50.73 million for

which competitive bidding will be invited by Cameroon; (ii) lot 2 - improvement and asphaltting of the Baboua - Garoua Boulai road section and appurtenances and related facilities in CAR of an amount of UA 27.77 million for which competitive bidding will be launched by CAR; and (iii) lot 3 - widening to a 2x2 road of the Walia - Ngueli road section, patching of the road between the Walia junction and the new N'Djamena bridge, construction of the bridge over the Logone, improvement and asphaltting of the Kousseri bypass and appurtenances and related facilities in Chad of a total amount of UA19.78 million for which competitive bidding will be invited by Chad, in accordance with the works supervision agreement signed between Cameroon and Chad. As the above works are not particularly complex, there will be no prequalification of contractors.

5.4.4 Construction of the single-check point at the border between Cameroon and Chad located in Kousséri of a total amount of UA 4.40 million will be procured through international competitive bidding invited by SE-CEMAC.

Goods

5.4.5 The axle-load scales will be procured and installed on the corridor for a total amount of UA 2.29 million through international competitive bidding invited by SE-CEMAC.

5.4.6 The radio communication system will be procured and installed for an amount of UA 3.95 million through international competitive bidding invited by SE-CEMAC.

Consultancy Services

5.4.7 Consultancy services for the inspection and supervision of the road improvement and related works and construction of the bridge over the Logone of a total amount of UA 6.84 million will be procured through short-listing by each of the three countries which will invite the competitive bidding under its responsibility. The inspection and supervision of the works will be divided up into three lots: (i) inspection of works in Cameroon of an amount of UA 3.23 million; (ii) inspection of works in CAR including inspection of works of the lot financed in CAR by the IDA of an amount of UA 2.29 million; and (iii) inspection of works in Chad of an amount of UA1.33 million.

5.4.8 Consultancy services for the inspection and supervision of the construction of the single-check point at the Nguéli/Kousséri border of an amount of UA 0.75 million will be procured through short-listing by SE-CEMAC which will invite bids.

5.4.9 Consultancy services for the studies and inspection and supervision of the installation of axle-load scales and radio communication of a total amount of UA 0.56 million will be procured through short-listing by SE-CEMAC which will invite bids.

5.4.10 Consultancy services for studies on the construction of the N'Djamena road terminal of an amount of UA 0.40 million will be procured through short-listing by the DGR of Chad in collaboration with the DGTS. Consultancy services for studies on the rehabilitation of the Bossembélé-Baoro road of a total amount of UA 0.47 million will be procured through short-listing by MED of CAR.

5.4.11 The following consultancy services will be procured through short-listing by SE-CEMAC: (i) surveys and monitoring and evaluation of the impacts of the Programme of an amount of UA 0.48 million; (ii) technical assistance to CEMAC of an amount of UA 1.75 million; (iii) the study on the installation of a transport costs information system on the corridors of the Programme of an amount of UA 0.57 million; and (iv) the accounting and financial audit of Programme components financed by the ADF and IDA in CAR and the ADF grant to CEMAC of an amount of UA 0.21 million.

5.4.12 Consultancy services for the accounting and financial audit of (i) the Programme components financed by the ADF and IDA in Cameroon (UA 0.18 million) will be procured on the basis of short-lists drawn up by the CSEP-ADB/MINTP which shall invite bids; (ii) the Programme components financed by the ADF in Chad (UA 0.05 million) will be procured on the basis of short-lists drawn up by the DGR of MI which shall invite bids.

5.4.13 For the sensitization of the populations to diseases such as HIV/AIDS and malaria, environmental protection, road safety of a total amount of UA 0.41 million, of which UA 0.24 million for Cameroon, UA 0.12 million for CAR and UA 0.05 million for Chad, the services of consultants or NGO recruited by the countries on the basis of a short-list will be required.

5.4.14 For the choice of consultants, the evaluation method coupled with the technical bids and bid amounts will be used. Furthermore, as the consultancy services listed above are not complex, there will be no prequalification. For services of individual consultants of duration of less than 2 months, CEMAC could proceed by direct negotiation.

Miscellaneous

5.4.15 Seminar organization-related expenditure of a total amount of UA 0.48 million will be carried out on the basis of supporting documents provided by SE-CEMAC.

National laws and regulations

5.4.16 The Programme is structured, as far as possible, on the basis of existing structures at the country level and at CEMAC level for its implementation. The financial management and procurement capacities of the executing agencies were evaluated and generally deemed satisfactory.

5.4.17 In Cameroon, public contract reforms led to the setting up in January 2002 of Tender Boards (TB) in the various Ministries and Specialized Contracts Control Committees (CSCM) at the Prime Minister's Office, of which the CSCM in charge of road works and other infrastructures. At the MINTP, three TBs have been put in place, namely: (i) the TB in charge of new road works, (ii) the TB in charge of road maintenance works and (iii) the TB in charge of other works. For this Programme, procurements will be conducted by the TB of MINTP, responsible for new works. Financial management will be done for the PIMU-ADB through its accounting unit which has a manual and computerized procedure and its statements are audited regularly.

5.4.18 In Chad, procurements will be conducted by the Comité de Jugement et d'Ouverture des Offres (COJO) - Bid Opening and Evaluation Committee) of MI which will rely on the

DGR/MI and the Project Monitoring and Coordination Unit (CSCP/MI). The outcome of the work of COJO is submitted for post-review to the central public contracts board (OCMP). The contracting capacities of the CSCP will be strengthened by a specialist recruited under the PROGRAMME with IDA financing. Financial management will be provided by the accounting unit of the CSCP which has a financial management manual and its statements are audited regularly according to international auditing standards.

5.4.19 In CAR, procurements will be conducted by the Commission Nationale Des Appels d'Offres et des Marches de l'Etat (CNAOME- National Tenders Board). To carry through its tasks, the capacities of the MED will be strengthened through support, with IDA financing, of a contracting specialist and an international assistant on a one-year renewable contract. Financial and accounting management will be carried out by the Road Maintenance Fund (FER) which has satisfactory accounting personnel, a financial management manual and whose statements are audited regularly.

5.4.20 For CEMAC, procurements will be conducted by the internal contracting Commission. For purposes of recruitment of the technical assistance to CEMAC, this Commission will rely on members of the Joint Technical Committee. Once recruited, the assistance will support the internal Commission by providing a contracting specialist each time the need arises. Moreover, the Bank, at the request of the CEMAC plans to organize training in contracting at the regional level. Financial and accounting management will be carried out by the Accounting officer of CEMAC. In 2004, a review of the budgetary, accounting and financial system of CEMAC was conducted by the World Bank and the key weaknesses noted. Since then, improvements have been made with the putting in place of a computerized budgetary and accounting management system as well as the production of an accounting procedures and operations manual.

General Procurement Notice

5.4.21 The request by CEMAC, on behalf of the three States, for the use of the Advance Procurement Action (APA) having been approved, the general procurement notice validated by the three States, CEMAC and the Bank was published in " UN-Development Business " on May 16 2007.

Review procedures

5.4.22 Before publication, the following documents will be presented for consideration and approval by ADF (Headquarters or Representations of the Bank in the countries according to the Delegation of Authority in force):

- (i) Specific procurement notices, the publication of which may be limited to the media at the national level, where the estimated cost is lower than UA 350 000;
- (ii) Bidding documents, prequalification documents, contractors short-list files, terms of reference and invitation letters to consultants;
- (iii) Publication of procurement notice limited to the local level;
- (iv) Bid evaluation reports on bids for works including recommendations for the award of contracts,
- (v) Bid evaluation reports for consultancy services after analysis of the technical and financial bids, including recommendations for the award of contracts. It

remains understood that all the financial bids of firms that did not obtain the minimum score will not be opened and will be returned to the bidders concerned only after the no objection to the choice of consultant;

- (vi) Draft contracts, if those included in the bidding or shortlist files are modified.

It should be noted that the bid evaluation reports will be transmitted to the Bank for comment with copies of at least the 3 best bids.

5.5 Disbursement Arrangements

5.5.1 The direct disbursement method is adopted for works and consultancy services financed by ADF grants in CAR and Chad and the ADF loan in Cameroon.

5.5.2 For Cameroon, CAR and Chad, the counterpart funds will be placed in a special account to be opened in a bank acceptable to the ADF and which will be funded every six months in an amount defined in accordance with the annual expenditure schedule. At the request of the Governments, a readjustment may be made depending on the actual progress of the Programme after prior approval by the ADF. These accounts will also receive operating expenses of the national Programme coordination team. The opening of this account by country is a condition precedent to the first disbursement of the loan or grant. Its regular funding during the other years will be monitored by the ADF. For Cameroon, the counterpart funds account will be managed by the Road Fund (RF), through its investment window.

5.5.3 Concerning the ADF grant to CEMAC, the adopted disbursement methods are as follows: (i) direct payment for works and inspection of construction of the single-check point at the Ngueli/Kousséri border located in Kousséri as well as the procurement and installation of radio communication and axle-load scales on the Douala-Bangui and Douala-Ndjaména corridors and their inspection; and (ii) the special accounts method for the payment of the other envisaged procurements from grant resources, in particular technical assistance to CEMAC, audit of the grant to CEMAC and CAR, monitoring and evaluation of the Programme impacts, study on transport costs, procurement of computer equipment and vehicles, organization of sensitization seminars. The part of the grant resources used for payment via the special account will be deposited by tranches, according to an annual work Programme drawn up by the DTT, in a special account opened at BEAC by SE-CEMAC on behalf of the Programme. To permit payment operations, an account will be opened in a 'first rank' commercial bank. This account will be funded from the account opened at BEAC as requirements are expressed. The account opened at BEAC will be replenished on the basis of supporting documents. The conditions of use of the grant resources will be specified in the procedures manual which will be prepared by the Executive Secretariat of CEMAC for the implementation of the Programme.

5.6 Monitoring and Evaluation

5.6.1 Monitoring and evaluation will comprise internal and external monitoring, supervision missions of the Bank and other co-financiers, a mid-term review and a final evaluation including the completion reports of the borrowers and CEMAC as well as that of the Bank. The implementation of the Programme will be the subject of: (i) monthly and quarterly reports drawn up by the consultants charged with the inspection and monitoring of works and the monitoring of the other Programme components; and (ii) quarterly monitoring

and evaluation reports by the consultant charged with defining the impact measurement indicators and measuring their trends. CEMAC will provide to the Bank, on a quarterly basis, a report on the implementation of the Programme according to the format in force. This report will take into account the implementation of all the Programme components including those sent by the countries. The same shall apply to the Programmes and annual reports, annual budgets as well as their implementation reports. CEMAC in conjunction with the three countries will coordinate the interventions of the Programme's donors and also organize the joint supervision missions.

5.6.2 The consultants charged with the inspection and monitoring of works will upon completion of the latter, prepare wrap-up reports which they will submit for validation to the executing agencies of the respective countries, which will prepare the Programme completion report of the Borrower according to the format in force and within six months of Programme completion. CEMAC will use these different reports to prepare the Programme completion report. The consultants will assist the executing agencies with the final acceptance of work in the three countries. Moreover, the executing agencies of the three countries will regularly organize corridor traffic counts in order to check traffic assumptions.

5.6.3 The Accountant of CEMAC will keep the general accounts of the ADF grant. Each country will keep the accounts of the road component on its territory. One annual audit of the Programme will be conducted and the report communicated to the Bank. This will enable CEMAC, the three Governments and the Bank, within the framework of Programme implementation monitoring, to ensure that: (i) the grant and loan resources are used to finance the Programme (ii) the accounts of the grants and loan are properly kept, and (iii) Bank procedures as regards administration of loans and grants are properly followed.

5.6.4 Furthermore, the executing agency will carry out monitoring and an annual evaluation of the indicators concerning the Programme objectives, notably: (i) the trend of volumes of intra-Community and external trade; (ii) the rate of development of corridor roads; (iii) the truck turnaround time including goods removal at the PAD, transport on the corridors, customs formalities; (iv) issuance of axle load regulations; and (v) implementation of axle load controls to be carried out on the corridors; (vi) trend of average cost on the corridors to reflect the general **roughness** trend by taking the baseline costs forming the VOC in constant monetary units (e.g. reference year values), (vii) trend of the share of transport in the cost of products imported or exported by the two countries through the corridors; and (viii) rate of renewal of vehicles intended for inter-State transport thanks to reduced "invisible costs" etc.

5.7 Accounting and Financial Audit Reports

The Programme accounts will be kept separately and according to a computerized private-type system by the Programme's executing agencies according to a chart of accounts. This system should enable Programme expenditure monitoring according to estimates, source of financing, category and component. An external audit of the Programme accounts will be conducted each year by an audit firm recruited according to Bank Group procedures. A provision from Programme resources is envisaged for this purpose. The audit reports will be submitted to the ADF within no more than six months of the end of each financial year. Given that the Programme will span 45 months, it is noted that the Borrower and the Donees will ensure the conduct of seven annual audits, the last of which will take place at the end of Programme implementation in 2011.

5.8 Coordination of assistance

5.8.1 The coordination of assistance is done at the level of each of the three countries by the ministries in charge of assistance management. In the transport sector, such coordination is also carried out under the transport sector Programme (TSP) through mid-term review meetings. At CEMAC, this coordination is done through the Steering Committee which was created in early 2006. This Committee is chaired by the Executive Secretariat of the CEMAC and comprises representatives of the 6 Member States of CEMAC (one for each national Directorate in charge roads, transport and the road fund), BEAC, representatives of the Commission and representatives of donors. It is envisaged that the CP will be meeting twice a year to report progress of the Community strategy and the PRRI, and to prepare draft, regulations, directives and the updated Programme of investments.

5.8.2 This Programme was jointly identified by the donors (IDA, ADF, AFD, EU, etc.) following the June 2004 meeting in Douala, which was financed by the PRRI of CEMAC. Since then, the identification, preparation and appraisal missions have been carried out jointly by these different donors. The discussions which they held with the various authorities concerned notably the sustainability of investments in the sector and the need to put in place in the three countries veritable 2nd generation road funds. The positions of the donors were harmonized on this problem in the three countries. In addition, the various donors intervening in the Programme made a point of coordinating their positions, notably with regard to completion of the financing, harmonization of the Programme outcome indicators and their loan or grant conditions. These coordination efforts will be pursued during the joint supervision missions of this Programme. To that end, a Memorandum of Understanding (MoU) between the four key donors (IDA, ADF, EU and AFD) has been prepared for the joint implementation of the Programme.

6. PROGRAMME SUSTAINABILITY AND RISKS

6.1 Recurrent costs

6.1.1 Recurrent costs essentially comprise routine and periodic maintenance expenditure financed from resources intended for road maintenance in the three countries. Routine maintenance costs are annual, while periodic maintenance consists in surface course renewal with bituminous surfacing every 10 years (surface dressing or bituminous concrete) for the new or rehabilitated roads of the Programme corridors. For the sections having undergone routine maintenance or treatment of critical points, the Government needs to mobilize donor financing for their strengthening/rehabilitation.

6.1.2 The routine maintenance costs during the useful life of the investments carried out under the Programme on the improved and rehabilitated road sections (352 km of road in Cameroon, 155 km of road in CAR and 6 km of road in Chad) are estimated at CFA F 1 378 million per year for the roads in Cameroon, CFA F 339 million per year for the roads in CAR and CFA F 10 million per year for the roads and bridge in Chad. The periodic maintenance costs of these investments are estimated every 10 years at CFA F 32 billion for the roads in Cameroon, CFA F 14 billion for the roads in CAR and CFA F 1.30 billion for the roads and bridge in Chad. For transport facilitation- related investments which have a useful life of over 50 years, the recurrent costs mainly comprise overheads, operation and maintenance estimated per year at approximately 2 to 3% of the capital cost, that is, approximately CFA F

442 million per year. For the related infrastructure, the operation and maintenance costs are estimated at CFA F 104 million per year.

6.2 Programme Sustainability

6.2.1 Programme sustainability depends on : (i) output quality; (ii) availability of resources to finance recurrent costs; (iii) road use conditions; (iv) capacity of beneficiary populations, local Communities of the Programme area and the States to manage and monitor the works and; (v) capacity of SMEs and local consulting firms to properly perform road maintenance contracts.

6.2.2 The technical solutions of rehabilitation and/or design of the roads, recommended by the studies undertaken on the sections of the corridor, were based on current and future traffic. The geotechnical studies identified in the project area the quality materials to be used. The inspection and supervision of works will be carried out by consulting firms recruited at the international level to ensure the implementation of work according to standard practice. It is envisaged that an international consultant will be recruited for the inspection and the supervision of works. He will rely on an experienced and approved geotechnical laboratory. That should guarantee project sustainability by ensuring that implementation complies with standard practice.

6.2.3 The Programme roads belong to the priority roads in the 3 States and are thus eligible for financing by the road Funds in the three countries. By 2010, with the current trend of the resources of these RFs, they should reach CFA F 63 billion for Cameroon, CFA F 4 billion for CAR and CFA F 14 billion for Chad. The Programme roads maintenance requirements will thus represent approximately 2% of RF resources for Cameroon, 10% of RF resources for CAR and, 0.1% of RF resources for Chad. CEMAC, through the Corridors Management Committee charged with ensuring the continuity of Programme impact monitoring will ensure that the RFs of the three countries take into account in their programming the maintenance of the roads of the Programme corridors. As regards periodic maintenance, it concerns investment operations requiring medium and long- term programming and is financed by the Governments from their investment budgets and by the external donors.

6.2.4 Concerning facilitation infrastructures and measures, the establishment of a management committee (CG) for the corridors as well as their operation by concession or leasing to private or semi-private structures is likely to ensure their sustainability. Indeed, the composition of the CG which gives a dominant share to users and operators of corridors that are beneficiaries of facilitation measures is a guarantee of the maintenance of the said measures which will be put in place. The concession holder or lessee will be responsible for their maintenance and the renewal of the materials and equipment. The management agreement will specify the maintenance standards with obligation of result and the fees to be paid to the transferor. The manager will be remunerated on the basis of his performance. The management and maintenance costs of these infrastructures of an amount of CFA F 442 million per year will be charged to transport operators benefiting from the facilitation who should accept it since it represents only about 2% of the CFA F 19 billion road charges which they currently pay. Similarly, the socio-economic infrastructures rehabilitated by the Programme will be maintained in accordance with the policies and strategies in force in the three countries. Such maintenance is based on ownership and contribution by beneficiary populations, organized in village Committee and pupils' parents Committees will permit

ownership and maintenance of the said infrastructure. In addition to contribution in kind, the per capita financial contribution of these populations to the maintenance of the infrastructure which is estimated at CFA F 160 per year is affordable.

6.2.5 The agreed useful lives of the corridor roads will be reached if the operating conditions and traffic policing on the roads, mainly concerning overload, are in conformity with those of their design. The financing of the installation under this Programme of mobile axle-load scales and fixed axle-load scales on the corridors will enable strengthening of the control of axle- loads and reduce early degradation risks. The three States are already experienced as regards construction of weighing stations for axle load checks, in particular Cameroon which initiated this process in 1998 and which is in the process of generalizing it on its network. Differences are noted in the application of the provisions of the Community road Code, especially with regard to gross weight. To consolidate this control, CEMAC will have to issue a Community Decision to harmonize the standards, control methods, penalties to be applied and the services entitled to carry out such controls. The adoption of this instrument of harmonization by CEMAC and its transposition at the national level is a condition for the loan and grants under this Programme.

6.2.6 Conversely, the experience of routine maintenance by SMEs has not yielded the expected outcomes in the three countries, particularly in CAR and Chad, due to a lack of equipment and inadequate organization. In Chad, the IDA is trying out the GENIS approach which should strongly encourage large companies to partner with local SMEs and transfer the know-how to them. Similarly, in CAR, EU support to ONM with equipment to train SMEs and to hire out equipment to them should facilitate the emergence of an SME fabric in the country. At the institutional level, reforms have been undertaken in recent years in the three countries to redirect the activities of the Directorates in charge of roads to road network planning, programming, design and administration. The human resource gap of the said Directorates was thus partially filled by such refocusing of activities, computerization and training from which they were able to benefit. This has enhanced the planning and programming capacities of these Directorates for better absorption of road maintenance resources, and consequently sustainability of the infrastructures. However, these results must be qualified for CAR which experienced conflict situations which are not conducive to the operationalization of these reforms. All the above measures will contribute to the sustainability of the Programme.

6.3 Key Risks and Mitigating Measures

6.3.1 The risks inherent in the Programme are: (i) conflicts in Central Africa and insecurity in the work zones; (ii) willingness of the States to pursue and strengthen the integration policy ; (iii) opposition to customs reform and to facilitation measures by stakeholders (customs, transport operators, authorities etc); (iv) full operationalization of 2nd generation road funds in the three countries; (v) sustainability of the railway sector; (vi) coordination of donors and their commitment to carrying the Programme through; (vii) capacities of the States and CEMAC to manage the Programme; (viii) substantial Programme cost overrun; and (ix) difficulties for CAR, a post -conflict country, to mobilize its counterpart funds for the financing of the Programme.

6.3.2 The risk concerning armed conflict in Central Africa and insecurity in the work zones is an externality. The commitment of the international community and its capacity to furnish peacekeeping forces in sub-region is likely to mitigate the risk. Concerning insecurity in the Ngaoundéré - Garoua Boulai- Touboro-Boularambou triangle, CAR and

Cameroon have taken measures to secure the zone and they could, where necessary, be supported within the framework of the Programme by the EU to strengthen the security measures during the construction phase (Euros 200 000 per year). The bidding documents will indicate the said measures to reassure the bidders.

6.3.3 As regards the risk concerning the willingness of the States to pursue and strengthen the integration policy, institutions such as ECCAS and CEMAC are in a phase of maturity which augurs well for their sustainability and for the commitment of the States to pursue their major integration-related goals. Moreover, all the intervention strategies of donors in the zone encourage and support the States in strengthening their determination to ensure integration and regional co-operation. The Peer Review Mechanism of NEPAD could be used to attenuate the risk of lack of commitment at the country level.

6.3.4 The risk concerning resistance to customs reform and facilitation measures from stakeholders (customs, transport operators, authorities etc) could constrain transport and transit facilitation on the two corridors. The Programme was designed using a participatory approach involving the stakeholders (beneficiaries, actors) at start-up and this involvement will continue in its implementation phase and in the operationalization of the outcomes. Thus, the stakeholders were consulted on the Programme design; they will be trained during Programme implementation on the various concepts of facilitation and in the operational phase, in the management of the transport and transit facilitation measures on the corridors. Hence, the creation of a corridor management board comprising the operators and road users, the adoption of the legal status of the single-check points and the TIPAC as well as a greater professionalization of the transporters and drivers are likely to reduce this risk.

6.3.5 Concerning the full operationalization of the road funds in the three countries, the latter have already put in place so-called 2nd generation road funds as well as the instruments instituting direct deductions from fuel prices. The Governments must ensure that the fuel fees continue to be paid directly in the accounts of RFs without passing through an intermediate account. Similarly, they should maintain their commitment to donors to carry out a phased increase in the resources of these road funds and to reduce and in the long term fill the road maintenance financing gap in their respective countries.

6.3.6 The risk concerning the sustainability of the railway sector will be attenuated by the fact that the two parties (the Government and the concession holder) have agreed to amend the concession agreement in order to clarify each party's responsibilities in the financing of infrastructure maintenance and renewal. The amendment of the concession constitutes a condition precedent to the first disbursement of the loans (AFD and IDA) of the railway components of the Programme.

6.3.7 The risk regarding the need for proper coordination of donors and their commitment to carry through the Programme: several donors intervene in the financing of the Programme. At the July 2004 meeting in Douala on the PRRI, the donors adopted the resolution to work jointly to plan and implement this first regional Programme in Central Africa. The identification, preparation and appraisal missions were carried out jointly or in a concerted manner. Meetings were held to divide up the Programme components and financing according to the expertise and procedures of each donor. Lastly, they agreed to prepare a Memorandum of Understanding (MoU) for the implementation of the Programme. The MoU reaffirms the financing intentions of the various donors and highlights the measures to

be taken for the proper implementation of the Programme (joint supervision missions, cross-use of expertise etc).

6.3.8 The risk concerning the capacity of CEMAC and the States to manage the Programme: The Programme is fairly complex and comprises several components in domains as varied as road and railway works, customs and port reform, facilitation measures etc. CEMAC as a REC will deal with the facilitation-related aspects which transcend the territories of the three States. Each country will deal with road work on its territory. The company CAMRAIL will implement the railway components. Regarding customs and port reforms which concern the Cameroonian party exclusively, they will be implemented by the MINTP through the PIMU which will be reinforced by experts in these fields. Moreover, it will receive IDA support for the aspects concerning procurements in the form of the provision of a procurement Specialist for 18 months. Taking into account the institutional weakness of CEMAC, it will be reinforced by technical assistance during the first two years of the Programme. CEMAC will take advantage of this period to beef up its personnel, notably through the recruitment of a civil engineer and a transport economist. This constitutes one of the grant conditions. Furthermore, the EU is financing technical assistance at to the MED of CAR. All these measures are likely to mitigate the said risk.

6.3.9 The risk concerning a substantial Programme cost overrun may be generated by a rise in the cost of inputs and the lack of competition in procurements. The Programme cost estimate and its trend (financial contingency) were based on recent prices at the time when the cost of an oil barrel (and thus of bituminous materials) had peaked. The current downward trend of this price is likely to lead to the stabilization of major input prices. Furthermore, the donors agreed to invite bids for works jointly in order to increase contractors' chances. To that end, the Bank approved the use of Advance Procurement Action. Concerning insecurity in work zones, the Governments have committed to deploying police forces there. These measures should encourage the contractors to bid for the works.

6.3.10 Lastly, concerning the difficulty for CAR to mobilize its counterpart funds for the financing of the Programme, the IDA and EU are already financing 100% of the Programme cost there, including expropriations, whereas the Government earmarked in its 2007 budget, a provision for settlement of compensation costs. The fact that the contribution of CAR is thus limited to 10% of that of the ADF is likely to reduce this risk.

7. PROGRAMME BENEFITS

7.1 Economic Analysis

7.1.1 The expected economic benefits of the implementation of this Programme concern the effects of opening up landlocked countries, increased mobility and links to neighbouring countries, increased agricultural production and development of commercial activities in PA and reduction of border and road/port/rail interface crossing times. For purposes of economic analysis, the benefits were determined on the basis of " without Programme " and " with Programme " scenarios over a period 20 years for the trunk road and 30 years for the infrastructure of the single-check point at the border. A discount rate of 12% and a residual value of 10% for the sections to be rehabilitated and 25% for the sections to be improved were applied for economic calculation. The economic analysis was conducted using the HDM 4 model. The elements which enabled this economic analysis are: data on the condition of the road, data on the vehicles (light vehicles and heavy vehicles of more than 3

tonnes, 2 –wheeled vehicles), current and future traffic, maintenance policies and strategies and the various corresponding economic and financial unit costs collected during the mission (fuel, lubricants, vehicle prices, maintenance tasks etc). Capital costs of transport and the transit facilitation (border check point, radio communication and harbour safety and security etc.) and related benefits (reduction of about 30% of the illicit or double charges on the transport corridors, increased monthly rotation of freight trucks) were taken into account as exogenous costs and benefits in the model. The benefits related to the installation of axle–load scales are stability of costs and frequency of road maintenance on the highways. The capital costs concerning the appurtenances and the related benefits concern the improved agricultural value added in the PA of new works, are also taken into account as exogenous costs and benefits in the model. The cost of construction of the bridge over the Logone and the benefits (reduction of congestion and separation of vehicle and cattle flows) which are linked to it were included in the exogenous costs and benefits.

7.1.2 The current annual average daily traffic (AADT) on the Programme road comprises international traffic and national traffic. According to traffic count data and origin/destination (OD) survey data conducted as part of the studies on the roads of the corridors, the TMJA including motor bikes, weighted to the road length, is broken down as follows: (i) 5 020 motor veh/d including motor bikes for the Douala-Yaoundé section, (ii) 378 motor veh/d for the Garoua Boulai-Ngaoundéré section in Cameroon, (iii) 156 motor veh/d for the Bouar - Garoua Boulai section in CAR (iv) 594 motor veh/d for the Ngaoundéré-Figuil section in Cameroon, and (v) 7752 motor veh/d for the Nguéli-Walia-2nd N' Djaména bridge section in Chad. The volume of heavy vehicles moving on the Programme road varies from 15% to 45% according to road sections.

7.1.3 The traffic forecast took into account two traffic categories: normal and induced. For normal traffic, the annual traffic growth rates used are: (i) 7% for light vehicles and 5% for heavy vehicles on the sections to be improved and asphalted (ii) 3% for heavy and light vehicles on the sections of surfaced road to be rehabilitated or maintained. These rates are justified in light of recorded traffic trends in the three countries and also take into account the economic indicators of the three countries. The induced traffic compared to normal traffic is 15% on the sections to be rehabilitated and 30% on the sections to be improved.

7.1.4 In the situation without Programme, it is considered that maintenance will comprise: (i) reshaping and regraveling of earth road sections; (ii) patching; and (iii) maintenance of appurtenances (undergrowth clearing, cleaning of ditches and drainage systems). In the situation with Programme: (i) the investment would consist in development into asphalted roads of the unpaved road sections in Cameroon and CAR and Chad. Maintenance will comprise routine maintenance of paved roads and periodic maintenance consisting in the application every ten (10) years, of a bituminous concrete surface. The residual value is equal to 10% for the sections to be maintained or rehabilitated and 25% for the roads to be improved.

7.1.5 With these different data and the estimated cost of works and supervision of works, not including price contingency, annual routine maintenance costs and periodic maintenance costs, an overall internal rate of return (IRR) of 25% was obtained for the corridors as a whole. For unpaved roads, namely Garoua Boulai-Ngaoundére in Cameroon and Bouar-Garoua Boulai in CAR the sections of which are to be financed by the ADF, the internal rates of return on the investments stand at 17.30% and 14.50 % respectively. In Chad, the rate of

return is 20.4%. These rates are higher than the opportunity cost of the capital estimated at 12% and justify the investment.

7.2 Social Impact Analysis

7.2.1 The implementation of this Programme will further strengthen regional economic integration and reduce illicit charges, and hence transport costs, on the corridor which will in general constitute an appreciable positive impact on the activities of the PA populations and on those of the women in particular who represent 52% of the population and account for more than 60% of the economic activities of the area. The most expected outcomes are: (i) better transport conditions to access markets; (ii) increased agricultural incomes, reduced cost of evacuations for health reasons and better knowledge of the risks of diseases such as AIDS thanks to the public awareness campaigns which will be conducted, (iii) reduced distances to cover to fetch drinking water, from 5 km on average to less one (1) km, not including the time saved due to easy accessibility as a result of improved tracks; and (iv) 10% rise in the school attendance rate. The principal Programme beneficiaries are the users, tradesmen and farmers, women and children. The Programme will contribute to the reduction of damage to perishable goods from the hinterland to consumer areas. Worth noting is the fact that women who generally act as 'head porter' will inevitably benefit from the reduced workload, by saving both the time and energy spent in ferrying products. The average travel times will be reduced by half, enabling the population to devote more time to other socio-economic activities. That will help create a better environment for women's business activities in the Programme area.

7.2.2 The Programme will increase accessibility and mobility of the populations to the basic services and centres of exchange and trade. Moreover, the project buildings which will be reconfigured at the completion of works as well as the water points provided that will be placed at the disposal of the populations will serve as meeting and sensitization venues. The project works will provide employment opportunities over a four-year period to the youth and women throughout the corridor. The increased incomes which will be generated will positively impact the living conditions of households and notably of children and women who are often the population segments most affected by poverty.

7.2.3 The various Programme actions and measures will have a significant impact on poverty reduction. Indeed, the works and their envisaged appurtenances will in certain cases require low-skilled or unskilled labour. It is thus expected that about CFA F 1 billion could be distributed in the form of wages to the workers who will be engaged during Programme implementation. The temporary employment thus offered to the population of the DPA will enable the distribution of incomes which will supplement those from the sale of agricultural produce for which demand will increase. The reduced transport costs induced by the service level of the road will give fresh impetus to agriculture in the area and boost informal sector trade which is flourishing. After the execution of the Programme, the experience thus gained by these workers could be useful for routine manual maintenance to be financed by the 2nd generation road funds set up in Cameroon and Chad, and to be set up in CAR. The said works which will be executed 2 times per year before and after the rainy seasons, will require about 5 000 people of the PA remunerated at the rates of CFAF 6 /m2, that is, at least CFAF 3 000 per day on the basis of standard outputs. The incomes thus distributed will help respond to the gainful employment needs of the youth and to lower their poverty level.

7.2.4 The development of farming and livestock activities which abound in the Programme area will, in the medium and long term, have a positive impact on job creation and will serve as a bulwark against rural-urban migration which represents a major challenge for the two countries.

7.3 Sensitivity Analysis

The sensitivity tests conducted for all Programme roads show that the mean IRR varies from 21.77% to 25% in the most unfavourable case according to cost (+10%) and benefit (-10%) variations. The Programme is thus economically justified.

8 CONCLUSIONS AND RECOMMENDATIONS

8.1 Conclusions

8.1.1 The Programme comprises railway and road works and provision of socio-economic infrastructure to meet immediate the needs of the local populations, as well as transport and transit facilitation measures on the corridors and customs and port reforms. Its implementation will strengthen economic integration and regional co-operation in the CEMAC zone and beyond in the ECCAS zone. Its implementation will contribute to the strengthening of co-operation and economic integration, enhance the capacities of CEMAC, facilitate the entry into force of the Customs union, and enable increased customs receipts in the three States and the reduction of non-tariff barriers and “invisible costs”. For this reason, it falls within the scope of the PRFTT of CEMAC and the PDCT/AC of ECCAS. Similarly, the Programme is consistent with the objectives of NEPAD of which it forms part of the short-term action plan (STAP) and of the pillars of the PRSP and/or CSP of the three countries.

8.1.2 The rehabilitation/reconstruction of road sections on the Douala – N’djamena and Douala - Bangui corridors and the improvement of appurtenant works will contribute to the opening-up of numerous villages located in the North-East of Cameroon, the south of Chad and the west of CAR, the improvement of the living conditions of the populations in the Programme area and attainment of the millennium development goals. Also, the formulation of the Programme benefited from lessons learnt from our operations in the three countries as well as those of the other donors and, as regards the Transport and Trade Facilitation Programme, from the experiences in the other regions, in particular East and West Africa. These experiences concern mainly Programme coordination, contracting, mobilization of counterpart funds, sustainability of investments, project implementation monitoring as well as the taking into account of socio-economic infrastructure for the benefit of local populations; and as regards transport and transit facilitation, coordination at the level of the REC, the status and management of the Community facilitation infrastructures, training/sensitization of stakeholders on the transit corridor concept etc.

8.1.3 The Programme was well studied technically and benefits from detailed studies of the “road and railway works” component. Its negative environmental impacts were determined and measures incorporated in the Programme. It is economically viable and generates an average economic rate of return of 25% for the corridors as a whole, which is higher than the opportunity cost of the capital estimated at 12%. The sustainability of the investments is ensured thanks to the strengthening of control of axle loads and gross weight

of vehicles intended for inter-State transport as well as measures under consideration by the three Governments to strengthen road maintenance in their respective countries.

8.2 Recommendations

8.2.1 In light of the foregoing, it is recommended that an ADF loan not exceeding UA 48.00 million be awarded to Cameroon and an ADF Grant not exceeding UA 60.80 million to CAR, Chad and the Executive Secretariat of CEMAC. The ADF Grant will be distributed as follows: UA 27.80 million to the Government of the Central African Republic, UA19.00 million to the Government of the Republic of Chad and UA14.00 million to the Executive Secretariat of CEMAC. The said grants and loan will be used for the implementation of the Programme as designed and described in this report. The grants and loan will be subject to the conditions specified in the Memoranda of Understanding and the Loan Agreement.

Memorandum of Understanding (MoU) of the ADF grant to CEMAC

A. Conditions precedent to effectiveness

8.2.2 The effectiveness of this MoU is subject to fulfilment by the Donee of the conditions envisaged in Section 4.01 of the General Conditions, that is to say, upon its signature.

B. Conditions precedent to first disbursement

8.2.3 The first disbursement of the Grant is subject to fulfilment by the Donee of the following conditions:

- (i) provide evidence of the opening of an account at the Bank of Central African States (BEAC), intended to receive the grant resources (paragraph 5.5.3).

C. Other conditions

8.2.4 The Donee shall moreover, in order to avoid suspension of the disbursement of Grant resources during the implementation of the Programme, fulfil the following conditions:

- (i) ensure the adoption of a Community instrument on the harmonization of transport taxation (para. 3.7.2);
- (ii) provide no later than 30 June 2009 to the Fund, evidence of the adoption by CEMAC of an instrument on the localization of the single-check point at the borders (para. 4.2.15);
- (iii) provide evidence before 31 December 2009 of the implementation of Inter-State Transport of Central African Countries (para. 4.2.16);
- (iv) provide to the Fund, no later than 30 April of each year, evidence of budgeting of the counterpart funds for the financing of the Programme on the basis of the disbursement plan (para. 4.8.4);
- (v) provide no later than 31 December 2008, evidence of enhancement of the capacities of the Directorate of Transport and Telecommunications of the Executive Secretariat of CEMAC (DTT/SE-CEMAC) by the recruitment of an engineer and a transport economist (para. 5.2.1);

- (vi) provide evidence, before 31 December 2009, of the adoption of the Community decision on the harmonization of standards and control of the axle load and gross weight of vehicles in the CEMAC zone (para. 6.2.5).

Memoranda of Understanding (MoU) of the ADF grant to CAR and Chad

A. Conditions precedent to effectiveness

8.2.5 The effectiveness of these Memoranda of Understanding is subject to fulfilment by the Donees of the conditions envisaged in Section 4.01 of the General Conditions, that is to say, upon their signature.

B. Conditions precedent to first disbursement

8.2.6 The first disbursement of the Grant is subject to fulfilment by the Donees of the following conditions:

- (i) provide to the Fund evidence of compensation of the populations affected by the Programme (para. 4.6.12);
- (ii) provide to the Fund evidence of the opening of an account for counterpart funds in a bank acceptable to the Fund and of its funding (para. 5.5.2).

C. Other conditions

8.2.7 The Donees shall moreover, in order to avoid suspension of the disbursement of Grant resources during the implementation of the Programme, fulfil the following conditions:

- (i) issue a national instrument of implementation of the Community decision on the harmonization of transport taxation (para. 3.7.2);
- (ii) provide to the Fund evidence of the deposit, on a half-yearly basis, of funds into the counterpart account (para. 5.5.2);
- (iii) provide to the Fund before 31 December 2010, evidence of the incorporation in the national legislation of the Community the decision on the harmonization of standards and control of the axle load and gross weight of vehicles in the CEMAC zone (para. 6.2.5).

Cameroon's Loan Agreement

A. Conditions precedent to effectiveness

8.2.8 The loan agreement which will be signed between the ADF and Cameroon will come into force when the Borrower has satisfied Section 5.01 of the General Conditions applicable to Loan Agreements and Guarantee Agreements.

B. Conditions precedent to first disbursement

8.2.9 In addition to the effectiveness of the Loan Agreement, the first disbursement of the loan resources is subject to fulfilment by the Borrower, to the satisfaction of the Fund, of the following conditions:

- (i) provide to the Fund evidence of compensation of those affected by the Programme (para. 4.6.12);
- (ii) provide to the Fund evidence of the opening of an account for counterpart funds in a bank acceptable to the Fund and of its funding (para. 5.5.2).

C Other loan conditions
















8.2.10 The Borrower shall moreover, in order to avoid suspension of the disbursement of loan resources during the implementation of the Programme, fulfil the following conditions:

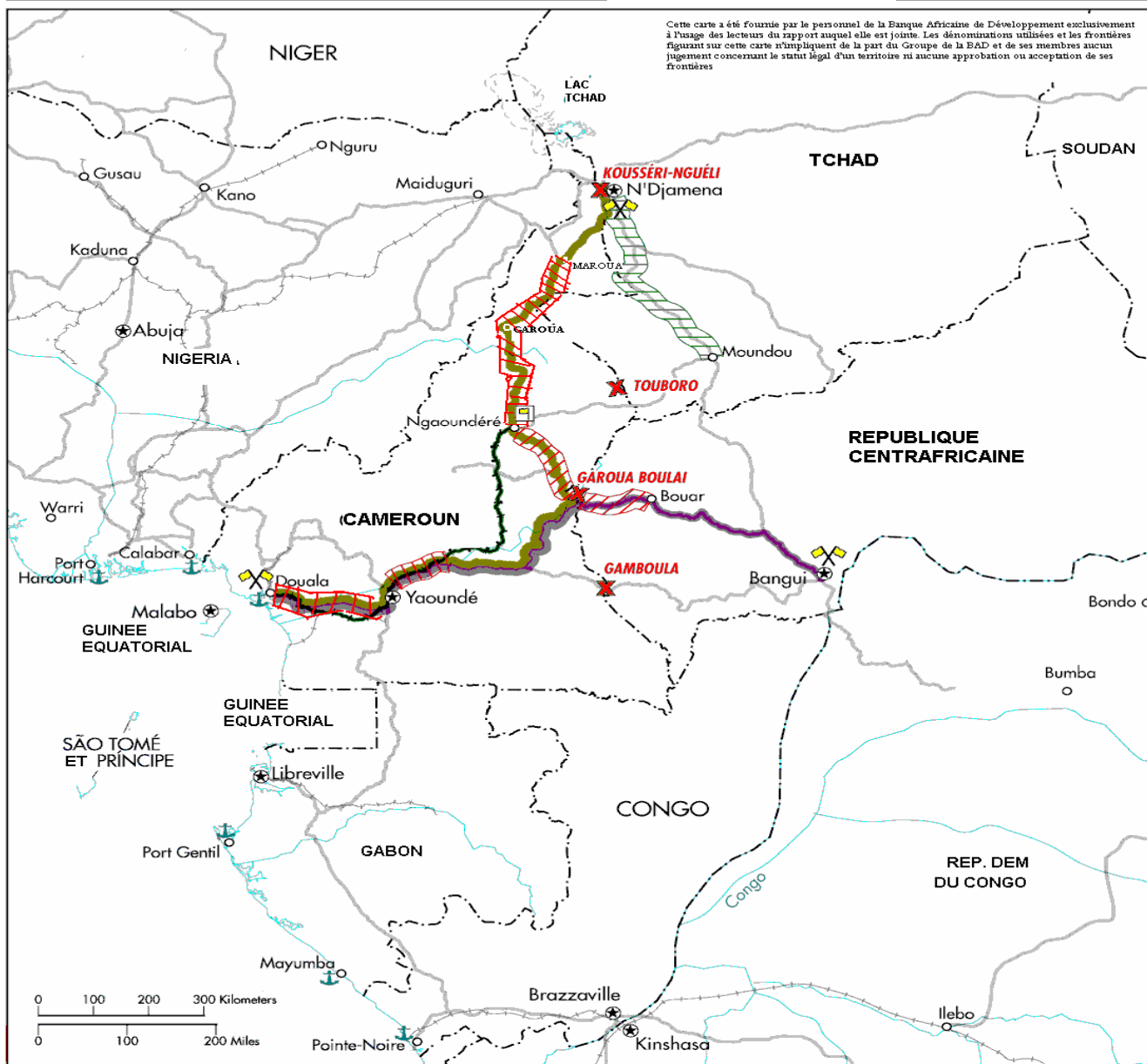
- (i) issue a national instrument of implementation of the Community decision on the harmonization of transport taxation (para. 3.7.2);
- (ii) provide to the Fund before 31 December 2010, evidence of the incorporation in the national legislation of the Community decision on the harmonization of the standards and control of the axle load and gross weight of vehicles in the CEMAC zone (para. 6.2.5).

TRANSPORT FACILITATION PROGRAMME ON THE DOUALA-BANGUI AND DOUALA - NDJAMENA CORRIDORS
PROGRAMME MAP

FAD

CEMAC/CAMEROON/CENTRAL AFRICAN REPUBLIC/CHAD
TRANSPORT FACILITATION PROGRAMME ON THE DOUALA-BANGUI -NDJAMENA - PROGRAMME MAP

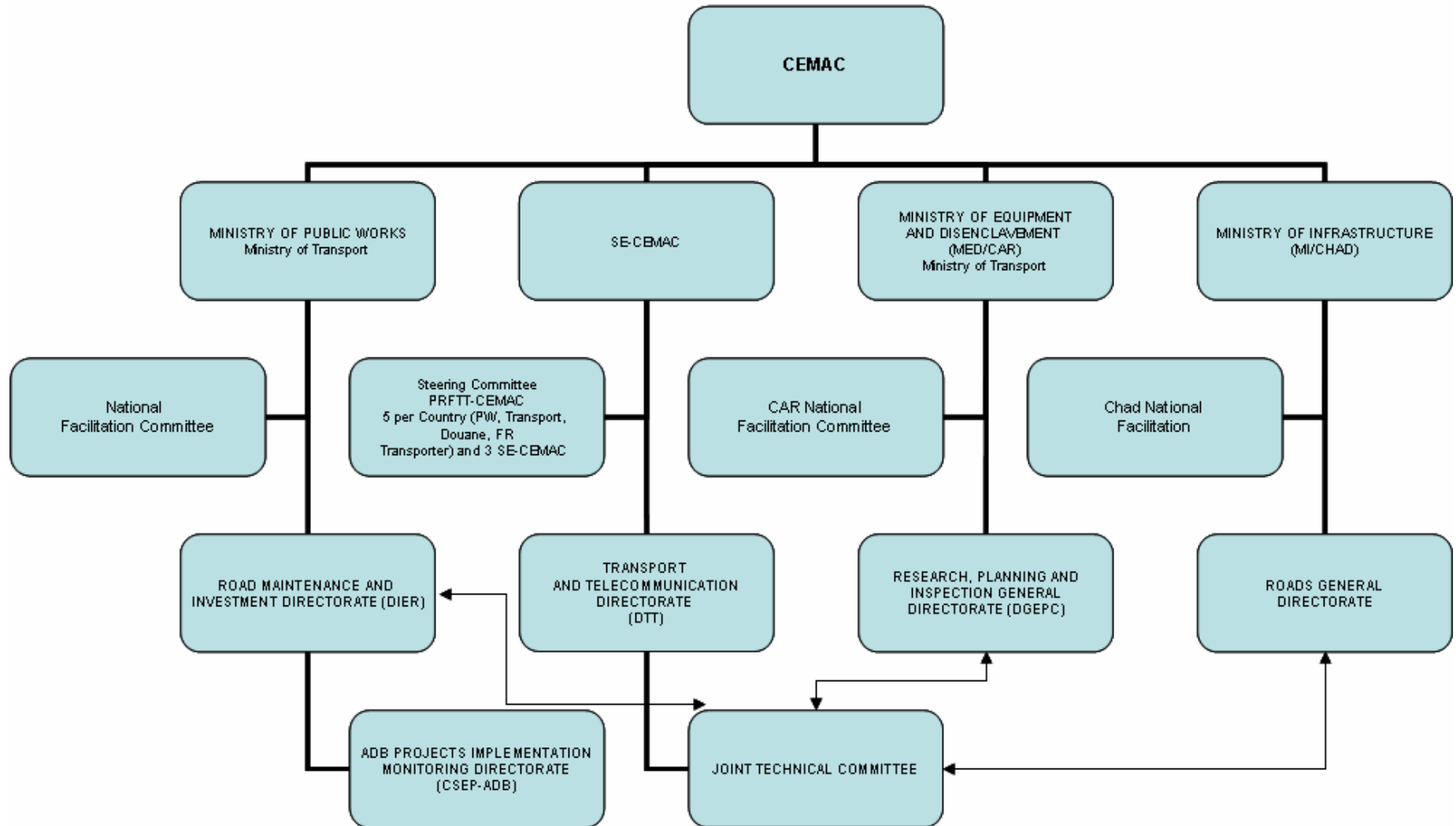
- | | | | | | |
|---|----------------------------------|---|--|---|-----------------|
|  | RAILWAY-CONCESSIONED TO CAMERAIL |  | BORDER POSTS |  | PORTS |
|  | DOUALA-BANGUI CORRIDOR |  | ROAD/RAIL SECT. IMPROVED OR REHAB. UNDER THE PROGRAMME |  | CAPITAL |
|  | DOUALA-NDJAMENA CORRIDOR |  | LONG-TERM MAINTENANCE CONTRACT UNDER THE PROGRAMME |  | TOWNS |
|  | CUSTOMS POSTS |  | MAIN HIGHWAYS |  | RIVER |
|  | LOGISTIC PLATFORM |  | RAILWAY LINES |  | INT. BOUNDARIES |



JANVIER 2007

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**CEMAC/CAMEROON-CAR-CHAD
TRANSPORT FACILITATION PROGRAMME ON THE DOUALA-BANGUI AND DOUALA-N'DJAMENA
EXECUTING AGENCY ORGANIZATION CHART**



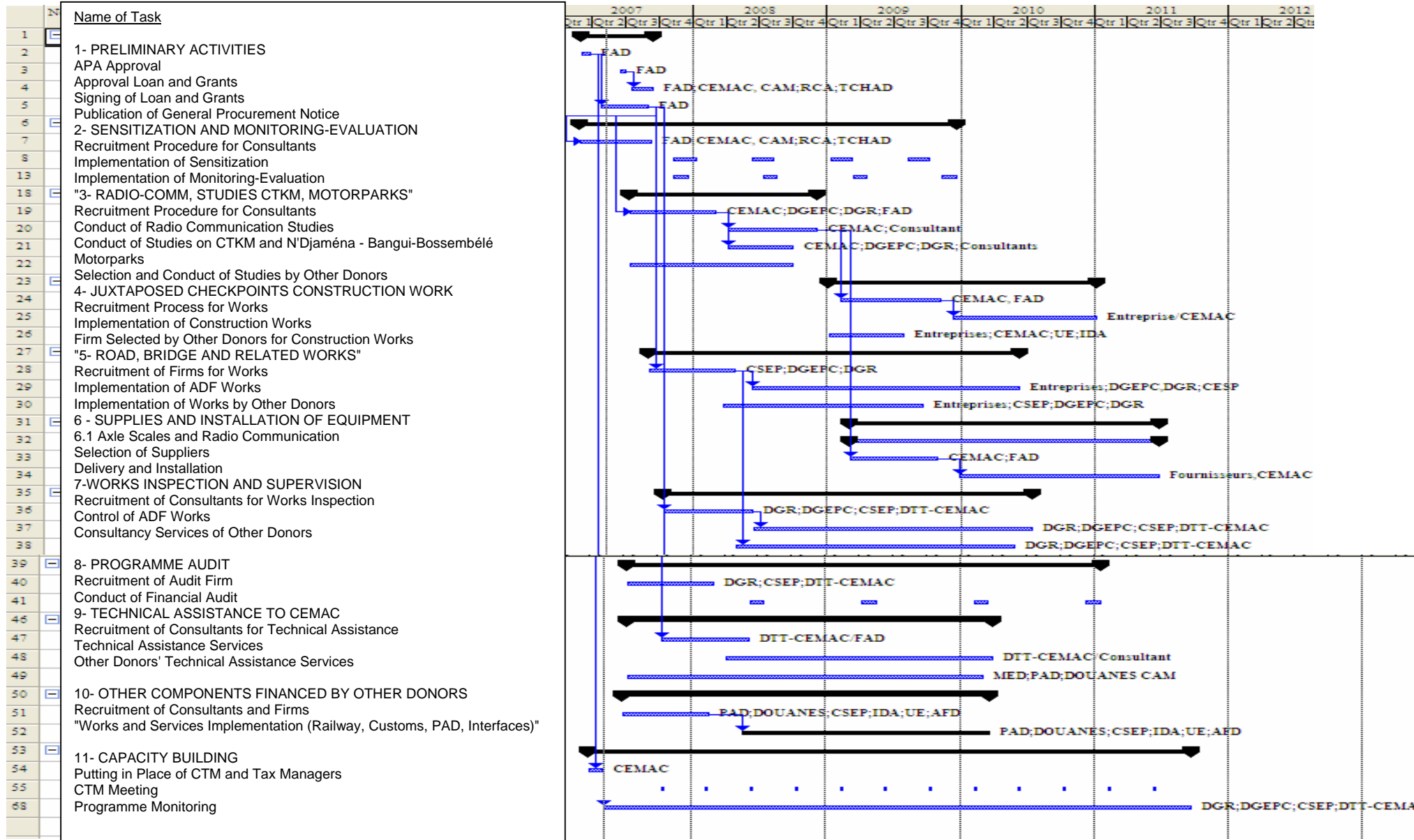
TRANSPORT FACILITATION PROGRAMME ON THE DOUALA-BANGUI AND DOUALA - NDJAMENA CORRIDORS
ESTIMATED LIST OF GOODS AND SERVICES OF THE ENTIRE PROGRAMME

Categories	In CFA F Million			In UA Million			COFINANCIER (In UAmillion)							
	FE	LC	Total	FE	LC	Total	ADF LOAN	ADF Grant	Priv.	CEMAC	IDA, EU, ADF	GOV'T Cameroon	GOV'T Chad	GOV'T CAR
1-Goods														
- Supply and installation of axle-load scales	1 153.00	288.25	1 441.25	1.54	0.38	1.92		1.73		0.19				
- Setting up of radio communication system	1 992.38	948.10	2 940.48	2.66	1.27	3.92		2.99	0.60	0.33				
- Computer equipment														
- Vehicles														
2- Works														
- Road improvement or rehabilitation	137 755.35	34 438.84	172 194.19	183.85	45.96	229.81	35.32	28.31			158.56	4.36	1.04	2.21
- Earth roads	1 350.00	337.50	1 687.50	1.80	0.45	2.25	1.60	0.41			0.20			0.05
- Road maintenance	4 924.32	1 231.08	6 155.40	6.57	1.64	8.21				8.21				
- Bridge construction	3 600.00	900.00	4 500.00	4.80	1.20	6.01		5.35					0.66	
- Construction of equipped juxtaposed border check points	4 510.60	1 127.65	5 638.24	6.02	1.50	7.52		3.33		0.37	3.82			
- Rehabilitation of social and business facilities	581.12	145.28	726.40	0.78	0.19	0.97	0.29	0.42			0.17	0.04	0.03	0.02
- Provision of boreholes	205.60	51.40	257.00	0.27	0.07	0.34	0.19	0.12			0.02	0.02	0.00	0.01
- Mitigation of Env. impact and de-stressing of cattle and rest areas	812.77	1 942.45	2 755.22	1.08	2.59	3.68	0.06	0.76			0.59	1.56	0.43	0.27
- Provision of farm produce drying yards	184.00	46.00	230.00	0.25	0.06	0.31	0.07	0.06			0.16	0.01		0.01
- Supply and installation of small farm tools	102.00	25.50	127.50	0.14	0.03	0.17	0.10	0.06			0.01		0.00	0.01
- Rehabilitation of railway and renewal of rolling stock	20 133.21	5 033.30	25 166.51	26.87	6.72	33.59			2.86		30.72			
- Improvement of safety/security at the port and railway/port/road interfaces	3 360.05	840.01	4 200.06	4.48	1.12	5.61					5.61			
3- Consultancy services														
- Highway engineering in Cameroon, CAR and Chad	236.80	59.20	296.00	0.32	0.08	0.40		0.36						0.04
- Sensitization to STD-AIDS, Env and road safety	432.82	158.20	591.02	0.58	0.21	0.79	0.20	0.14			0.44		0.00	
- Works inspection and supervision	11 904.07	3 183.74	15 087.82	15.89	4.25	20.14	2.39	3.66		0.07	13.40	0.33	0.14	0.15
- Technical assistance to Douala Port Authority (PAD)	174.94	43.74	218.68	0.23	0.06	0.29					0.29			
- Computerization of PAD, GUCE and interconnection of computer systems of PAD community	471.00	117.75	588.74	0.63	0.16	0.79					0.79			
- Studies on general transport facilitation problems	883.45	220.86	1 104.32	1.18	0.29	1.47					1.47			
- Radio Communication studies	184.00	46.00	230.00	0.25	0.06	0.31		0.28		0.03				
- Support to the putting in place of a transport costs information system	285.96	71.49	357.45	0.38	0.10	0.48		0.48						
- Studies on the construction of a road terminal at N'Djaména	201.86	50.46	252.32	0.27	0.07	0.34		0.34						
- Studies on the construction of a road terminal at Ngaoundéré in Cameroon and Bouar in CAR	261.74	65.43	327.17	0.35	0.09	0.44					0.44			
- Interconnection Sysdonia bwn the CEMAC countries and SE-CEMAC	1 762.87	440.72	2 203.59	2.35	0.59	2.94					2.94			
- Technical assistance to CEMAC to improve the customs union	1 211.81	302.95	1 514.76	1.62	0.40	2.02				0.14	2.02			
- Technical assistance to the Customs of Cameroon, CAR and Chad	1 682.13	420.53	2 102.66	2.24	0.56	2.81					2.81			
- Technical assistance to CEMAC for Programme monitoring	837.86	267.53	1 105.39	1.12	0.36	1.48		1.34						
- Technical assistance to MED in CAR	1 175.47	293.87	1 469.34	1.57	0.39	1.96		0.00			1.96			
- support to MINTP and MINT Cameroon and MI in Chad	672.85	168.21	841.06	0.90	0.22	1.12					1.12			
- Surveys, monitoring & evaluation and observation of practices	360.00	90.00	450.00	0.48	0.12	0.60	0.00	0.40			0.20			
- Coordinator, Project Officers and support staff	185.58	185.58	371.16	0.25	0.25	0.50						0.11	0.08	0.06
- Financial and accounting audit	240.96	60.24	301.20	0.32	0.08	0.40	0.15	0.25						
4 - Miscellaneous														
- Operation		413.09	413.09		0.55	0.55					0.18		0.16	0.11
- Seminar, field trips, sensitization on the corridor concept	240.00	60.00	300.00	0.32	0.08	0.40		0.36			0.04		0.10	0.11
Baseline cost	203 884.99	54 074.96	257 959.95	272.10	72.17	344.27	40.37	51.14	3.46	1.35	235.73	6.80	2.48	2.93
Physical contingencies	20 388.50	5 407.50	25 795.99	27.21	7.22	34.43	4.04	5.11	0.35	0.14	23.57	0.68	0.25	0.29
Price contingency	18 139.65	4 811.05	22 950.69	24.21	6.41	30.62	3.59	4.55	0.31	0.13	20.97	0.60	0.22	0.26
Total Cost	242 413.13	64 293.50	306 706.64	323.52	85.80	409.32	48.00	60.80	4.12	1.62	280.27	8.08	2.95	3.49

ESTIMATED LIST OF GOODS AND SERVICES OF THE ADF PROGRAMME

Categories	In CFA F Million			In UA Million			COFINANCIER (In UA million)						
	FC	LC	Total	FC	LC	Total	ADF LOAN	ADF Grant	Priv.	CEMAC	GOV'T Cameroon	GOV'T Chad	GOV'T CAR
1-Goods													
- Supply and installation of axle-load scales	1 153.00	288.25	1 441.25	1.54	0.38	1.92		1.73		0.19			
- Setting up of radio communication system	1 992.38	948.10	2 940.48	2.66	1.27	3.92		2.99	0.60	0.33			
- Computer equipment													
- Vehicles													
2- Works													
- Road improvement or rehabilitation	42 706.51	10 676.63	53 383.14	57.00	14.25	71.24	35.32	28.31			4.36	1.04	2.21
- Earth roads	1 350.00	337.50	1 687.50	1.80	0.45	2.25	1.60	0.41		0.20			0.05
- Road maintenance													
- Bridge construction	3 600.00	900.00	4 500.00	4.80	1.20	6.01		5.35				0.66	
- Construction of equipped juxtaposed border check points	2 217.92	554.48	2 772.40	2.96	0.74	3.70		3.33		0.37			
- Rehabilitation of social and business facilities	480.32	120.08	600.40	0.64	0.16	0.80	0.29	0.42			0.04	0.03	0.02
- Provision of boreholes	205.60	52.52	258.12	0.27	0.07	0.34	0.19	0.12			0.02	0.00	0.01
- Mitigation of Env. impact and de-stressing of cattle and rest areas	459.81	952.09	1 411.90	0.61	1.27	1.88	0.06	0.76			0.51	0.43	0.12
- Provision of farm produce drying yards	88.00	22.00	110.00	0.12	0.03	0.15	0.07	0.06			0.01		0.01
- Supply and installation of small farm tools	102.00	25.50	127.50	0.14	0.03	0.17	0.10	0.06			0.01	0.00	0.01
- Rehabilitation of railway and renewal of rolling stock													
- Improvement of safety/security at the port and railway/port/road interfaces													
3- Consultancy services													
- Highway engineering in Cameroon, CAR and Chad	236.80	59.20	296.00	0.32	0.08	0.40		0.36					0.04
- Sensitization to STD-AIDS, Env and road safety	144.00	112.70	256.70	0.19	0.15	0.34	0.20	0.14					
- Works inspection and supervision	3 916.48	1 131.66	5 048.15	5.23	1.51	6.74	2.39	3.66		0.07	0.33	0.14	0.15
- Technical assistance to Douala Port Authority (PAD)													
- Computerization of PAD, GUCE and interconnection of computer systems of PAD community													
- Studies on general transport facilitation problems													
- Radio Communication studies	184.00	46.00	230.00	0.25	0.06	0.31		0.28		0.03			
- Support to the putting in place of an information system on transport costs	285.96	71.49	357.45	0.38	0.10	0.48		0.48					
- Studies on the construction of a road terminal at N'Djaména	201.86	50.46	252.32	0.27	0.07	0.34		0.34					
- Studies on the construction of a road terminal at Ngaoundéré in Cameroon and Bouar in CAR													
- Interconnection Sysdonia bwn the CEMAC countries and SE-CEMAC	837.86	267.53	1 105.39	1.12	0.36	1.48		1.34		0.14			
- Technical assistance to CEMAC to improve the customs union													
- Technical assistance to the Customs of Cameroon, CAR and Chad													
- Technical assistance to CEMAC to monitor the Programme	0.00	0.00	0.00	0.00	0.00	0.00		0.00					
- Technical assistance to MED in CAR													
- support to MINTP and MINT Cameroon and MI in Chad													
- Surveys, monitoring & evaluation and observation of practices	240.00	60.00	300.00	0.32	0.08	0.40	0.00	0.40			0.11	0.08	0.06
- Coordinator, Project Officers and support staff		185.58	185.58		0.25	0.25							
- Financial and accounting audit	240.96	60.24	301.20	0.32	0.08	0.40	0.15	0.25					
4 - Miscellaneous													
- Operation		413.09	413.09		0.55	0.55				0.18	0.16	0.10	0.11
- Seminar, field trips, sensitization on the corridor concept	240.00	60.00	300.00	0.32	0.08	0.40		0.36		0.04			
Baseline cost	60 883.46	17 395.11	78 278.58	81.25	23.23	104.48	40.37	51.14	0.60	1.35	5.75	2.48	2.78
Physical contingencies	6 088.35	1 739.66	7 828.00	8.12	2.32	10.44	4.04	5.11	0.06	0.14	0.57	0.25	0.28
Price contingency	5 413.05	1 551.52	6 964.57	7.23	2.07	9.30	3.59	4.55	0.02	0.13	0.51	0.22	0.25
Total Cost	72 384.86	20 686.29	93 071.15	96.60	27.62	124.22	48.00	60.80	0.72	1.62	6.83	2.95	3.30

**TRANSPORT FACILITATION PROGRAMME ON THE DOUALA-BANGUI AND DOUALA - NDJAMENA CORRIDORS
IMPLEMENTATION SCHEDULE**



HDM 4
TRANSPORT FACILITATION PROGRAMME ON THE DOUALA-BANGUI AND DOUALA - NDJAMENA CORRIDORS

All costs are in million CFA F
Discount Rate: 12.00 %

1 ECONOMIC ANALYSIS

Entire Programme

Year	Suppl. admin cost			Users' cost savings				Net Benefits	
	Invest.	Operation	Special	Tractive unit maint. cost	Power stroke	P. stroke + non trac. maint.cost	Accidents	Net ext. benefits	Total net benefits
2007	42 002.63	-1099.62	0.00	0.00	0.00	0.00	0.00	0.00	-40 903
2008	90 914.60	-1063.12	0.00	3158.87	280.83	0.07	0.00	-1.43	-86 412
2009	47 578.85	-1075.50	0.00	9869.39	3104.87	0.16	0.00	-1.43	-33 529
2010	0.00	-414.33	0.00	20345.65	4256.65	0.42	0.00	0.00	25 017
2011	0.00	-133.51	0.00	26098.62	4859.89	0.54	0.00	5.47	31 093
2012	0.00	-197.10	0.00	29815.94	5176.00	0.59	0.00	5.74	35 190
2013	23 430.00	-254.86	0.00	34277.50	5641.43	0.67	0.00	6.03	16 744
2014	0.00	-299.24	0.00	49838.15	6373.41	0.89	0.00	6.33	56 512
2015	0.00	-326.14	0.00	57626.05	7297.10	1.02	0.00	6.65	65 250
2016	0.00	-279.50	0.00	66676.82	8542.06	1.15	0.00	6.99	75 500
2017	1 674.00	-203.47	0.00	77264.43	10157.99	1.32	0.00	7.34	85 953
2018	0.00	-61.60	0.00	87901.53	11876.92	1.50	0.00	7.71	99 842
2019	8 250.00	43.32	0.00	95717.37	13180.87	1.69	0.00	8.10	100 607
2020	2 127.00	176.21	0.00	101669.73	14110.05	1.92	0.00	8.51	113 478
2021	3 757.50	-3.51	0.00	107227.05	15109.72	2.13	0.00	8.94	118 585
2022	3 715.20	48.31	0.00	112359.01	16113.68	2.32	0.00	9.39	124 712
2023	448.00	104.08	0.00	117003.23	17110.31	2.46	0.00	9.86	133 564
2024	8 012.00	-12.25	0.00	121723.32	18158.48	2.59	0.00	10.36	131 885
2025	62.40	2.37	0.00	135444.34	19355.92	2.82	0.00	10.88	154 738
2026	8 570.00	-125.86	0.00	141230.00	20394.05	2.96	0.00	11.42	153 183
2027	9 675.00	-84.69	0.00	146110.02	21214.89	3.12	0.00	12.00	157 738
2028	6 262.50	-85.91	0.00	154150.89	22043.35	3.29	0.00	12.60	170 021
2029	-34 521.85	-162.73	0.00	159744.61	22951.97	3.43	0.00	13.24	217 385
Total:	221 957.83	-5 508.64	0.00	1 855 252.54	267 310.44	37.08	0.00	164.69	1 906 151
IRR =	25%								
NPV =	254 096								

2 - SENSITIVITY ANALYSIS

	All road sections of the corridors			
	Case 1	Case 2	Case 3	Case 4
Discount rate (%)	12	12	12	12
Multiplier factor for net benefits				
*Agence Capital et récurrent	1.00	1.10	1.00	1.10
* Vehicle operation	1.00	1.00	0.90	0.90
	-----	-----	-----	-----
Discounted earnings (CFA F million)	254 096	238 155	212 745	196 804
I.R. R. (%)	25.00%	23.43%	23.27%	21.77%

TRANSPORT FACILITATION PROGRAMME ON THE DOUALA-BANGUI AND DOUALA - NDJAMENA CORRIDORS

List of Bank operations in CAMEROON at 31/10/2006

Project Status	Project	Approval Date	Signature Date	Effectiveness Date	Ongoing Disbursement Deadline	Loan amount signed	Amount cancelled	Net loan amount	Total disbursed amount	Undisbursed amount	% Disbursed
Approved	AES SONEL INVESTM'T PROG.	10.05.2006	08.12.2006	15.02.2007	#	60 000 000.00 EUR	0.00 EUR	60 000 000.00 EUR	23 898 708.00 EUR	36 101 292.00 EUR	39.83
On-Going	RUMPI PARTICIP DEV. PROJ.	13.05.2003	08.01.2004	23.02.2005	01.06.2010	15 000 000.00 UAC	0.00 UAC	15 000 000.00 UAC	224 574.58 UAC	14 775 425.42 UAC	1.50
		13.05.2003	08.01.2004	23.02.2005	01.06.2010	1 500 000.00 UAC	0.00 UAC	1 500 000.00 UAC	139 017.72 UAC	1 360 982.28 UAC	9.27
	RUR. FORESTRY SUPPORT PROJ.	10.02.1999	05.03.1999	10.05.2000	31.12.2006	4 130 000.00 UAC	0.00 UAC	4 130 000.00 UAC	3 508 930.39 UAC	621 069.61 UAC	84.96
		10.02.1999	05.03.1999	19.06.2002	31.12.2006	780 000.00 UAC	0.00 UAC	780 000.00 UAC	777 486.24 UAC	2 513.76 UAC	99.68
	EMERG. AID AVIAN FLU	05.04.2006	#	#	#	0.00 USD	0.00 USD	0.00 USD	0.00 USD	0.00 USD	X
	LIVESTOCK & FISH DEV. PROJ	16.12.1998	05.02.1999	21.08.2000	30.12.2007	4 590 000.00 UAC	0.00 UAC	4 590 000.00 UAC	3 037 906.67 UAC	1 552 093.33 UAC	66.19
	PARTICIP. RURAL DEV PROJ	26.05.2003	08.01.2004	23.02.2005	31.12.2010	15 000 000.00 UAC	0.00 UAC	15 000 000.00 UAC	681 206.32 UAC	14 318 793.68 UAC	4.54
		11.12.1980	06.11.1981	31.12.1996	31.12.1996	9 100 000.00 UAC	0.00 UAC	9 100 000.00 UAC	0.00 UAC	9 100 000.00 UAC	0.00
	HOUSEHOLD INCOME IMPROV'T PROG.	28.06.2001	16.11.2001	28.04.2003	31.12.2007	14 000 000.00 UAC	0.00 UAC	14 000 000.00 UAC	4 153 446.97 UAC	9 846 553.03 UAC	29.67
	SUPP TO NATIONAL RESEARCH PROG.	15.07.1998	08.12.1998	03.05.2000	30.06.2006	7 000 000.00 UAC	0.00 UAC	7 000 000.00 UAC	6 427 106.79 UAC	572 893.21 UAC	91.82
	CAMEROON SHIPYARD&IND'L ENG. Ltd (CNIC)	12.12.2002	02.06.2003	29.04.2005	31.12.2007	45 400 000.00 USD	0.00 USD	45 400 000.00 USD	18 916 730.00 USD	26 483 270.00 USD	41.67
	PROVINCIAL ROADS PROJ.	29.03.2001	29.05.2001	15.01.2004	31.12.2006	15 000 000.00 UAC	0.00 UAC	15 000 000.00 UAC	14 213 166.51 UAC	786 833.49 UAC	94.75
	AMBAM-EKING ROAD PROJ.	14.12.2000	02.02.2001	14.01.2004	30.09.2006	8 900 000.00 UAC	0.00 UAC	8 900 000.00 UAC	8 371 176.21 UAC	528 823.79 UAC	94.06
	Yaoundé Sanit. Project (PADY)	14.12.2005	16.05.2006	26.08.2006	31.12.2010	25 600 000.00 UAC	0.00 UAC	25 600 000.00 UAC	269 245.20 UAC	25 330 754.80 UAC	1.05
	EDUCATION II	14.07.1999	11.02.2000	03.04.2001	30.12.2006	7 500 000.00 UAC	0.00 UAC	7 500 000.00 UAC	7 500 000.00 UAC	0.00 UAC	100.00
	Support to Vocat.Training Reform.	03.12.2003	05.04.2004	13.06.2005	31.12.2009	14 000 000.00 UAC	0.00 UAC	14 000 000.00 UAC	73 140.18 UAC	13 926 859.82 UAC	0.52
		03.12.2003	05.04.2004	13.06.2005	31.12.2009	1 000 000.00 UAC	0.00 UAC	1 000 000.00 UAC	502 808.70 UAC	497 191.30 UAC	50.28
	HEALTH SYST DEV'T PROJ.	07.06.2000	04.09.2000	19.09.2001	31.12.2006	8 050 000.00 UAC	0.00 UAC	8 050 000.00 UAC	2 523 495.69 UAC	5 526 504.31 UAC	31.35
	SUPPT TO REPRODUCTIVE HEALTH PROG.	16.06.2004	11.10.2004	23.02.2006	31.12.2010	10 230 000.00 UAC	0.00 UAC	10 230 000.00 UAC	890 801.63 UAC	9 339 198.37 UAC	8.71
		16.06.2004	11.10.2004	23.02.2006	31.12.2010	1 900 000.00 UAC	0.00 UAC	1 900 000.00 UAC	670 807.18 UAC	1 229 192.82 UAC	35.31
	POVERTY REDUCT. &PRO-GEND. ACTIONS	03.12.1997	13.02.1998	09.03.2000	30.12.2006	14 100 000.00 UAC	0.00 UAC	14 100 000.00 UAC	12 841 633.30 UAC	1 258 366.70 UAC	91.08
		03.12.1997	13.02.1998	09.03.2000	30.12.2006	700 000.00 UAC	0.00 UAC	700 000.00 UAC	123 867.75 UAC	576 132.25 UAC	17.70
	NATIONAL... PROG SUPPT PROJ	25.10.2001	15.02.2002	28.10.2002	31.12.2006	3 180 000.00 UAC	0.00 UAC	3 180 000.00 UAC	843 710.49 UAC	2 336 289.51 UAC	26.53
Completed (Physical Imp.)	RURAL DEV. SOUTH-WEST (SOWEDA)	22.09.1986	02.02.1987	05.07.1994	31.12.2000	21 890 000.00 UAC	13 532 424.05 UAC	8 357 575.95 UAC	8 357 575.95 UAC	0.00 UAC	100.00
		22.09.1986	02.02.1987	05.07.1994	30.11.2002	15 003 937.00 UAC	11 011 356.56 UAC	3 992 580.44 UAC	3 992 580.44 UAC	0.00 UAC	100.00
	RUR DEV. NORTH-WEST REFORMUL. MIDENO IIR	19.12.1989	27.12.1990	27.09.1991	31.12.2001	4 550 000.00 UAC	105 159.62 UAC	4 444 840.38 UAC	4 444 840.38 UAC	0.00 UAC	100.00
		19.12.1989	27.12.1990	04.10.1991	31.05.2005	9 210 520.00 UAC	217 868.84 UAC	8 992 651.16 UAC	8 992 651.16 UAC	0.00 UAC	100.00
		21.06.1990	19.07.1991	31.12.1996	31.12.1996	13 750 000.00 UAC	0.00 UAC	13 750 000.00 UAC	0.00 UAC	13 750 000.00 UAC	0.00
	INTEGR. DEV'T IN HAUTE SANAGA (SODECAO)	24.08.1982	26.10.1982	15.10.1984	24.09.1998	10 000 000.00 UAC	70 901.26 UAC	9 929 098.74 UAC	9 929 098.74 UAC	0.00 UAC	100.00
		26.08.1982	08.04.1983	15.10.1984	24.09.1999	7 368 416.00 UAC	50 175.23 UAC	7 318 240.77 UAC	7 318 240.77 UAC	0.00 UAC	100.00
	SPECIAL PROG. FOOD SECURITY	19.06.2000	04.09.2000	01.02.2002	31.12.2004	760 000.00 UAC	861.53 UAC	759 138.47 UAC	759 138.47 UAC	0.00 UAC	100.00
	POULTRY PROJ.	19.12.1980	28.01.1981	17.12.1982	31.12.1995	5 400 000.00 UAC	0.00 UAC	5 400 000.00 UAC	5 400 000.00 UAC	0.00 UAC	100.00
	FISH & L'STOCK DEV'T STUDY SOWEDA	24.03.1987	18.08.1988	10.02.1992	31.12.1998	451 315.00 UAC	20 653.78 UAC	430 661.22 UAC	430 661.22 UAC	0.00 UAC	100.00
	NDENG NDENG FOREST COMPLEX	14.10.1975	30.10.1975	12.01.1978	30.06.1994	3 250 000.00 UAC	0.00 UAC	3 250 000.00 UAC	3 250 000.00 UAC	0.00 UAC	100.00
	DOUALA AIRPORT TERMINAL	22.11.1972	09.06.1973	#	30.06.1976	3 000 000.00 UAC	0.00 UAC	3 000 000.00 UAC	3 000 000.00 UAC	0.00 UAC	100.00

	BUILDING										
	CONST. NEW AIRPT BUILDING DOUALA III	24.06.1975	14.08.1975	#	30.06.1976	1 110 000.00 UAC	0.00 UAC	1 110 000.00 UAC	1 110 000.00 UAC	0.00 UAC	100.00
		31.03.1976	03.05.1976	#	30.06.1976	650 000.00 UAC	0.00 UAC	650 000.00 UAC	650 000.00 UAC	0.00 UAC	100.00
	D'LA-Y'DE RD (Sh THORO'FARE-D'LA	28.10.1980	28.01.1981	25.01.1983	31.12.1982	10 000 000.00 UAC	0.00 UAC	10 000 000.00 UAC	10 000 000.00 UAC	0.00 UAC	100.00
	ROAD PROGRAMME	17.06.1991	25.09.1991	01.07.1994	30.11.2002	95 000 000.00 UAC	41 592 555.04 UAC	53 407 444.96 UAC	53 407 444.96 UAC	0.00 UAC	100.00
		17.06.1991	28.11.1991	03.04.1997	30.06.2000	506 579.00 UAC	31 038.13 UAC	475 540.87 UAC	475 540.87 UAC	0.00 UAC	100.00
	STUDY BAMEDA-MAMFE-EKOK ROAD	25.09.1979	23.01.1980	06.10.1982	30.06.1994	950 000.00 UAC	299 738.19 UAC	650 261.81 UAC	650 261.81 UAC	0.00 UAC	100.00
	MBALMAYO-EBOWA ROAD	22.09.1986	02.02.1987	20.10.1988	30.06.1994	47 150 000.00 UAC	83 383.57 UAC	47 066 616.43 UAC	47 066 616.43 UAC	0.00 UAC	100.00
	REALIGNMENT D'LA-Y'DE RAILWAY	22.02.1983	08.04.1983	15.10.1984	31.12.1989	22 800 000.00 UAC	0.00 UAC	22 800 000.00 UAC	22 800 000.00 UAC	0.00 UAC	100.00
	CONST. NEW PASS. STATION (D'LA)	08.06.1982	26.10.1982	29.03.1984	30.06.1994	11 330 000.00 UAC	3 371.89 UAC	11 326 628.11 UAC	11 326 628.11 UAC	0.00 UAC	100.00
	EXT. D'LA PORT (PHASES 1 & 2)	21.12.1976	13.01.1977	25.04.1977	31.12.1982	5 000 000.00 UAC	0.00 UAC	5 000 000.00 UAC	5 000 000.00 UAC	0.00 UAC	100.00
		18.08.1977	12.10.1977	29.06.1978	31.03.1982	5 000 000.00 UAC	0.00 UAC	5 000 000.00 UAC	5 000 000.00 UAC	0.00 UAC	100.00
	STUDY DWSS 16 SECONDARY CENT.	10.12.1997	13.02.1998	17.05.2000	31.12.2004	760 000.00 UAC	0.00 UAC	760 000.00 UAC	657 389.00 UAC	102 611.00 UAC	86.50
	STUDIES Y'DE SANIT. MAST. PLAN	18.06.1986	18.08.1988	06.02.1992	31.12.1998	2 017 104.00 UAC	1 016 708.47 UAC	1 000 395.53 UAC	1 000 395.53 UAC	0.00 UAC	100.00
	PPF STUDY - URB. POV. RED. PROG.	09.04.2002	12.06.2002	17.11.2003	20.04.2006	400 000.00 UAC	0.00 UAC	400 000.00 UAC	400 000.00 UAC	0.00 UAC	100.00
	STUDY RURAL ELEC. MAST. PLAN	10.12.1997	13.02.1998	10.01.2000	31.12.2002	821 000.00 UAC	383 507.19 UAC	437 492.81 UAC	437 492.81 UAC	0.00 UAC	100.00
	PPF: Supp't Human Resources Dev't	22.07.2001	16.10.2001	03.04.2002	30.04.2006	447 000.00 UAC	25 537.46 UAC	421 462.54 UAC	421 462.54 UAC	0.00 UAC	100.00
	PREINVEST. STUDY HEALTH SECT	23.03.1989	20.01.1990	26.10.1993	31.12.1999	1 331 841.00 UAC	117 781.92 UAC	1 214 059.08 UAC	1 214 059.08 UAC	0.00 UAC	100.00
	SUPP. FIN.MEC SFM I 1998	12.11.1998	08.12.1998	05.02.1999	15.12.1999	9 873 000.00 UAC	0.01 UAC	9 872 999.99 UAC	9 872 999.99 UAC	0.00 UAC	100.00
	SUPP. FIN. M II SFM II 1999	05.02.1999	05.03.1999	16.07.1999	05.02.2000	9 541 000.00 UAC	0.00 UAC	9 541 000.00 UAC	9 541 000.00 UAC	0.00 UAC	100.00
	SUPP. FIN. MEC III 2000	20.06.2000	04.09.2000	06.04.2001	04.09.2001	8 750 000.00 UAC	182 676.99 UAC	8 567 323.01 UAC	8 567 323.01 UAC	0.00 UAC	100.00
Completed (PCR Done)	BAFOUSSAM-FOUMBAN ROAD PROJECT	18.01.1989	20.11.1989	15.10.1992	31.03.2000	18 220 000.00 UAC	668 325.51 UAC	17 551 674.49 UAC	17 551 674.49 UAC	0.00 UAC	100.00
	MAPE DAM	28.08.1985	10.12.1985	17.10.1986	30.06.1994	10 620 000.00 UAC	735 722.67 UAC	9 884 277.33 UAC	9 884 277.33 UAC	0.00 UAC	100.00
	E.N.I.E.T. (Tech. Teacher training school)	24.08.1982	28.10.1982	13.08.1984	30.06.1994	12 000 000.00 UAC	0.00 UAC	12 010 563.51 UAC	12 010 563.51 UAC	0.00 UAC	100.00
	SOCIAL DIMENSIONS OF ADJUSTMENT	19.11.1990	27.12.1990	20.10.1992	31.03.2000	9 440 000.00 UAC	3 887 781.90 UAC	5 552 218.10 UAC	5 552 218.10 UAC	0.00 UAC	100.00
		19.11.1990	27.12.1990	05.02.1992	31.03.2000	2 919 735.00 UAC	142 115.11 UAC	2 777 619.89 UAC	2 777 619.89 UAC	0.00 UAC	100.00
	STRUCTURAL ADJUST. PROG.I	23.08.1989	20.11.1989	08.02.1990	30.06.1994	100 000 000.00 UAC	0.00 UAC	100 000 000.00 UAC	100 000 000.00 UAC	0.00 UAC	100.00
	STRUCTURAL ADJUST. PROG. II	04.12.1997	13.02.1998	07.05.1998	31.12.2000	13 020 000.00 UAC	0.00 UAC	13 039 743.42 UAC	13 039 743.42 UAC	0.00 UAC	100.00
	STRUCTURAL ADJUST. PROG. III (2001-2003)	04.04.2001	29.05.2001	#	31.12.2004	20 500 000.00 UAC	0.00 UAC	20 500 000.00 UAC	20 500 000.00 UAC	0.00 UAC	100.00

TRANSPORT FACILITATION PROGRAMME ON THE DOUALA-BANGUI AND DOUALA - NDJAMENA CORRIDORS
List of Bank operations in CAR at 31/10/2006

Project Status	Project	Approval Date	Signature Date	Effectiveness Date	Deadline ongoing disbursement	Loan agreement signed	Amount cancelled	Net loan amount	Total amount disbursed	Undisbursed amount	% Disb.
On-Going	SUPPORT TO ECONOMIC PLANNING	21.07.2006	21.08.2006	02.11.2006	31.12.2010	3 300 000.00 UAC	0.00 UAC	3 300 000.00 UAC	39 407.98 UAC	3 260 592.02 UAC	1.19
Completed(Physical Imp.)	STUDY OF AN AGRICULTURAL MASTER PLAN	25.06.1993	05.08.1994	30.12.1997	30.06.1999	681 578.00 UAC	162 447.64 UAC	519 130.36 UAC	519 130.36 UAC	0.00 UAC	100.00
	BOSSONGO PALM PLANTATION(PHASE I)	18.09.1975	20.10.1975	29.04.1977	31.12.1983	4 605 260.00 UAC	0.03 UAC	4 605 259.97 UAC	4 605 259.97 UAC	0.00 UAC	100.00
	DEVELOPMENT OF ANIMAL PRODUCTION	30.05.1979	04.07.1979	22.12.1980	31.12.1986	2 947 366.00 UAC	0.00 UAC	2 947 366.00 UAC	2 947 366.00 UAC	0.00 UAC	100.00
	BOSSONGO OIL PALM (PHASE II)	24.08.1982	01.10.1982	06.07.1983	30.06.1994	4 170 000.00 UAC	175.29 UAC	4 169 824.71 UAC	4 169 824.71 UAC	0.00 UAC	100.00
		21.10.1982	10.12.1982	06.07.1983	30.06.1994	4 172 366.00 UAC	0.32 UAC	4 172 365.68 UAC	4 172 365.68 UAC	0.00 UAC	100.00
	BANGUI-BOSSEMBELE ROAD	24.08.1978	18.09.1978	26.06.1979	30.04.1987	4 789 470.00 UAC	5 400.08 UAC	4 784 069.92 UAC	4 784 069.92 UAC	0.00 UAC	100.00
	DRAINAGE OF GREY WATER	14.02.1975	17.06.1975	29.01.1976	30.06.1982	4 605 260.00 UAC	52 151.98 UAC	4 553 108.02 UAC	4 553 108.02 UAC	0.00 UAC	100.00
	ENE CENTRAFRIQUE	12.07.1972	05.07.1973	20.01.1975	31.12.1974	1 000 000.00 UAC	14 726.20 UAC	985 273.80 UAC	985 273.80 UAC	0.00 UAC	100.00
	STUDIES REHABIL. / EXT. ELECT. NETWORK	15.06.1984	19.07.1984	22.04.1986	31.12.1987	301 184.00 UAC	99 581.25 UAC	201 602.75 UAC	201 602.75 UAC	0.00 UAC	100.00
	BANGUI TELEPHONE SYSTEM	29.11.1981	05.03.1982	16.12.1983	31.12.1989	10 000 000.00 UAC	1 417 383.33 UAC	8 582 616.67 UAC	8 582 616.67 UAC	0.00 UAC	100.00
	AGRIC CREDIT LINE	27.10.1987	08.03.1988	11.01.1990	30.06.1994	4 605 260.00 UAC	3 966 154.15 UAC	639 105.85 UAC	639 105.85 UAC	0.00 UAC	100.00
	STRENGTHENING PRI, TECH. & VOC.EDU II.	26.09.1985	27.02.1986	11.02.1987	30.06.1994	828 947.00 UAC	0.19 UAC	828 946.81 UAC	828 946.81 UAC	0.00 UAC	100.00
	STRENGTHENING PRI, TECH. & VOC.EDU	26.09.1985	27.02.1986	30.09.1986	31.12.1995	6 355 259.00 UAC	611 116.48 UAC	5 744 142.52 UAC	5 744 142.52 UAC	0.00 UAC	100.00
	CONST. PRIM. SCH. & TEACHER TRAINING SCHOOL BAMBARI	20.10.1977	16.11.1977	04.03.1981	30.06.1981	5 277 628.00 UAC	0.00 UAC	5 277 691.50 UAC	5 277 691.50 UAC	0.00 UAC	100.00
	STUDY. PHARMACEUT. S/SECT & R.I. MOH	20.09.1988	28.05.1989	06.12.1990	31.12.1995	1 726 051.00 UAC	182 150.53 UAC	1 543 900.47 UAC	1 543 900.47 UAC	0.00 UAC	100.00
Completed(PCR Done)	RURAL DEV. IN M'BAIKI/BERBERATI II AREA	25.08.1983	20.01.1984	03.09.1985	31.12.1995	9 763 151.00 UAC	100 184.47 UAC	9 662 966.53 UAC	9 662 966.53 UAC	0.00 UAC	100.00
	ROAD MAINT .	07.09.1982	01.03.1983	25.01.1984	31.12.1987	8 105 258.00 UAC	99 151.09 UAC	8 006 106.91 UAC	8 006 106.91 UAC	0.00 UAC	100.00
	ELECTRICITY II (LA MBALI DAM)	23.11.1988	28.05.1989	05.09.1989	30.06.1994	11 052 624.00 UAC	755.56 UAC	11 051 868.44 UAC	11 051 868.44 UAC	0.00 UAC	100.00
	CONSTRUCTION INSTITUTE OF HEALTH	23.11.1977	16.12.1977	19.02.1982	01.04.1982	5 342 102.00 UAC	0.35 UAC	5 342 101.65 UAC	5 342 101.65 UAC	0.00 UAC	100.00
	COMMUNITY HOSPITAL & FAC. HEALTH SCIENCES	10.11.1983	20.01.1984	10.08.1988	30.06.1994	4 853 944.00 UAC	626 300.26 UAC	4 227 643.74 UAC	4 227 643.74 UAC	0.00 UAC	100.00
	STRUCTURAL ADJUSTMENT PROG. - PHASE III	16.12.1991	18.12.1991	30.12.1991	30.06.1994	13 815 780.00 UAC	0.00 UAC	13 815 780.00 UAC	13 815 780.00 UAC	0.00 UAC	100.00
	STRUCTURAL ADJUSTMENT PROG. II	18.01.1989	25.04.1989	25.05.1989	30.06.1994	18 421 040.00 UAC	0.00 UAC	18 421 042.70 UAC	18 421 042.70 UAC	0.00 UAC	100.00

TRANSPORT FACILITATION PROGRAMME ON THE DOUALA-BANGUI ANDDOUALA - NDJAMENA CORRIDORS
Situation of on going Bank projects in Chad at 31/10/2006

Project Status	Project name	Approval Date	Signature Date	Effectiveness Date	Closure Date	Amount approved	Amount disbursed	% Disb,	Undisbursed amount	Date set for final audit
On going	RURAL DEVELOPMENT OF LAC TCHAD PREFECTURE	03/17/1999	05/25/1999	09/04/2000	12/31/2007	17 300 000.00	11 379 197.66	65.78	5 920 802.34	11/24/2005
	RURAL DEVELOPMENT OF LAC TCHAD PREFECTURE	03/17/1999	05/25/1999	05/26/2000	12/31/2007	3 060 000.00	2 415 449.62	78.94	644 550.38	11/24/2005
	RURAL DEVELOPMENT OF BILTINE	09/19/2001	12/20/2001	01/14/2003	12/31/2008	9 000 000.00	1 669 213.37	18.55	7 330 786.63	06/28/2006
	COTTON AND FOOD CROP PRODUCTION PROJECT	09/02/1993	03/21/1995	07/11/1996	12/31/2006	18 950 000.00	14 649 748.57	77.31	4 300 251.43	07/05/2006
	HARNESSING OF SURFACE RUN OFF DS 4 PREFECTUR.	04/29/1998	05/29/1998	09/03/1999	12/29/2007	11 900 000.00	9 102 467.57	76.49	2 797 532.43	03/30/2005
	ENVIR. IMP.OF HARNESSING OF SURFACE RUN OFF	04/29/1998	05/29/1998	09/03/1999	12/29/2007	510 000.00	317 851.78	62.32	192 148.22	03/30/2005
	PASTORAL STOCKBREEDING SYSTEM SUPPORT PROJECT	12/12/2002	05/08/2003	09/17/2003	12/31/2009	14 640 000.00	3 103 763.25	21.20	11 536 236.75	01/04/2007
	PASTORAL STOCKBREEDING SYSTEM SUPPORT PROJECT	12/12/2002	05/08/2003	09/17/2003	12/31/2009	930 000.00	0.00	0.00	930 000.00	01/04/2007
	PASTORAL STOCKBREEDING SYSTEM SUPPORT PROJECT	12/12/2002	12/03/2003	11/15/2004	12/31/2007	5 019 475.57	0.00	0.00	5 019 475.57	01/04/2007
	EMERGENCY AID AGAINST AVIAN FLU	04/05/2006				334 631.70	0.00	0.00	0.00	
	FISHERIES DEVELOPMENT PROJECT	11/09/2005	11/23/2005	11/23/2005	12/31/2012	10 000 000.00	0.00	0.00	10 000 000.00	
	MANAGEMENT NATURAL. RESOURCES DEV'T	04/27/2005	05/19/2005	02/16/2006	12/31/2012	4 270 000.00	144 498.64	3.38	4 125 501.36	
	MANAGEMENT NATURAL. RESOURCES DEV'T	04/27/2005	05/19/2005	05/19/2005	12/31/2012	2 000 000.00	0.00	0.00	2 000 000.00	
	PARG I - SUPPORT TO REFORMS	10/12/2005	11/23/2005	11/23/2005	05/31/2009	17 570 000.00	9 984 383.53	56.83	7 585 616.47	
	PARG I - INSTITUTIONAL SUPPORT	10/12/2005	11/23/2005	11/23/2005	05/31/2009	2 930 000.00	20 172.35	0.69	2 909 827.65	
	ECONOMIC MANAGEMENT SUPPORT PROJ.	07/22/2003	09/05/2003	03/17/2004	12/31/2007	2 320 000.00	1 243 135.54	53.58	1 076 864.46	
	POVERTY REDUCTION PRO-GENDER ACTIONS	09/04/1997	10/09/1997	02/04/1999	12/31/2006	5 300 000.00	5 297 497.40	99.95	2 502.60	08/02/2006
	POVERTY REDUCTION PRO-GENDER ACTIONS	09/04/1997	10/09/1997	02/04/1999	12/31/2006	300 000.00	291 524.83	97.17	8 475.17	08/02/2006
	EDUCATION V PROJECT	03/01/2001	05/29/2001	02/21/2002	12/31/2007	5 431 000.00	2 761 800.83	50.85	2 669 199.17	07/26/2006
	EDUCATION V PROJECT	03/01/2001	05/29/2001	02/21/2002	12/31/2007	1 300 000.00	910 173.74	70.01	389 826.26	07/26/2006
	SUPPORT TO THE EDUCATION SECTOR	03/31/2004	05/26/2004	02/14/2005	06/30/2010	2 400 000.00	100 049.48	4.17	2 299 950.52	
	STRENGTHENING OF HEALTH SYS. AND HIV/AIDS CONTROL	11/21/2001	12/20/2001	11/20/2002	12/31/2006	5 000 000.00	1 022 594.30	20.45	3 977 405.70	08/16/2006
	STRENGTHENING OF HEALTH SYSTEM AND HIV/AIDS CONTROL	11/21/2001	12/20/2001	11/20/2002	12/31/2006	1 000 000.00	212 454.39	21.25	787 545.61	08/16/2006
	MULTINAT EMERG. AID FOR POLIO ERADICATION	03/25/2005	05/19/2005	10/07/2005	09/30/2006	334 631.70	0.00	0.00	334 631.70	

CEMAC/CAMEROON-C.A.R.-CHAD
TRANSPORT FACILITATION PROGRAMME ON THE DOUALA-BANGUI AND DOUALA - NDJAMENA CORRIDORS
EXPENDITURE CATEGORIES OF THE ADF PROJECT

Categories of expenditure	ADF loan to Cameroon			Cameroon			Total		
	FC	LC	Total	FC	LC	Total	FC	LC	Total
A - Goods									
B - Works									
- Road improvement or rehab ;	31.74	3.57	35.31		4.365	4.36	31.74	7.94	39.68
- Earth roads	1.44	0.16	1.60		0.198	0.20	1.44	0.36	1.80
- Rehabilitation of social and business infrastructure	0.26	0.03	0.29		0.036	0.04	0.26	0.07	0.33
- Provision of boreholes	0.17	0.02	0.19		0.023	0.02	0.17	0.04	0.21
- Mitigation of Env. impact and de-stres sing of cattle and rest areas	0.06	0.01	0.07		0.511	0.51	0.06	0.52	0.57
- Provision of farm produce drying yards	0.06	0.01	0.07		0.009	0.01	0.06	0.02	0.08
- Supply and installation of small farm tools	0.09	0.01	0.10		0.012	0.01	0.09	0.02	0.11
C - Consultancy services									
- Sensitization to STD/AIDS, Env and Road safety	0.16	0.04	0.20				0.16	0.04	0.20
- Works inspection and supervision	2.15	0.24	2.39		0.327	0.33	2.15	0.57	2.72
- Coordinator, Project Officer and support personnel					0.106	0.11		0.11	0.11
- Financial and accounting audit	0.12	0.03	0.15				0.12	0.03	0.15
D - Miscellaneous									
-Operation					0.161	0.16		0.16	0.16
- Seminar, field trips and sensitiz. to the corridor concept									
Baseline cost	36.25	4.12	40.37		5.75	5.75	36.26	9.87	46.12
Physical contingencies	3.63	0.41	4.04		0.575	0.57	3.63	0.99	4.61
Price contingency	3.22	0.37	3.59		0.511	0.51	3.22	0.88	4.10
Total	43.10	4.90	48.00		6.83	6.83	43.10	11.73	54.83

Categories of expenditure	ADF Grant to CAR			CAR Government			TOTAL		
	FC	LC	Total	FC	LC	Total	FC	LC	Total
A - Goods									
- Computer equipment									
- Vehicles									
B - Works									
- Road construction or rehab ;	17,69	2,21	19,90		2,212	2,21	17,69	4,42	22,12
- Earth roads	0,36	0,05	0,41		0,045	0,05	0,36	0,09	0,45
- Rehabilitation of social and business infrastructure	0,16	0,02	0,18		0,019	0,02	0,16	0,04	0,19
- Provision of boreholes	0,10	0,01	0,11		0,012	0,01	0,10	0,02	0,12
- Mitigation of Env. impact and de-stres sing of cattle and rest areas	0,27	0,03	0,30		0,116	0,12	0,27	0,15	0,42
- Provision of farm produce drying yards	0,05	0,01	0,06		0,007	0,01	0,05	0,01	0,07
- Supply and installation of small farm tools	0,04	0,01	0,05		0,005	0,01	0,04	0,01	0,05
C - C - Consultancy services									
- Highway engineering in Cameroon, CAR and Chad	0,32	0,04	0,36		0,04	0,04	0,32	0,08	0,40
- Sensitization to STD/AIDS, Env and Road safety		0,04	0,04					0,04	0,04
- Works inspection and supervision	1,68	0,31	1,99		0,147	0,15	1,68	0,46	2,13
- Coordinator, Project Officer and support personnel					0,064	0,06		0,06	0,06
- Financial and accounting audit									
D - Miscellaneous									
-Operation					0,111	0,11		0,11	0,11
- Seminar, field trips and sensitiz. to the corridor concept									
Baseline cost	20,67	2,73	23,40		2,78	2,78	20,66	5,50	26,16
Physical contingencies	2,05	0,27	2,32		0,278	0,28	2,07	0,55	2,62
Price contingency	1,84	0,24	2,08		0,247	0,25	1,84	0,49	2,33
Total	24,56	3,24	27,80		3,30	3,30	24,56	6,54	31,10

Categories of expenditure	ADF Grant to Chad			Chad			Total		
	FC	LC	Total	FC	LC	Total	FC	LC	Total
A - Goods									
- Computer equipment									
- Vehicles									
B - Works									
- Road improvement or rehab ;	7.56	0.85	8.41		1.039	1.04	7.56	1.89	9.45
- Bridge construction	4.80	0.54	5.35		0.661	0.66	4.80	1.20	6.01
- Rehabilitation of social and business infrastructure	0.22	0.02	0.24		0.031	0.03	0.22	0.06	0.28
- Provision of boreholes	0.01	0.00	0.01		0.001	0.00	0.01	0.00	0.01
- Mitigation of Env. impact and de-stress sing of cattle and rest areas	0.29	0.17	0.46		0.429	0.43	0.29	0.60	0.89
- Provision of farm produce drying yards									
- Supply and installation of small farm tools	0.01	0.00	0.01		0.001	0.00	0.01	0.00	0.01
C - Consultancy services									
- Sensitization to STD/AIDS, Env and Road safety	0.03	0.07	0.10				0.03	0.07	0.10
- Works inspection and supervision	0.83	0.15	0.98		0.138	0.14	0.83	0.29	1.12
- Study construction of N'djamena road terminal	0.27	0.07	0.34				0.27	0.07	0.34
- Coordinator, Project Officer and support personnel					0.078	0.08		0.08	0.08
- Financial and accounting audit	0.06	0.02	0.08				0.06	0.02	0.08
D - Miscellaneous									
-Operation					0.101	0.10		0.10	0.10
- Seminar, field trips and sensitiz. to the corridor concept									
Baseline cost	14.08	1.90	15.98		2.48	2.48	14.08	4.38	18.46
Physical contingencies	1.41	0.19	1.60		0.248	0.25	1.41	0.44	1.85
Price contingency	1.25	0.17	1.42		0.221	0.22	1.25	0.39	1.64
Total	16.74	2.26	19.00		2.95	2.95	16.74	5.21	21.95

Expenditure categories	ADF Grant to CEMAC			CEMAC			PRIVATE SECTOR			Total		
	FC	LC	Total	FC	LC	Total	FC	LC	Total	FC	LC	Total
A - Goods												
- Supply and installation of axle-load scales	1.54	0.19	1.73		0.19	0.19				1.54	0.38	1.92
- Setting up of radio communication system	2.66	0.33	2.99		0.33	0.33		0.60	0.60	2.66	1.27	3.92
- Computer equipment												
- Vehicles												
B - Works												
- Construction of equipped juxtaposed border check points	2.96	0.37	3.33		0.37	0.37				2.96	0.74	3.70
C - Consultancy services												
- Works inspection and supervision	0.57	0.12	0.69		0.07	0.07				0.57	0.19	0.76
- Radio communication studies	0.25	0.03	0.28		0.03	0.03				0.25	0.06	0.31
- Support to the putting in place of a transport costs information system	0.38	0.10	0.48							0.38	0.10	0.48
- Technical assistance to CEMAC for Programme monitoring	1.12	0.22	1.34		0.14	0.14				1.12	0.36	1.48
- Surveys, monitoring & evaluation and observation of practices	0.32	0.08	0.40							0.32	0.08	0.40
- Coordinator, Project Officer and support personnel												
- Financial and accounting audit	0.14	0.04	0.18							0.14	0.04	0.18
D - Miscellaneous												
-Operation					0.178	0.18					0.18	0.18
- Seminar, field trips and sensitiz. to the corridor concept	0.32	0.04	0.36		0.04	0.04				0.32	0.08	0.40
Baseline cost	10.26	1.52	11.78		1.35	1.35		0.60	0.60	10.26	3.47	13.73
Physical contingencies	1.03	0.15	1.18		0.14	0.14		0.06	0.06	1.03	0.35	1.37
Price contingency	0.91	0.13	1.04		0.13	0.13		0.06	0.06	0.91	0.32	1.24
Total	12.20	1.80	14.00		1.62	1.62		0.72	0.72	12.20	4.14	16.34

TRANSPORT FACILITATION PROGRAMME ON THE DOUALA-BANGUI AND DOUALA - NDJAMENA CORRIDORS
PROGRAMME PROCESSING CALENDAR

<u>Activities</u>	<u>Dates</u>	<u>Recommendations</u>
Transport decade which identified African roads	1978-1998	Search for financing for the studies and works
Adoption of a structuring itineraries network (SIN) for the CEMAC zone	1993	Search for financing for the studies and works
Adjustment of the SIN and adoption of an integrative road Programme (PRRI)	2000-2004	Search for financing for the studies and works
Preparation of the NEPAD Short-Term Plan of Action in which the corridor concept is developed	2000-2002	ADB
Donors' meeting on the PRRI	28 to 30/06/2004	Include the facilitation aspect, set priorities and select the Douala-Bangui and Douala-N'Djaména corridors in the pilot phase
Adoption of the Consensual Transport Master Plan for Central Africa (PDCT-AC)	Jan. 2004	Carry out the prioritization
ADF Programme identification Mission	Juillet 2004	Pursue monitoring of the Programme
Joint request by the two countries for ADB financing	2005	Prepare inclusion in pipeline and missions
Joint Programme preparation mission (IDA and ADF)	Feb. 2006	Pursue the Programme study process
Feasibility studies and final design of the Bouar-Garoua Boulai and Garoua Boulai - Ngaoundéré roads of the Programme	2003-2006	Search for financing
Studies on facilitation, (TIPAC, single check point)	Early 2005	On going
Feasibility studies and final design of road sections of the project in Chad	Feb .2006 to March 2007	Finalize the reports
Consideration of the preparation at internal and inter-ministerial level	July to November 2006	ADF
Programme appraisal mission by the ADF	22/09/2006 to 20/10/2006	Prepare the appraisal report and carry out the internal review process
Coordination mission with donors to adopt the components and financing plan	Feb. 2007	Update the information in the appraisal report
Supplementary studies on the environment in CAR	Jan./Feb. 2007	Include results in the appraisal report
Publication of environmental summary and distribution to the Board	19/02/2007 and 28/02/2007	ADF
Internal Working Group	14/03/2007	Make corrections for the GTID
Inter-ministerial Working Group	26/03/2007 ²	Make corrections for the Committee
Approval of the request for Advance procurement Action	March 2007	ADF
Meeting of the Supreme Committee	10/04/2007	Make corrections and send for translation
Negotiation of the Programme	02 to 04/05/2007	ADF/CEMAC/Cameroon-CAR-Chad
Sending for translation and distribution	10/05/2007	OINF
Presentation of Programme to Bank Board of Directors envisaged for	27/06/2007	ADF

CEMAC/CAMEROON-C.A.R. -CHAD
TRANSPORT FACILITATION PROGRAMME ON THE DOUALA-BANGUI AND DOUALA - NDJAMENA CORRIDORS
LIST OF PROGRAMME IMPLEMENTATION DOCUMENTS

-
- Rapports d'étude d'élargissement à 2x2 voies de la route Walia – Nguéli et construction d'un nouveau pont frontalier sur le Logone au Tchad, SCET-Tunisie, juin 2006 à mai 2007 ;
- Rapports d'étude d'aménagement de la route Garoua Boulai - Meiganga –Ngaoundéré, Gauff JBG Ingenieure, 2004-2007 ;
- Etude de la route Bouar-Garoua Boulai, AE Associated Engineers Srl; 2004-2005 ;
- Données d'entrée et de résultats du modèle HDM4 des routes du Programme.
- Amélioration du transport de transit, dans la Région d'Afrique Centrale, *Philippe Cabanius*, Consultant de la CNUCED, avril 2003 ;
- Stratégie d'assistance à l'intégration régionale pour l'Afrique centrale, Banque mondiale, janvier 2003 ;
- Convention Inter-Etats de transport multimodal de marchandises en UDEAC, juillet 1996 ;
- Convention Inter-Etats de transport routier de marchandises diverses (c.i.e.t.r.m.d.)
- La problématique de la gestion, intégrée des corridors en Afrique subsaharienne ; N'Guessan N'Guessan, Mai 2003 ;
- Etude de la mise en œuvre de la procédure de transit inter-Etats des pays de l'Afrique Centrale (TIPAC), ILF Consulting Engineers, Rapport provisoire, décembre 2006 ;
- Etude de priorisation des projets du Plan Directeur Consensuel des Transports en Afrique Centrale, janvier 2007 ;
- Actualisation de la Stratégie Sectorielle des Transports du Tchad, Programme des dépenses, version finale, BCEOM, novembre 2005,
- Diagnostic institutionnel, fonctionnel et organisationnel de la CEMAC ; ECDPM/Performances Management Consulting, Rapport final, février 2006 ;
- Programme d'Appui à l'Intégration Régionale en Afrique Centrale (PAIRAC), Union européenne
- Convention de financement d'un montant de l'UE/CEMAC pour la mise en œuvre du Programme de facilitation des transports en Afrique Centrale (FASTRAC) ;
- Rapport d'enquête sur les réalités transfrontalières dans la vallée du Ntem au Sud du Cameroun ; Initiative pour l'Afrique Centrale (INICA), OCDE, décembre 2004
- Rapport sur l'étude de préparation d'un Programme de facilitation des transports en transit sur les corridors prioritaires Douala Bangui et Douala N'Djaména, Ahmed Mahmoud BOILIL, mars 2005 ;
- Evaluation des réformes du secteur des transports, Cellule de coordination du PST du Cameroun, janvier 2002 ;
- Rapport de Phase IV du projet de Plan Directeur Routier au Cameroun, octobre 2004
- Stratégie du Secteur du Bâtiment et des Travaux Publics au Cameroun ;
- République centrafricaine : Document de stratégie intérimaire conjointe BAD- Banque Mondiale pour la période 2007-2008 ;
- Décision n° 10/06-UEAC-160-CM-14 portant création du comité de gestion des corridors transfrontaliers en Afrique Centrale, 11 mars 2006 ;
- Décision n° 12/06-UEAC-160-CM-14 portant création du comité de coordination et de suivi de la mise en œuvre du Programme de facilitation des transports et du transit en zone CEMAC, 11 mars 2006 ;
- Rapport d'étude d'opportunité pour l'amélioration du stationnement des véhicules approvisionnant N'Djaména, BCEOM, novembre 2005 ;
- Etude sur les postes frontières Kousséri/Nguéli, Toubourou et Garoua Boulai ; Scet-Cameroun, rapport provisoire décembre 2006.