



CEMAC - Transport-Transit Facilitation (P079736)

AFRICA | Central Africa | Transport Global Practice |
IBRD/IDA | Investment Project Financing | FY 2007 | Seq No: 25 | ARCHIVED on 29-Jun-2020 | ISR41507 |

Implementing Agencies: CENTRAL AFRICAN REPUBLIC, Ministry of Public Works Cameroon, Ministry of Infrastructure Chad

Key Dates**Key Project Dates**

Bank Approval Date: 26-Jun-2007

Effectiveness Date: 05-Dec-2007

Planned Mid Term Review Date: 01-Sep-2010

Actual Mid-Term Review Date: 25-Apr-2011

Original Closing Date: 31-Jan-2013

Revised Closing Date: 30-Jun-2020

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The objective of the Project is to facilitate regional trade among the Member States and improve the Central African Republic's, the Republic of Cameroon's and the Republic of Chad's access to world markets.

Has the Project Development Objective been changed since Board Approval of the Project Objective?

Yes

Board Approved Revised Project Development Objective (If project is formally restructured)

The objective of the Project is to facilitate regional trade among the Member States and improve the Central African Republic's, the Republic of Cameroon's, and the Republic of Chad's access to world markets.

Components Table

Name

Roads and Railways Infrastructure Improvement:(Cost \$588.46 M)

Transit and Transport Facilitation investments:(Cost \$36.09 M)

Customs and Transport Sector Institutional Strengthening and Capacity Building:(Cost \$30.45 M)

Unallocated

Overall Ratings

| Name | Previous Rating | Current Rating |
|--------------------------------------|--|--|
| Progress towards achievement of PDO | <input type="checkbox"/> Moderately Unsatisfactory | <input type="checkbox"/> Moderately Unsatisfactory |
| Overall Implementation Progress (IP) | <input type="checkbox"/> Moderately Unsatisfactory | <input type="checkbox"/> Moderately Unsatisfactory |
| Overall Risk Rating | <input type="checkbox"/> High | <input type="checkbox"/> High |

Implementation Status and Key Decisions

The project implementation status varies from a country to another. Below is the detailed completion status for Cameroon and Chad and implementation status for CAR.

Cameroon:



Road works planned included the construction/rehabilitation of 469 km of road sections along the corridor. The main achievement on the road works component is the completion of the construction of the Mbéré-Ngaoundéré (89 km) road section and the full reconstruction of 5 bridges, and related accesses, along the Ngaoundéré-Garoua road section as well as rehabilitation of the 175 km rail line between Douala and Ka'a. The Mora-Dabanga-Kousseri rehabilitation works, (205km), conducted by 2 contractors, were stopped in 2015, following a terrorist attack with the abduction of some workers; works already executed by that time included earthworks, structures, base and subbase layers on the Maltam-Kousseri section (30km). The project was restructured with special arrangements to have the works executed by the Army Corps of Engineers (ACE). Despite this arrangement, works were delayed by (i) the poor performance of the ACE and (ii) the persistence of insecurity, which did not allow the mobilization in time of sub-contractors.

The first work program (WP#1) which started on April 1, 2018, is now completed. WP2 which started in January 2019 is aiming at completing the asphaltting of 30 km on the Mora-Waza segment, the installation of drainages, and freeing the right of way on Waza-Dabanga, and the preparation of the 60km platform on the last segment Dabanga-Kousseri. Works finally started in April 2019, after being delayed by the resolution of the resource's allocation issue, with the disbursement limits set by national authorities to comply with the IMF program. Discussions held with the Ministry of Finance led to the removal of this constraint. In addition, special arrangements have been put in place to facilitate the flow of funds. The ACE, after facing some challenges to mobilize key experts and equipment, has signed contracts with subcontractors for the mobilization of key equipment. The latter has started a few road works; the production of aggregates and culverts as well as works on socio-economic facilities are ongoing.

Low completion of the component activities: The low completion of the component activities could be explained by (i) the security situation in the Far-North Region of Cameroon, with the abduction of workers of the contractors in charge of the rehabilitation of the Mora-Dabanga-Kousseri road section (205 km) in 2015, (ii) the unsuccessful special arrangements put in place for works completion, involving the Army Corps of Engineers, were, due to low capacity of the latter and the reluctance of contractors to works in that region or even rent their equipment (iii) the poor project management at the level of MINTP, with a too-long decision chain (almost all the decisions are taken at the minister's level), especially on the procurement process (more than 2 years to award contracts).

Environment, social aspects management performance. The project has reported 06 Occupational Health and Safety (OHS) incidents since the start of works. Of these, 02 are classified as SEVERE, 02 as SERIOUS, and 02 as INDICATIVE. All incidents are confirmed accounted through the ESIRT. The latest severe accident occurred on September 05, 2019. It was confirmed and accounted through the ESIRT. A Safeguards Corrective Action Plan was prepared and is under implementation. In addition, the implementation of the project appears to be a catalyst for the return of NGOs in the field (7 recorded in 2019, providing various facilities and services to the population). The ACE activities, including the Safeguards Corrective Action Plans (SCAP), continue to be closely monitored by the Bank with the help of the TPM and other supervision mechanisms. The ESMP has been adjusted to include measures relating to COVID-19 prevention, with guidelines from the Bank. In this regard, the number of workers has been drastically reduced to adapt to accommodation conditions in the basecamps and working conditions at some work sites.

On the social risk since the last ISR, 2 GBV cases were reported to the Bank in September and November 2019 and have been managed according to the protocol in place; with an ongoing follow-up by the specialized NGO: one was involving an employee of the GRM NGO (sexual assault on an underage girl) and the other a military personal (sexual harassment); disciplinary actions have been taken as per the code of conduct so that both perpetrators are no longer working for the project.

Security conditions in the project area have improved but as mentioned in the last ISR, a terrorist attack had occurred in one of the villages along the road where classrooms are being built and led to the killing of 2 workers that were accommodating in that village. Following this incident, works on the socio-economic facilities were suspended. They resumed in Early March 2020, after additional security measures have been taken (accommodation of these additional workers in the secure basecamps and security provisions for their movements to the worksites). TPM arrangements have been revised to split the monitoring of the social and safeguard risks, including Gender-Based Violence (being managed by a local NGO) and the technical and fiduciary risks (being managed by a senior contract management consultant).

Regarding the railway activities. The main achievement of this component is the rehabilitation of ballast and sleepers of the Douala-Ka'a railway section (175 km), which have been completed by 97% as of June 10, 2020. The implementation of this activity has been delayed by two factors: (i) insufficient project and contract management capacity at the level of CAMRAIL, which was corrected in 2017 and thus boosted performance; (ii) constraints linked to the operation of the railway line, which seriously affected the implementation of the works, especially after the railway accident in 2016, which led to a strengthening of safety measures. Also, the operation has faced some difficulties at the quarry to provide ballast. During the mission held in January 2020 and the virtual review of the component, it was reminded to CAMRAIL that all activities should be completed by June 2020.

Transit and Transport facilitation: Regarding the transit and facilitation activities, progress has been slow, and no additional activities are ongoing or planned on the new transit regime. The CEMAC transit regime is yet to be fully operational despite its endorsement by the CEMAC regional economic commission in 2010. However, bilateral agreements aiming at sharing transit data were signed between the Cameroonian and Chadian customs, as well as between the Cameroonian and CAR customs. Under these agreements, the Cameroon customs agreed to transmit electronic data on transit goods to both CAR and Chad customs, through a special accreditation of selected technical and managerial staff within both customs. In the meantime, the Cameroon customs have shifted to a new customs system and the upcoming implementation support mission will be an opportunity to make sure that Chad and CAR customs system are able to reconcile their customs information data with Cameroon's. The project has helped foster a dialogue among the Director Generals (DGs) of the three countries to reinforce the sustainability of investments and ensure consistency. The Cameroonian customs have committed to ensuring an effective electronic data exchange, possibly through the development of an interface between the 3 systems. Implementation of the common action plan for the promotion of the Unique Transit Regime (Regime Unique de Transit) but the last critical stage, the approval of the operators, has not been implemented. Other meaningful trade facilitation results that have been achieved include the automation of trade clearance procedures under the single window (Guichet Unique pour le Commerce Extérieur, GUCE), e.g. from zero during project kickoff to more than 60 automated clearance procedures today in Cameroon. The capacity of the various key stakeholders has been reinforced and synergies strengthened.

The relatively modest performance of this component is due to two main causes: (i) the weak coordination between multiple actors at the country level (Customs, Min. Of Transport, Douala Port); (ii) the weak capacity of the different actors, with the notable exception of the GUCE (External Trade Single Window).



Project closing plan. October 2019 assessed the status of the activities and concluded that the Cameroon component of the project should be closed at the planned closing date. The Bank has been working with the Government since early May 2020 to draw up a closure plan for the project, which is being implemented, with (i) the last works in progress to be completed by end of June, so as to allow sufficient time for (ii) the technical and financial auditing operations which must be implemented by the closure date. The most critical point concerns the financial closure, with the still awaited submission of supporting documents for the first advances received (the technical audit and financial verification have already been carried out) and the recruitment of the external financial auditor by 30 June at the latest.

Chad:

The Bongor-Ere-Kelo road works contract has been terminated by the GoCh due to the poor performance of the contractor and the difficulties in mobilizing counterpart funding given the worsening fiscal situation resulting from the drop-in oil price. The rehabilitation and maintenance of some sections of the Bongor-Kelo-Moundou-Koutere road (353 km) were carried out following a performance-based approach and terminated without reaching the level of service required. The reasons for termination of this activity vary from the poor performance of the contractor, poor contract management by the PIU, and lack of counterpart funding due to the worsening financial situation resulting from the drop in the Government's oil revenues. Part of the undisbursed amount of this component has been reallocated to finance the construction of the new Customs General Directorate building which is now completed. The project has also financed the construction of 2 weighing stations along the corridor. The other activities (maintenance of the other corridor road sections) couldn't be completed, because of the lack of counterpart funding. The main reason for the low implementation pace is the poor capacity of the recipient in project and contract management. Construction works of the customs headquarters building have been completed. All other activities have been canceled. It is expected that almost all the Project's financing will be disbursed by the grace period after the closing date on June 30, 2020. No specific closure activities are thus foreseen, apart from external financial audits.

Transit and Transport Facilitation (TTF) Activities: The main trade facilitation result is the automation of trade clearance procedures under the single window (*Guichet Unique pour le Commerce Exterieur*, GUCE), with more than 60 automated clearance procedures operational in Cameroon as of today, already deployed at the port of Douala and at the borders. Along with the implementation of the TTF activities of the Project, specific attention is being paid to the strengthening of the regional dialogue on TTF between the Customs and Transport administrations of the three countries involved to support the implementation of the new CEMAC transit regime (Cameroon, Chad, and CAR). The CEMAC transit regime is yet to be fully operational despite its endorsement by the CEMAC regional economic commission in 2010. However, bilateral agreements aiming at sharing transit data were signed between the Cameroonian and Chadian customs, as well as between the Cameroonian and CAR customs. As a result of the CEMAC Project's institutional strengthening activities, the capacity of the various key trade facilitation stakeholders has been reinforced and synergies among themselves have been strengthened. The countries should continue the implementation of the common action plan for the promotion of the Unique Transit Regime (Regime Unique de Transit).

Central African Republic (CAR):

CAR component was composed of three financings: (i) The initial financing, a grant IDA-H3140, approved on June 26, 2007, for an amount of \$US 24million has been fully (105%) disbursed and closed on January 31, 2019, (ii) the 1st Additional Financing (AF1), a grant IDA-H5220, approved on November 5, 2009, for an amount of \$US 67million has been disbursed at 98% and (iii) finally the 3rd Additional Financing (AF3), composed of two financings: (a) a credit IDA 51460 approved on July 26, 2012, for an amount of \$US 123.4million and disbursed 56% and (b) a grant H7980 approved on July 26, 2012, for an amount of 1.6 is disbursed at 98%.

Component I: Contribution to the paving of the road Garoua-Boulai-Bouar section and emergency maintenance on the international network.

The two grants H314-CA and H522-CF, have provided resources to rehabilitate about 147 km of roads composed of

1. the road FAMBELE – BABOUA, 34 Km,
2. BOUAR-FAMBELE, 33 km;
3. Grimari-Bambari, 80 km of earth road

In addition to the works above, the grants have also financed:

1. Capacity building for the Ministry of Public works, the Ministry of Transport, and the General Directorate of Customs as well as the national Geotechnical Laboratory in charge of road technical quality control.
2. Also, the project through these grants has financed the supply and installation of a complete Gravel Station for ONM "Office National du Materiel",
3. the implementation of a Labor-Intensive Public Works and rehabilitation of urban roads in Bangui. This Labor-Intensive program has provided jobs for unemployed youth, promoted social cohesion as well as improved necessary road infrastructure in the capital city. The HIMO has generated more than 50,000 staff-days.

Urban THIMO road works:

The Labor-Intensive Public Works program (LIPW) in Bangui of an amount of US\$8 million for the rehabilitation of urban roads in Bangui has been successfully implemented. The labor-intensive program for the rehabilitation of urban roads in Bangui aimed at ensuring post-conflict social stability by providing jobs for unemployed youth which are the most vulnerable, improve basic road infrastructures in the capital city Bangui, as well as promote social cohesion among identified fragmented communities. A total of 31 km of urban road has been rehabilitated (10.15 km with engines and 20.30 km have been rehabilitated manually through LIPW). In addition, 19.52 km drainage canals have been constructed.

Component II: Transit and Transport Facilitation (TTF) Activities of the project: improvement of intermodal interfaces and support to customs. Cameroonian and CAR customs have signed bilateral agreements to share transit data. At the border of CAR-Cameroon, the interconnection system has been put in place, and this is allowing the custom office in Bangui to get information from the border Beloko simultaneously. This performance in data transfer is an essential outcome of the project.

Third Additional Financing (AF3): The 3rd additional financing is composed of a credit IDA 5146 and a grant H 798 was approved on July 26, 2012, and made effective on December 27, 2012. This AF3 is financing (i) the rehabilitation of a 58-km paved road between Boaro and Bouar on the Douala-Bangui corridor, (ii) the construction of the bus station in Bouar, (iii) a platform for customs operation in Beloko and (iv) a rest area at Yaloke to allow truckers have a rest during their trip. AF3 has also financed some capacity building activities for the two ministries (Transport and public works) and the customs.



Component I: Asphaltting of Baoro-Bouar road section and maintaining the road section Bouar-Fambele.

Implementation status of roads works (Baoro-Bouar). The current status of Baoro-Bouar road works has been prepared after field visits on March 5, 6 2020, and virtual supervisions during the period of December 2019 to May 2020. Works have started since April 16, 2018, and, as of May 20, 2020, the physical execution level of the Baoro-Bouar road works (56km) is estimated at 60% and may reach 65% by end of June 2020. The status shows that it will not possible to complete works by end of June 2020. The construction of the two major bridges (Pont WEN and Pont LOBAYE) is also delayed. The bridge "Pont LOBAYE" is likely to be completed by end of June 2020. The other bridge, "Pont WEN" is on a critical path given its size and role in rainwater evacuation. The goal is to have the main supporting structure of the bridge "bridge WEN" out of the water before the heavy period of the rainy season. The bituminous and the explosives for the road works are under importation. The financial disbursement rate of the contract is 80% comprising 45 % as advances. Table 1 below is detailing the execution level of the major sections of the road works.

This semester has seen the start of works of the bus station at Bouar and the rest area at Yaloké (200km from Bangui on the corridor Bangui-Garoua Mbolai). Both works are expected to be completed by end of June 2020. Also, the process of appointing the supplier for the construction of the Béloko customs platform has come to an end but the contract cannot be signed because of the remaining deadline for the project to close. As for the Bangui-Baoro road degradation assessment, the contract has been signed and the order of service for the start has been notified to the consultant.

The reasons of the delays are summarized below: The main issues which have jeopardized the advancement of the contract are operational and linked to COVID19 outbreak. Some key reasons are as follow:

- the long delay in mobilizing the enterprise on the ground (about one year) to bring the critical equipment for civil works
- Poor qualifications of some of the contractor's key operational staff. The enterprise took the time to replace them with appropriate staff. This back and forth on the approval of primary staff qualifications had a negative impact on the advancement of the works.
- Gaps in equipment needed as per the contract for the works Delay in preparing execution studies and plans for the two main bridges and the road section PK00-PK35. They still not completed 16 /20 months of the contract start.
- the very long delay in importing the explosives and bringing equipment through the port of Douala. The Bank team has supported the client and the enterprise in the importation of the explosives and the responses to the United Nations commission of sanctions who thought that the country had violated the embargo.
- Importation planning to avoid delays
- COVID19 impact restrictions to bring equipment and materials.

Actions taken by the Bank team: Bank team has undertaken hand-on supervision of the project and technical support to the project team. In addition. The team has benefited from the support and advice of the practice manager who undertook two missions in CAR with field visits to Bouar. The practice manager has led one mission in November 2019 and the last one in March 2020. During the last mission in Bouar on March 5 and 6, 2020, he has chaired the main meeting with the contractor, the supervision mission, and the Government experts after visiting works. The Bank team has intensely discussed the strategies to complete the remaining works based on the planning provided by the enterprise and accepted by the supervision mission. This planning was aiming to complete works by mid-August 2020. The detailed scrutiny of the planning has raised some operational and coordination issues that the team asked the enterprise to work out to fix for a timely achievement of the contract objectives. The team wanted clear planning for the construction of the two major bridges, "LOBAYE" and "WEN" given the rainy season. Planning was also requested by the enterprise for the importation of the complementary explosives and the bituminous. During the visit, it was recommended some technical adjustments to improve road safety and scale up the positive impacts on the works on the population along the road. Based on the above issues, the mission has recommended to the enterprise to take the following actions to speed the works:

- Consider subcontracting part of the works, mainly the section Bouar-Fambele, and the section PK0 to PK35 (of the road Baoro-Bouar).
- Consider renting missing equipment.
- Prepare urgently the detailed planning for LOBAYE bridge, WEN bridge and
- Consider night work to increase the gravel production
- Consider night work on the bridges and some section of the road
- Manage the importation of the complementary explosive and the remaining huge quantity of bitumen to prevent disruption of gravel production.

As part of the follow up of the project and particularly the roads of Baoro-Bouar, Bank management has organized high-level meetings at ministerial level (involving the Minister of Plan, The Minister of Public works, the Ministry of defense) to help the enterprise and the client solving issues related to explosives importation as well as some equipment and bituminous. The last high-level meeting was held on March 6, 2020.

Component II: Improvement of intermodal interfaces and support to customs reform and to ministries of transport and public works.

Non completed activities. Some activities are still under implementation. The main activities financed by the credit and not completed yet are the pavement of Baoro-Bouar road (56 km), the customs platform at Beloko, the construction of the bus station in Bouar, and the rest area at Yaloke. It is expected that the bus station and the rest area at Yaloke will be completed by end of June 2020.

Decisions at the management attention:

Cameroon and Chad components will be closed with the level of completion reached on June 30, 2020. For the CAR component, an extension is needed to allow the completion of the Baoro-Boaur road works mainly and other less important activities.

Overall safeguards status and actions plan for the three countries:

Cameroon component safeguards management completion status

In Cameroon, the safeguards are rated **MS** for social and now **MS** for Environment. The OP/BP 4.04 (Natural Habitats) performance is upgraded to MS since the decree N° 2017/11323/PM DU 14/11/2017 reclassifies and compensates the Benue National park with a surface area of 04 ha 62 a 26 ca, which is the equivalent of the surface area deducted in 2016 with the issuing of the Decree No 2016/3277/PM of August 11, 2016. On the remaining activities (Mora-Dabanga-Kousseri road), works are implemented within a special framework involving the Army Corps of Engineers and a Security Detachment from the Army, due to the high level of insecurity in the region. The associated social risks, therefore, remain High. An Environmental and Social Management Plan (ESMP) has been prepared, approved by the Bank, and is under implementation. All the implementation arrangements including a dedicated Third-Party Monitoring (TPM), the Grievances Redress Mechanism (GRM), and a Works



Independent Observatory (OIT) are in place. Most of the issues flagged during the latest supervision mission (July 2019) have been sorted out. A fatal accident was recorded in September 2019, but an action plan has been designed and is being implemented to mitigate such risks. 2 GBV cases were recorded in September and November 2019 and handled properly, with a follow-up ongoing with the NGO. The remaining key actions from the last ISR (recruitment of the GBV expert and extension of the contract of the Ngo in charge of the Grievance Redress Mechanism) were completed in March 2020.

The provisions for the social safeguards and specifically the GRM was the project's strong point since it made it possible to capture and process all the complaints and restore the population's confidence in the public authorities, which served as a catalyst for the return of other state and non-state actors to the Far-North Region of Cameroon.

On the railway component, the social risks were assessed moderate, due to the low interaction with the populations along with the working sites. The only issue recorded was the usage of creosote-treated sleepers by the local population. Following a complaint by a local NGO, an action plan was decided in January 2018. The related activities are financed under the Multimodal Transport Project but are reported in this ISR given the sensibility of the issue. The recruitment of the NGO to support CAMRAIL in (i) assessing usage of creosote-treated sleepers by the local population; (ii) defining a management plan for these sleepers; (iii) engaging with the local communities is at the final stage and should be signed June 2020. In addition, a VBG expert has been hired, to handle related activities, specifically on the ongoing Multimodal Transport Project.

Due to the involvement of the Cameroon Army in the execution of the Mora-Dabanga-Kousseri road works and the high level of insecurity in the region, the associated social risks have been rated **High**. To monitor safeguard's implementation the Project has put in place a Third-Party Monitoring (TPM), a Grievances Redress Mechanism (GRM), and a Works Independent Observatory (OIT). During the project implementation in Cameroon, 2 GBV cases were recorded in September and November 2019 and were handled properly with a follow-up by a specialized NGO.

Chad component Safeguards management completion status

The Chad component has been implemented without any safeguards issue and has not registered any complaint to date. The only issues reported are regarding waste management and disposal on the new customs building site. The first one was related to domestic wastes that the sub-contractor had moved to the riverside to free space for construction works and the second was related to construction wastes (especially lubricants and other hazardous wastes) disposal – there was no waterproof slab. An Action plan is under implementation with the sub-contractor committed to take the waste off the riverside to a certified public wasteland (agreed beforehand with the district authorities) and to build proper waterproof slab before the customs building final and official delivery. The Project Implementation Unit is closely monitoring these issues and will be part of the commission that will officially confirm the building delivery (environmental compliance will be reported in minutes of the official delivery ceremony). Therefore, social and environmental performance is both rated **Moderately Satisfactory**.

CAR Component safeguards implementation status

Environmental and social impact management is rated Moderately Satisfactory. The social risks, especially for the rural communities living along the Baoro – Bouar road axis under ongoing rehabilitation, are substantial due to the high vulnerability related to historic exclusion from basic services and chronic poverty. The social risks have been addressed in a risk mitigation plan with a focus on gender-based violence (GBV) and sexual abuse and exploitation (SEA). Since August 2019, following a WB social mission: (i) the GBV risk assessment was made, (ii) the budgeting for a retrofitting plan has been developed, (iii) the Code of Conduct (CoC) was finalized and the Grievance Redress Mechanism (GRM) was adjusted and is being reinforced accordingly. In addition to those prepared tools, an NGO in charge of supporting the project GRM was recruited in May 2019 and the PIU is finalizing the recruitment of a qualified GBV NGO on the basis of a restricted list that was agreed upon WB technical advice. The key issue is the capacity of the PIU's social specialist that has to be strengthened. Environmental safeguard performance is **Moderately Satisfactory**. An Environmental and Social Management Plan (ESMP) has been prepared, approved by the Bank, and is under implementation. All the implementation arrangements are in place. An incident involving an overloaded truck was reported on July 21, 2019, classified as indicative. The key issue is the capacity of the PIU's environmental specialist to supervise project activities on a regular basis. The team is working with the PIU to sort this out through specific arrangements for (i) the flow of information between the supervision engineer and the specialist and (ii) the provision of enough financial resources for supervision missions.

The ESMP prepared by the contractor for the base camp has been developed and included the Health Safety Hygiene (HSS) aspects. To overcome the spread of the Corona Virus disease pandemic (COVID-19), the team reminds constantly to the enterprise to ensure that health, safety, and hygiene measures developed to fight against COVID-19 are implemented and observed by workers anywhere and every time.

Grievance Redress Mechanism (GRM) implementation: Satisfactory. The Project's Grievance Redress Mechanism (GRM) is in place and operational. The PIU has recruited a local NGO named I3D to handle the project GRM. As of to date, eight complaint management committees have been installed in the villages along the road section Baoro-Bouar and they are receiving complaints. The mission of March 6, 2020, and the virtual supervision revealed that the committees have received about 706 complaints and after a check of the first 476 complaints, only 81 complaints were found legitimate. Most of the complaints were found not justified or were related to already compensated issues. The registered complaints are generally related to "damaged trees", "animals killed" on the road, and "cracks in houses walls" perhaps due to vibration during the road compact. Giving the foreseen closing date of the project, the Bank team has advised the NGO and the client to sort out and decide on the receivability of the complaints and compensation amount estimation and payment before the end of June 2020. As of today, joint meetings are organized by the PIU safeguards specialists, the NGO, the enterprise, and the supervision consultant experts to evaluate the complaints. It is expected that all the complaints will be resolved by the end of June 2020.

Gender-Based Violence (VBG): The NGO, responsible for handling GBV issues of the works was recruited and active on the ground. The NGO has produced its reports for March and April 2020 and has not reported a known case related to the project. Following an allegation of VBG reported through the media in February 2019, the Bank team has hired a consultant specialized in GBV case management. After a mission in Bangui and in the field (Bouar where the base camp of the enterprise is located), coupled with documents review, the case was considered closed as the consultant reported that proofs were not found to activate a GBV case. The Bank team uses all the mission to remind the enterprise, the NGO, the supervision consultant that any stakeholder of the project must sign the code of conduct.



Risks

Systematic Operations Risk-rating Tool

| Risk Category | Rating at Approval | Previous Rating | Current Rating |
|--|--------------------|-----------------|----------------|
| Political and Governance | -- | High | High |
| Macroeconomic | -- | High | High |
| Sector Strategies and Policies | -- | Substantial | Substantial |
| Technical Design of Project or Program | -- | High | High |
| Institutional Capacity for Implementation and Sustainability | -- | High | High |
| Fiduciary | -- | High | High |
| Environment and Social | -- | High | High |
| Stakeholders | -- | High | Substantial |
| Other | -- | -- | -- |
| Overall | -- | High | High |

Results

PDO Indicators by Objectives / Outcomes

| To facilitate regional trade among the Member States and access to world markets | | | | |
|---|-------------|-------------------|------------------|-------------|
| ▶ Average time from ship readiness to unload to final destination for an imported container, on the corridor targeted by the project (Days, Custom) | | | | |
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | 15.00 | 12.00 | 8.00 | 7.00 |
| Date | 01-Jan-2007 | 27-Feb-2020 | 30-Apr-2020 | 30-Jun-2020 |
| □ Douala-Ndjamen (Days, Custom Breakdown) | | | | |
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | 15.00 | 12.00 | 12.00 | 9.22 |
| Date | 01-Jun-2007 | 27-Feb-2020 | 10-Jun-2020 | 30-Jun-2020 |
| □ Douala-Bangui (Days, Custom Breakdown) | | | | |
| | Baseline | Actual (Previous) | Actual (Current) | End Target |



| | | | | |
|--|-------------|-------------------|------------------|-------------|
| Value | 10.00 | 8.00 | 8.00 | 5.00 |
| Date | 01-Jun-2007 | 27-Feb-2020 | 30-Apr-2020 | 30-Jun-2020 |
| ► Customs operations carried out electronically for goods in transit (Percentage, Custom) | | | | |
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | 0.00 | 100.00 | 100.00 | 100.00 |
| Date | 01-Jun-2007 | 27-Feb-2020 | 27-Feb-2020 | 30-Jun-2020 |
| □ Garoua Boulai (Percentage, Custom Breakdown) | | | | |
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | 0.00 | 100.00 | 100.00 | 100.00 |
| Date | 01-Jun-2007 | 27-Feb-2020 | 30-Apr-2020 | 30-Jun-2020 |
| □ Kousseri (Percentage, Custom Breakdown) | | | | |
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | 0.00 | 100.00 | 100.00 | 100.00 |
| Date | 01-Jun-2007 | 27-Feb-2020 | 10-Feb-2020 | 30-Jun-2020 |
| □ Douala (Percentage, Custom Breakdown) | | | | |
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | 0.00 | 100.00 | 100.00 | 100.00 |
| Date | 01-Jun-2007 | 27-Feb-2020 | 10-Feb-2020 | 30-Jun-2020 |
| □ Moundou (Percentage, Custom Breakdown) | | | | |
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | 0.00 | 100.00 | 100.00 | 100.00 |
| Date | 01-Jun-2007 | 27-Feb-2020 | 10-Feb-2020 | 30-Jun-2020 |

Overall Comments

Most of these data appeared to be difficult to collect and need field investigations and surveys. A Consultant has been hired for that (on the Cameroon component) and more accurate data will be available in the Government's ICR expected by End July, 2020.

Intermediate Results Indicators by Components



| Roads and Railways Infrastructure Improvement | | | | |
|--|---|-------------------|------------------|-------------|
| ► Roads rehabilitated, Non-rural (Kilometers, Custom) | | | | |
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | 0.00 | 738.00 | 738.00 | 266.00 |
| Date | 30-Jun-2007 | 12-Nov-2018 | 12-Nov-2018 | 30-Jun-2020 |
| Comments: | This total number of km includes the 353 km of the sections of the N'Djamena-Moundou-Koutere road that were to be rehabilitated/maintained following a performance-based contract but the desired level of service couldn't be reached. | | | |
| □ Baoro - Bangui (Kilometers, Custom Breakdown) | | | | |
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | 0.00 | 217.00 | 217.00 | 90.00 |
| Date | 30-Jun-2007 | 12-Nov-2018 | 30-Apr-2020 | 30-Jun-2020 |
| □ Fambele - Bouar (Kilometers, Custom Breakdown) | | | | |
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | 0.00 | 27.00 | 33.00 | 33.00 |
| Date | 30-Jun-2007 | 31-Jan-2019 | 30-Apr-2020 | 30-Jun-2020 |
| □ Fambele - Baboua (Kilometers, Custom Breakdown) | | | | |
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | 0.00 | 34.00 | 34.00 | 34.00 |
| Date | 30-Jun-2007 | 31-Jan-2019 | 30-Apr-2020 | 30-Jun-2020 |
| □ Mbere - N'Gaoundere (Kilometers, Custom Breakdown) | | | | |
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | 0.00 | 89.00 | 89.00 | 89.00 |
| Date | 30-Jun-2007 | 31-Jan-2019 | 31-Jan-2019 | 30-Jun-2020 |
| □ Bongor - Moundou (Kilometers, Custom Breakdown) | | | | |
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | 0.00 | 364.00 | 364.00 | 35.00 |
| Date | 30-Jun-2007 | 30-Dec-2016 | 30-Dec-2016 | 30-Jun-2020 |



| | | | | |
|---|-------------|-------------------|------------------|-------------|
| <input type="checkbox"/> N'Gaoundere - Garoua (Kilometers, Custom Breakdown) | | | | |
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | 0.00 | 10.00 | 15.00 | 10.00 |
| Date | 30-Jun-2007 | 31-Jan-2019 | 26-Jun-2020 | 30-Jun-2020 |
| ► Roads in good and fair condition as a share of total classified roads (Percentage, Custom) | | | | |
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | 46.00 | 84.00 | 84.00 | 70.00 |
| Date | 01-Jun-2007 | 12-Nov-2018 | 12-Nov-2018 | 30-Jun-2020 |
| <input type="checkbox"/> Douala - Bangui Corridor (Percentage, Custom Breakdown) | | | | |
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | 53.00 | 77.00 | 80.00 | 69.00 |
| Date | 01-Jun-2007 | 12-Nov-2018 | 30-Apr-2020 | 30-Jun-2020 |
| <input type="checkbox"/> Douala - N'Djamena Corridor (Percentage, Custom Breakdown) | | | | |
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | 40.00 | 71.00 | 71.00 | 71.00 |
| Date | 01-Jun-2007 | 27-Feb-2020 | 27-Feb-2020 | 30-Jun-2020 |
| ► Number of key bridges rehabilitated or rebuilt by IDA (Number, Custom) | | | | |
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | 0.00 | 5.00 | 5.00 | 5.00 |
| Date | 30-Apr-2011 | 31-Jan-2019 | 31-Jan-2019 | 30-Jun-2020 |
| ► Debt service coverage ratio of CAMRAIL (Number, Custom) | | | | |
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | 1.40 | 1.40 | 1.40 | 1.71 |
| Date | 31-Dec-2006 | 31-Jan-2019 | 31-Jan-2019 | 30-Jun-2020 |
| ► Availability of CAMRAIL's CC locomotives (Percentage, Custom) | | | | |
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | 76.90 | 80.00 | 80.00 | 80.30 |



| Date | 31-Dec-2006 | 31-Jan-2019 | 31-Jan-2019 | 30-Jun-2020 |
|--|-------------|-------------------|------------------|-------------|
| ► Cumulated length of railway slow down in effect for mor than 90 days (Kilometers, Custom) | | | | |
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | 2.40 | 4.00 | 4.00 | 2.74 |
| Date | 31-Dec-2006 | 31-Jan-2019 | 31-Jan-2019 | 30-Jun-2020 |

| Transit and Transport Facilitation investments | | | | |
|---|-------------|-------------------|------------------|-------------|
| ► Customs checkpoints for secured goods (Number, Custom) | | | | |
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | 6.00 | 2.00 | 2.00 | 3.00 |
| Date | 01-Jun-2007 | 01-May-2018 | 01-May-2018 | 30-Jun-2020 |
| □ Douala - Bangui corridor (Number, Custom Breakdown) | | | | |
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | 6.00 | 2.00 | 3.00 | 3.00 |
| Date | 01-Jun-2007 | 01-May-2018 | 30-Apr-2020 | 30-Jun-2020 |
| □ Douala - N'Djamena corridor (Number, Custom Breakdown) | | | | |
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | 8.00 | 2.00 | 2.00 | 4.00 |
| Date | 01-Jun-2007 | 01-May-2018 | 01-May-2018 | 30-Jun-2020 |
| ► Average turnarounds (Number, Custom) | | | | |
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | 20.00 | 24.00 | 24.00 | 21.00 |
| Date | 01-Jun-2007 | 01-May-2018 | 01-May-2018 | 30-Jun-2020 |
| □ Douala - Bangui corridor (number) (Number, Custom Breakdown) | | | | |
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | 20.00 | 24.00 | 50.00 | 21.00 |
| Date | 01-Jun-2007 | 01-May-2018 | 31-Dec-2019 | 30-Jun-2020 |



| | | | | |
|--|-------------|-------------------|------------------|-------------|
| <input type="checkbox"/> Douala - N'Djamena corridor (number) (Number, Custom Breakdown) | | | | |
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | 15.00 | 18.00 | 18.00 | 9.80 |
| Date | 01-Jun-2007 | 01-May-2018 | 01-May-2018 | 30-Jun-2020 |
| ▶ Douala port operational and transactional dwell times (Days, Custom) | | | | |
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | 7.00 | 15.00 | 15.00 | 17.00 |
| Date | 30-Apr-2011 | 27-Feb-2020 | 27-Feb-2020 | 30-Jun-2020 |
| ▶ Variance of transit time for imports from the arrival at the port of Doula to N'Djamena & Bangui (Days, Custom) | | | | |
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | 6.40 | 5.10 | 5.10 | 4.00 |
| Date | 01-Jun-2007 | 12-Nov-2018 | 12-Nov-2018 | 30-Jun-2020 |
| <input type="checkbox"/> To Bangui (days) (Days, Custom Breakdown) | | | | |
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | 6.40 | 5.10 | 8.00 | 4.00 |
| Date | 01-Jun-2007 | 01-May-2018 | 30-Apr-2020 | 30-Jun-2020 |
| <input type="checkbox"/> To N'Djamena (days) (Days, Custom Breakdown) | | | | |
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | 8.60 | 6.90 | 6.90 | 7.93 |
| Date | 01-Jun-2007 | 31-Jan-2019 | 31-Jan-2019 | 30-Jun-2020 |
| ▶ Electronic transmission of the transit documents collected by the Cameroon customs to CAR and Chad customs (Percentage, Custom) | | | | |
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | 0.00 | 50.00 | 50.00 | 100.00 |
| Date | 01-Jun-2007 | 01-May-2018 | 01-May-2018 | 30-Jun-2020 |
| <input type="checkbox"/> CAR (Percentage, Custom Breakdown) | | | | |
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | 0.00 | 50.00 | 100.00 | 100.00 |



| | | | | |
|---|-------------|-------------------|------------------|-------------|
| Date | 01-Jun-2007 | 01-May-2018 | 30-Apr-2020 | 30-Jun-2020 |
| <input type="checkbox"/> to Chad customs (%) (Percentage, Custom Breakdown) | | | | |
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | 0.00 | 50.00 | 50.00 | 100.00 |
| Date | 01-Jun-2007 | 01-May-2018 | 01-May-2018 | 30-Jun-2020 |
| ► Time to release customs bond (Days, Custom) | | | | |
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | 63.00 | 30.00 | 30.00 | 10.00 |
| Date | 01-Feb-2007 | 01-May-2018 | 01-May-2018 | 30-Jun-2020 |

Customs and Transport Sector Institutional Strengthening and Capacity Building

► Ratio of staff costs to traffic revenue (Percentage, Custom)

| | | | | |
|-------|-------------|-------------------|------------------|-------------|
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | 0.00 | 24.00 | 24.00 | 25.09 |
| Date | 31-Dec-2007 | 31-Jan-2019 | 31-Jan-2019 | 30-Jun-2020 |

► Publication of key customs statistics in a media acceptable to the Bank (newspaper or most likely Internet). (Yes/No, Custom)

| | | | | |
|-------|-------------|-------------------|------------------|-------------|
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | No | Yes | Yes | No |
| Date | 15-Mar-2007 | 31-Jan-2019 | 31-Jan-2019 | 30-Jun-2020 |

Annual publication of customs statistics in CAR (Yes/No, Custom Breakdown)

| | | | | |
|-------|-------------|-------------------|------------------|-------------|
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | No | Yes | Yes | No |
| Date | 30-Apr-2011 | 31-Jan-2019 | 30-Apr-2020 | 30-Jun-2020 |

Annual publication of customs statistics in Chad (Yes/No, Custom Breakdown)

| | | | | |
|-------|-------------|-------------------|------------------|-------------|
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | No | Yes | Yes | No |
| Date | 30-Apr-2011 | 31-Jan-2019 | 31-Jan-2019 | 30-Jun-2020 |



| □ Quarterly publication of customs statistics in Cameroon (Yes/No, Custom Breakdown) | | | | |
|--|-------------|-------------------|------------------|-------------|
| | Baseline | Actual (Previous) | Actual (Current) | End Target |
| Value | No | Yes | Yes | Yes |
| Date | 30-Apr-2011 | 31-Jan-2019 | 31-Jan-2019 | 30-Jun-2020 |

Overall Comments

Most of these data appeared to be difficult to collect and need field investigations and surveys. On the Cameroon component, a Consultant has been hired for that and more accurate data will be available in the Government's ICR expected by End July, 2020.

Performance-Based Conditions

Data on Financial Performance

Disbursements (by loan)

| Project | Loan/Credit/TF | Status | Currency | Original | Revised | Cancelled | Disbursed | Undisbursed | % Disbursed |
|---------|----------------|-----------|----------|----------|---------|-----------|-----------|-------------|-------------|
| P079736 | IDA-43370 | Effective | USD | 147.00 | 147.00 | 0.00 | 142.84 | 5.06 | 97% |
| P079736 | IDA-46590 | Effective | USD | 150.00 | 150.00 | 0.00 | 107.19 | 32.09 | 77% |
| P079736 | IDA-49870 | Effective | USD | 112.00 | 112.00 | 0.00 | 53.01 | 47.15 | 53% |
| P079736 | IDA-51460 | Effective | USD | 123.40 | 123.40 | 0.00 | 64.11 | 47.01 | 58% |
| P079736 | IDA-H3140 | Closed | USD | 24.00 | 24.00 | 0.00 | 25.09 | 0.00 | 100% |
| P079736 | IDA-H3150 | Effective | USD | 30.00 | 30.00 | 0.00 | 28.92 | 0.18 | 99% |
| P079736 | IDA-H5220 | Effective | USD | 67.00 | 67.00 | 0.00 | 65.54 | 0.00 | 100% |
| P079736 | IDA-H7980 | Effective | USD | 1.60 | 1.60 | 0.00 | 1.47 | 0.06 | 96% |
| P125915 | TF-10978 | Closed | USD | 11.49 | 0.00 | 11.49 | 0.00 | 0.00 | 0% |

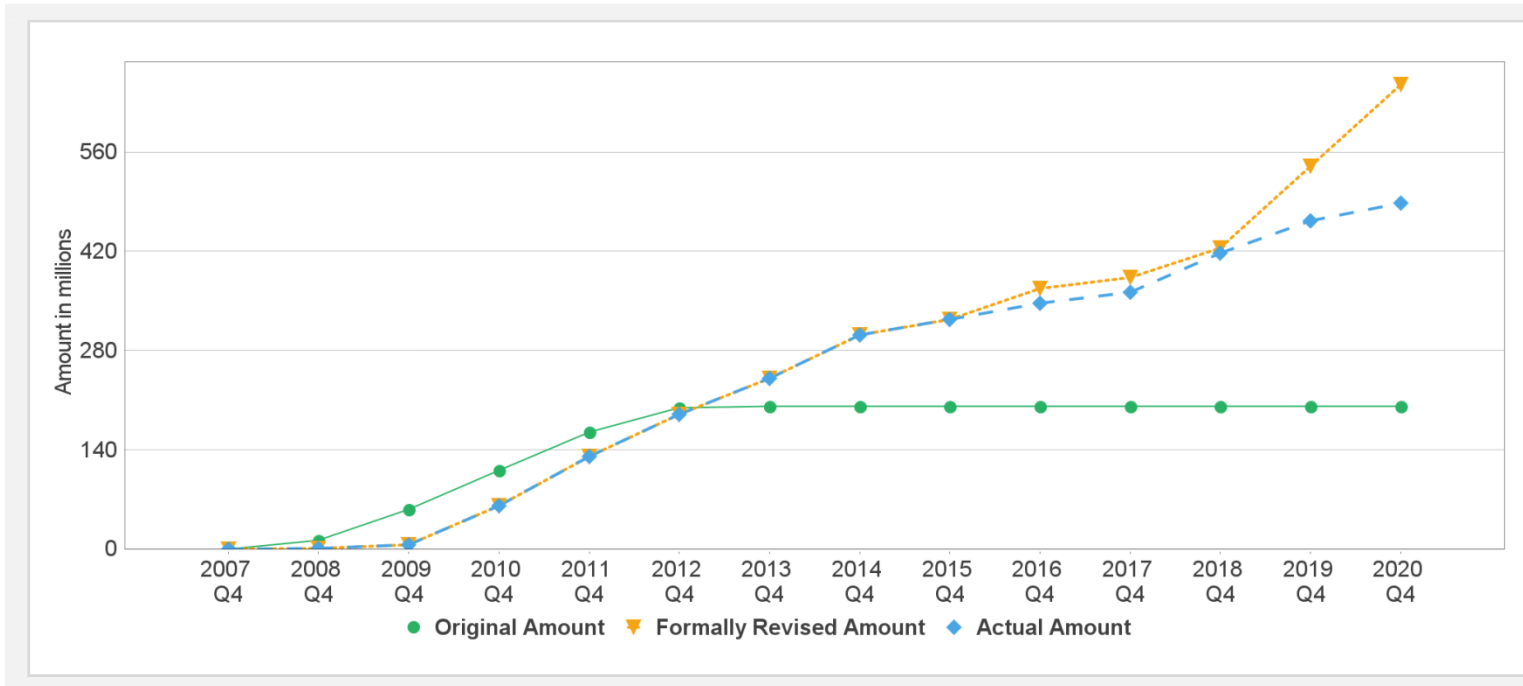
Key Dates (by loan)

| Project | Loan/Credit/TF | Status | Approval Date | Signing Date | Effectiveness Date | Orig. Closing Date | Rev. Closing Date |
|---------|----------------|-----------|---------------|--------------|--------------------|--------------------|-------------------|
| P079736 | IDA-43370 | Effective | 26-Jun-2007 | 15-Nov-2007 | 11-Jul-2008 | 31-Jan-2013 | 30-Jun-2020 |
| P079736 | IDA-46590 | Effective | 05-Nov-2009 | 29-Jan-2010 | 08-Apr-2010 | 31-Jan-2015 | 30-Jun-2020 |
| P079736 | IDA-49870 | Effective | 23-Jun-2011 | 28-Oct-2011 | 21-Dec-2011 | 31-Jan-2016 | 30-Jun-2020 |
| P079736 | IDA-51460 | Effective | 26-Jul-2012 | 02-Oct-2012 | 27-Dec-2012 | 31-Jan-2016 | 30-Jun-2020 |



| | | | | | | | |
|---------|-----------|-----------|-------------|-------------|-------------|-------------|-------------|
| P079736 | IDA-H3140 | Closed | 26-Jun-2007 | 14-Sep-2007 | 05-Dec-2007 | 31-Jan-2013 | 31-Jan-2019 |
| P079736 | IDA-H3150 | Effective | 26-Jun-2007 | 29-Aug-2007 | 25-Jan-2008 | 31-Jan-2013 | 30-Jun-2020 |
| P079736 | IDA-H5220 | Effective | 05-Nov-2009 | 11-Dec-2009 | 05-Feb-2010 | 31-Jan-2015 | 30-Jun-2020 |
| P079736 | IDA-H7980 | Effective | 26-Jul-2012 | 02-Oct-2012 | 27-Dec-2012 | 31-Jan-2016 | 30-Jun-2020 |
| P125915 | TF-10978 | Closed | 28-Oct-2011 | 28-Oct-2011 | 28-Oct-2011 | 31-Dec-2012 | 31-Dec-2012 |

Cumulative Disbursements



PBC Disbursement

| PBC ID | PBC Type | Description | Coc | PBC Amount | Achievement Status | Disbursed amount in Coc | Disbursement % for PBC |
|--------|----------|-------------|-----|------------|--------------------|-------------------------|------------------------|
|--------|----------|-------------|-----|------------|--------------------|-------------------------|------------------------|

Restructuring History

Level 1 Approved on 31-Oct-2011 ,Level 2 Approved on 29-Jan-2016 ,Level 2 Approved on 22-Dec-2016 ,Level 1 Approved on 31-Jan-2017 ,Level 2 Approved on 25-Oct-2017 ,Level 2 Approved on 22-Apr-2018 ,Level 2 Approved on 29-Jun-2018

Related Project(s)

P115259-CEMAC Transport Transit Facilitation - 1st Additional financing Central African Republic and Cameroon ,P125915-Africa: CEMAC Transport and Transit Facil - Second Add'l Financing ,P130422-CEMAC Transport and Transit Facilitation- Third Additional Financing ,P173542-Additional Financing for CEMAC Transport-Transit Facilitation Project