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Project Information Document (PID)

Appraisal Stage | Date Prepared/Updated: 03-May-2023 | Report No: PIDA35004

BASIC INFORMATION

A. Basic Project Data

Country	Project ID	Project Name	Parent Project ID (if any)
Cameroon	P178207	ENHANCING CONNECTIVITY AND RESILIENCE IN THE FAR NORTH OF CAMEROON FOR INCLUSIVENESS	
Region	**Estimated Appraisal Date**	**Estimated Board Date**	**Practice Area (Lead)**
WESTERN AND CENTRAL AFRICA	13-Apr-2023	20-Jun-2023	Transport
Financing Instrument	**Borrower(s)**	**Implementing Agency**	
Investment Project Financing	Republic of Cameroon	Ministry of Economy, Planning, and Regional Development	

Proposed Development Objective(s)

The proposed Project Development Objective (PDO) is (i) enhance connectivity and climate resilience along the Mora-Dabanga-Kousseri road section, and (ii) improve access to basic socioeconomic infrastructure in selected districts of the Far North of Cameroon.

Components

Road Rehabilitation and Maintenance Works
Improved community infrastructure in selected areas, refugee camps and host communities of the Far North region
Transport Sector Institutional Strengthening
Contingency Emergency Response Component

PROJECT FINANCING DATA (US$, Millions)

SUMMARY

Total Project Cost	330.00
Total Financing	330.00
of which IBRD/IDA	330.00
Financing Gap	0.00

DETAILS

World Bank Group Financing

International Development Association (IDA)	330.00
IDA Credit	153.80
IDA Grant	50.00
IDA Shorter Maturity Loan (SML)	126.20

Environmental and Social Risk Classification

High

Decision

The review did authorize the team to appraise and negotiate

B. Introduction and Context

Country Context

1. **Cameroon is a central African, lower middle-income country located in Sub-Saharan Africa (SSA), along the Atlantic coast.** It has a surface area of 475,440 square kilometers, and a population of almost 25.9 million inhabitants. In the decade since 2010, the population rose by 2.5 percent per year, with an average density of 56.2 persons per square kilometer of land area, although with a much higher density in the large urban centers of Douala, Yaoundé, and Garoua, and in the western and northern regions.[1]

2. **Cameroon's situation remains volatile.** The political situation remains fragile following the violent riot crisis of 2008 (*Émeutes de la Faim* 2008), despite a slight improvement owing to successful political reforms coupled with general elections held in 2013.The country continues to experience instability in the Far North region near Lake Chad, and in the northwest and southwest regions near the western border with Nigeria. There is also insecurity and an inflow of refugees near the East and Adamawa regions, along the country's border with the Central African Republic. Cameroon is categorized by fragility, conflict, and violence (FCV) under the World Bank methodology.

3. **Cameroon's economic growth decelerated in 2020 because of the COVID-19 pandemic, but has picked up since the beginning of 2021.** According to the Real GDP, growth decelerated to 0.5 percent in 2020, from 3.7 percent in 2019, due to lower activity in the primary and tertiary sectors on the supply side. Economic activity picked up in the third quarter of 2020 and has been sustained since then. While considerable uncertainty exists in the economic outlook, the economy is projected to rebound by an

[1] United Nations Population Division 2019.

average of 3.8 percent per year in 2021–2023, with the fiscal deficit narrowing to 2.8 percent of GDP by end of 2023. The economic outlook remains positive, but with great uncertainties. The latest World Bank-International Monetary Fund (IMF) Debt Sustainability Analysis (DSA) of July 2021 concluded that Cameroon remains at high risk of debt distress.

4. **Cameroon has high levels of poverty**. Approximately 25.3 percent of the population—25 percent of women—live in extreme poverty, with less than $1.90 per day per 2018 data. Inequality levels are high; only 13 percent of the national income is shared by the poorest 40 percent of the population, while 35 percent of the income is shared by the richest 10 percent[2] of the population. The Coronavirus disease 2019 (COVID-19) crisis has reversed much of the progress in monetary poverty reduction that had been achieved in recent years, as it is estimated that the international poverty rate increased by 0.82 percentage points between 2019 and 2020, for the first time in more than a decade. Poverty projections suggest that the rate of extreme poverty will remain high, at nearly 25 percent owing to job and income losses. The number of poor households has continued to increase, with an additional 166,000 people falling into extreme poverty in 2021. Poverty rates are expected to remain above pre-pandemic estimates in the medium term.

5. **In Cameroon gender equality has progressed slightly, although relevant gender gaps and disparities exist between rural and urban areas.** The country recognizes the importance of women's empowerment both for its intrinsic value and for its contribution to economic development. Overall labor force participation has remained steady in since 2010, with increasing participation of women, although unemployment and informality remain higher for them. Although antenatal care overall has significantly improved, especially in the regions most in need, the lowest rates of care continue to be reported in the rural northern and eastern regions.[3] Women in rural areas report receiving antenatal care at rates of more than 15 percentage points below those in urban areas (79.4 percent versus 95.3 percent). Greater distances to health care facilities, reduced availability of adequate care, and some cultural practices seem to be holding back rural areas.[4] Disparities between rural and urban areas over access to education have widened, from a difference of 11 percentage points in 2011 to 14 percentage points in 2018.

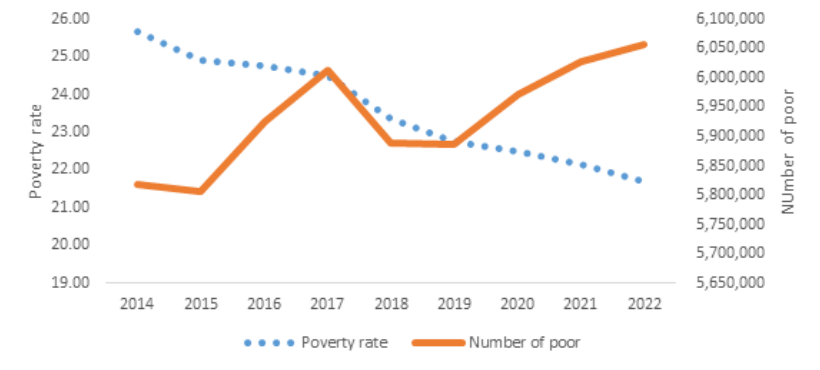
6. **Gender inequalities are prevalent in refugee camps in Cameroon.** Women and children comprise 80 percent of Cameroon's overall refugee population; about 55 percent of refugees are below the age of seventeen, and 14 percent are younger than five years of age.[5] School enrollment and retention rates among girls in the refugee hosting districts are exceptionally low, as a result of their domestic responsibilities, child marriage, teenage pregnancy, long distances to schools, and lack of sanitation facilities and supplies, among other factors. According to UNHCR statistics, in the Minawao refugee camp 14 percent of adults have only informal education; and 49 percent, of which more than half are women, no education at all; 26 percent of school-age children are in primary school, 5 percent in secondary school, and 0.4 percent have a university education. Approximately 50 percent of women have only achieved primary education, which means that young women are less likely to compete in the labor market. The lack of formal jobs in refugee settlements leads women to support their family incomes through their involvement in the informal economy. Besides this situation creating a double burden for

[2] UNDP (United Nations Development Programme). 2020. *Human Development Report*.
[3] World Bank. (2022). Cameroon Systematic Country Diagnostic: and update.
[4] World Bank (2021c), Social Sustainability and Inclusion Diagnostics, Draft, Washington, DC.
[5] https://www.unhcr.org/refugee-statistics/download/?url=F3g3K7

women, these activities often put women at risk by making them travel to unsafe areas or at dangerous times, such as through refugee settlements and the surrounding areas, where there is demand for domestic work. Women also face more financial barriers compared to men; whereas men have more potential to earn an income, women are often responsible for care activities at home, and spend less time for paid employment.[6]

7. **Russia's invasion of Ukraine has accentuated inflation, impacting the prices of agricultural and nonagricultural products in Cameroon.** The situation is leading to price hikes not only on key commodities such as wheat and maize, but also fuel and fertilizer. These hikes could have major implications for food security in Cameroon, especially in the Far North region, where the combination of climatic factors, intercommunity clashes, and insecurity were already causing harmful consequences.

Figure 1: Actual and Simulated Poverty Rate and Number of Poor at $2.15.



Sectoral and Institutional Context

(a) Fragility, Conflict, and Violence in the Far North Region of Cameroon

8. **The Far North region is the second most populated region of Cameroon and one of the poorest.** It shares a border with Nigeria to the west, Chad to the east, and is limited to the south by the northern region of Cameroon. It has a population of 3,993,007 inhabitants, which represents 18 percent of the total population of Cameroon. The region extends over a territory of 34,263 square kilometers, representing seven percent of the national territory. The region is particularly characterized by a youthful population, which is confronted with difficulties of accessing employment and achieving social and professional integration. A historical lack of development in the region, combined with the significant increase and continued inflow of refugees, has added to the levels of poverty and increased pressures on existing public services and infrastructure. The lack of prospects for youth is a main concern of the government, and all of the other actors who are involved in improving development indicators.

9. **The Boko Haram crisis has exacerbated the already difficult living conditions of populations in the Far North of Cameroon.** The Far North region of Cameroon[7] has been the target of Boko Haram terrorist

[6] Bridging the Mobile Gender Gap for Refugees, Mobile for Humanitarian Innovation, 2019.
[7] Including Niger and Chad.

attacks since mid-2015, which led to a humanitarian crisis and an inflow of refugees into the Lake Chad region. Violent acts perpetrated by Boko Haram include coercion, abduction, forced recruitment, indoctrination, human rights violations, and violent extremism. In addition to causing immense psychological trauma and weakening social networks, these acts have also disrupted livelihoods and productivity and destroyed existing assets. In addition to direct losses in productive assets, agricultural trade has also been significantly impaired by damage to the road network and the closure of borders.

10. **Perceptions of exclusion spurred by violent extremism have been central to generating grievances that in turn lead to violent mobilization and conflict.**[8] The joint World Bank–United Nations (UN) 2018 report on "Pathways for Peace: Inclusive Approaches to Preventing Violent Conflict," explains that the origin of conflict stems from people's perception of being excluded and treated unfairly, rooted in inequalities. The presence of Boko Haram has further sparked new or already existing intra- and intercommunity conflicts. A recent study carried out by the State and Peacebuilding Fund Project, Cross-Border Collaboration in the Lake Chad Region Project (P169400), indicated that the social fabric between and within different ethnic or faith groups has been damaged, and latent or overt mistrust between groups has grown. At the same time, mistrust toward the security forces is at a high level. A focus on restoring and enhancing resilience is therefore needed to support the transition from humanitarian to development activities in the region.

11. **Poverty levels are higher in the northern rural areas of Cameroon, and they are aggravated by various conflicts, and their consequences.** Poverty is heightened in rural areas, and domestic farmers are the poorest group, mainly because of their exposure to food insecurity owing to the climatic context and the inflow of refugees coming from Nigeria and the Central African Republic (CAR) that is increasing the demand for health care, housing, nutrition, protection, and sanitation.[9] Emergency crises disrupt the systems of production and trade, with a direct impact on food security. Internal displacement by Boko Haram has also worsened the situation and disproportionally affected women, for instance through the perpetuation of gender-based violence (GBV).[10] In addition, refugee women suffer from double discrimination, and a stigma that limits the amount of goods that they can sell in the communities; it also hinders their access to services and education, putting them in risky situations of sexual exploitation such as forced prostitution.[11]

12. **The World Bank, following consultation with United Nations High Commissioner for Refugees (UNHCR), has determined that Cameroon's refugee protection framework remains adequate for the purpose of accessing financing from the IDA Window for Host Communities and Refugees (WHR).** Cameroon has continued to welcome refugees and implement positive protection measures, including ensuring nondiscriminatory access to its territory. Issuance of refugee identity documents and the adjudication of asylum claims have progressed. Additionally, as part of the National Participatory Development Program, and with the support of the Ministry of Economy and Planning and the Security Services, an IDA 18 Regional Sub-Window for Refugees and Host Communities pilot project was launched at the end of June 2022 to issue refugees with identification documents, which would facilitate access to

[8] Lake Chad Region Recovery and Development Project (P161706) Project Appraisal Document (PAD), Report number: PAD3476.
[9] PAM/USAID. (2017). Agricultural Value Chains and Gender in Northern Cameroon.
[10] WILPF. (2020). Gender Conflict Analysis in Cameroon.
[11] Ibid.

services for them. The government of Cameroon is moving in the right direction to establish a national body that manages and coordinates the protection and assistance of refugees.

Table 1: Refugee and Host Population in the Far North Region of Cameroon

District	Host Population	Refugee Population	Percent of Total Refugee Population in Cameroon
Diamaré	642,227	2	0.0
Logone et Chari	486,997	29,904	6.3
Mayo Danay	529,061	-	-
Mayo Kani	404,646	-	-
Mayo Sava	348,890	13,843	4.0
Mayo Tsanaga	699,971	81,251	17.1
Total	**3,111,792**	**125,000**	**27.4**

(b) Socioeconomic Context

13. **Socioeconomic and human development indicators in Cameroon are poor, and gender disparities are flagrant, particularly in the Far North region of the country, where the project will be implemented.** In 2018 the Human Development Index rated Cameroon among the countries with the lowest rates of human development equality between women and men. The maternal mortality rate was high, at 596 per 100,000 live births, and adolescent birth rates were reported to be 104.6 per 1,000 births. Women's attainment in secondary and higher education was 32 percent compared with men's 38 percent. According to 2018 International Labor Organization estimates, women are less than half as likely as men to participate in wage and salaried employment—14 percent for women versus 31.1 percent for men; labor force participation is 71 percent for women and 81 percent for men. The share of parliamentary seats held by women is 27 percent.[12] These gender inequalities drive various forms of GBV across the country. For women, the prevalence of physical or sexual violence committed by a husband or partner is 36 percent, according to the 2018 Demographic Health Survey (DHS). Overall, that study estimated that in Cameroon, more than 44 percent[13] of ever-married women older than 15 had experienced some form of spousal violence—physical, sexual, or emotional.

14. **Women's productivity in agriculture is lower than men's and this is more acute in refugee-hosting districts. Improved connectivity and complementary interventions can help narrow the gap.** Women are overrepresented among the most vulnerable employed groups, especially in rural areas, where they often work as unpaid family support.[14] Forty-eight percent of women work in agriculture,[15] and 37

[12] Lake Chad Region Recovery and Development Project (P161706) Project Appraisal Document (PAD), Report number: PAD3476
[13] Gender Based Violence against Women in Sub-Saharan Africa: A Systematic Review and Meta-Analysis of Cross-Sectional Studies | HTML (mdpi.com)
[17] World Bank. (2022). Ibid.
[18] World Bank Gender Data Portal

percent in sales and services. Men employed in the agricultural sector are more productive than women, because they have better access to land and technology, and they are less involved in household activities. Men are often engaged in selling cash crops and large livestock twice a year, whereas women deal with foodstuff, horticultural crops, and small livestock on a regular basis.[16] A qualitative study on women involved in northern Cameroon value chains revealed that most women in rural areas are retailers, and that they sometimes travel more than five kilometers to sell their products, whereas men are wholesalers and are owners and renters of shops.[17] Overall, women's weak access to markets is negatively impacted by travel time and costs, lack of sanitary facilities in the markets, little decision making concerning land use, their intensive involvement in household and care activities, and their limited access to credit.[18] These constraints are exacerbated by the quality of roads; this is negatively impacting women's productivity. The project, through road rehabilitation and maintenance, will directly benefit women by providing better accessibility to markets because of transport prices and cost reduction.[19] In addition, the project's targeted complementary socioeconomic investments will contribute to unlocking some of the constraints women face, and will help to improve their productivity.

15. **In the Far North region of Cameroon, refugee-hosting areas need special attention due to the increased demands of hosting displaced populations, and the resulting pressures on public service delivery systems and infrastructure.** This poor region of Cameroon is greatly impacted by large flows of incoming refugees. According to UNHCR statistics, 124,651 (26.3 percent) of the refugees are in Mora's area,[20] and more than a quarter of refugees interviewed in Chad expressed their desire to return to Cameroon spontaneously whenever possible.

16. **Among refugee and host populations, women and young people are the most vulnerable, and poor connectivity is exacerbating the challenges they are facing.** The proportion of young people in refugee camps without access to education remains high, and women's literacy is a particularly thorny issue. On a two-year horizon, 44,173 persons were preregistered in camps in the N'Djamena–Chari-Baguirmi province. Twenty-five percent of them are women between the ages of 18 and 59, and more than 61 percent are children.[21] Climate-resilient infrastructures are important for supplying various camps with core relief resources and improving refugee and host communities' access to the basic socioeconomic infrastructure. The absence of reliable means of transport and financial support for families—maternal and child support—are the two main challenges for the refugees and host communities in the Far North of Cameroon. These challenges prevent them from attending and completing education or accessing health centers, even when school and health infrastructure is available. In addition, water, sanitation, and hygiene infrastructure is needed in schools, and temporary learning spaces need to be transformed into durable classrooms in order to improve this vulnerable population's learning outcomes.

(c) Climate Change Context

[19] Boniface, Epo and Valerie Ongolo Zogo. (2016). "Assessing Gender Inclusion in Cameroon's Rural Transport." Journal of African Transformation, Volume 1, No. 2, 2016, pp. 129-144
[20] PAM/USAID. (2017). Agricultural Value Chains and Gender in Northern Cameroon: https://docs.wfp.org/api/documents/WFP-0000022430/download/
[18] Ibid.
[19] Boniface and Ongolo. (2016). Ibid.
[20] UNHCR – December 2022 – Main persons of concern, Cameroon.
[21] *UNHCR* – October 2022 - Final report on the Far North Cameroon Emergency.

17. **Cameroon is already experiencing the impacts of climate change and is at high risk of natural disasters such as flooding of urban areas, river and coastal flooding, landslides, extreme heat, and water scarcity**.[22] Cameroon has a humid equatorial climate in the southern part of the country, and a semi-arid dry climate in the North. The provinces in the northern regions of the country are at highest risk of drought, and coastal regions have a substantial risk of flooding, which is increasing with sea level rise. Annual average temperatures have been increasing since the 1960s, with the North experiencing the most rapid temperature rise. Temperatures are projected to continue rising, with the rate of warming higher in the country's interior than on the coast. Average annual precipitation has decreased by 2.9 millimeters per decade on average since the 1960s. Different climate model projections show a wide range of changes over Cameroon, with some projecting increases in average annual rainfall and others a decrease.[23] Cameroon's nationally determined contribution (NDC) indicates an intensification of droughts and an increase in the frequency and intensity of flooding events.[24] Overall, Cameroon is vulnerable to the effects of climate change, and it ranks 146 out of 182 on the 2020 vulnerability index of the Notre Dame Global Adaptation Initiative (ND-GAIN), which measures a country's exposure, sensitivity, and ability to adapt to the negative impacts of climate change.[25] This index summarizes and ranks countries in terms of their vulnerability to climate change and other global challenges in combination with its readiness to improve resilience.

18. **In the Far North, climate change further poses a considerable threat to development gains and future opportunities.**[26] The study "Shoring up Stability in the Lake Chad Region: Addressing Climate and Fragility Risks" highlighted the importance of tackling the impacts of climate change as part of peacebuilding efforts.[27] Indeed, climate change is having profound adverse impacts on the security crisis, intensifying existing dynamics and creating new risks. The impacts of climate change in the Lake Chad region can be seen especially in the timing and amount of rainfall, which leads to a loss in productivity in the rain-dependent agricultural areas. The population in the Lake Chad region is caught in a conflict climate risk trap, where violent conflict between state security forces and armed opposition groups, poor governance, endemic corruption, serious environmental mismanagement, and poverty have ruined livelihoods; and climate change is compounding these challenges.

19. **Connectivity challenges in the Far North are compounded by the effects of climate change on the road infrastructure**. Heavy rainfall and extreme temperatures were the major risk hazards identified by the climate and disaster risk screening through the World Bank study "Vulnerability Assessment and Adaptation Strategy of the Cameroon Road Network," as well as the analytical work carried out by the

[22]Think Hazard, consulted on February 17, 2021. URL: https://thinkhazard.org/en/report/45-cameroon.
[23]WBG Climate Knowledge Portal, consulted on February 17, 2021. URL: https://climateknowledgeportal.worldbank.org/country/cameroon/climate-data-historical
[24] Cameroon's Nationally Determined Contribution to the United Nations Framework Convention on Climate Change; Revised in 2021. https://unfccc.int/sites/default/files/NDC/2022-06/CDN%20r%C3%A9vis%C3%A9e%20CMR%20finale%20sept%202021.pdf

[25] https://gain-new.crc.nd.edu/ranking/vulnerability.
[26] Lake Chad Region Recovery and Development Project (P161706) Project Appraisal Document (PAD), Report number: PAD3476.
[27] Adelphi, Vivekananda et al. 2019. Shoring up Stability in the Lake Chad Region: Addressing Climate and Fragility Risks.

World Bank's project team.[28] Rainfall projections indicate that the road's exposure to heavy downpours and sustained periods of rainfall is likely to increase over time. The risk screening showed the sections of the MDK corridor that are most exposed to flooding, where the adaptation and resilience measures should be particularly applied for 50- and 100-year return periods. For a 50-year return period, the sections along the corridor that are most exposed to flooding are located on several stretches between Waza and Tilde, and between Maltam and Kousséri. It was estimated that for a 50-year return period, 46 kilometers of the MDK corridor (22 percent of the total length of the road) would be exposed to flood depths more than 20 centimeters. (Details are provided in Annex 2). Furthermore, technical and topographic studies conducted by the client suggest that the road profile should be raised for 144 kilometers of the corridor (70 percent) to mitigate the risk of water damage on the various layers of pavement.

(d) Road Sector Context

20. **Although roads are the main mode of transport in Cameroon, road density is low. Nearly 60 percent of rural dwellers are disconnected from the network, leaving them isolated from markets and social services.** The official classified road network totals 23,300 kilometers, of which 24.1 percent is paved.[29] Road density is only nine kilometers per 100 square kilometers of land, which compares unfavorably to some lower middle-income countries in Sub-Saharan Africa—for example, 16 kilometers per 100 square kilometers in Côte d'Ivoire, and 25 kilometers per 100 square kilometers in Ghana. The rural access index (RAI)—defined as the share of the rural population who live within two kilometers of an all-season road—is estimated at 33 percent, among the lowest in the region.[30]

21. **Effective road asset management has been stymied by weak sectoral governance, a lack of planning and programming capacity, political interference, and insufficient financial resources allocated to road maintenance. As a result, only 11 percent of Cameroon's road network is in good or fair condition.**[31] Despite the significant increase in the resources of the Road Maintenance Fund—currently $120 million annually—road maintenance financing is still based on transfers from the national budget, and thus is not sustainable. Furthermore, planning and programming of maintenance works is not based on the actual condition of the roads because of the lack of a functioning road asset management system. In addition, unenforced axle load controls pose a serious threat to road assets. This project will provide the necessary technical assistance to the Road Maintenance Fund by establishing a management system to improve the strategic planning for and forecasting of maintenance works.

22. **Climate data and risks are not systematically included in the planning of interventions on the transport network, in project design, construction methods, or in the management of assets and operations.** Decision makers and implementation entities lack the necessary data and analytics on the exposure and vulnerability of the Cameroonian road network to the existing and future effects of climate change. Cameroon's under-designed and undermaintained road infrastructure is particularly vulnerable to natural hazards and climate change impacts.

[28] Climate Vulnerability Assessment and Adaptation Strategy for the Cameroon Road Network; 20 July 2021; World Bank.
[29] Ministry of Public Works, 2020 road classification.
[30] Source: National Institute of Statistics 2021 report on the status of Sustainable Development Goal indicators in Cameroon.
[31] Data for 2017, from the Integrated Strategy for Multimodal Transport Infrastructure (*Stratégie Intégrée des Infrastructures de Transports Multimodal, S2ITM*)

23. **Cameroon loses approximately 9.8 percent of its GDP annually due to its unsafe roads.** The Global Road Safety Facility estimates **t**he total annual cost of fatal and serious road crashes in Cameroon to be at least $3.2 billion, which represented 9.8 percent of Cameroon's GDP in 2016.[32] The road fatality rate in Cameroon[33] was estimated at 30.1 deaths per 100,000 population in 2016. A large gap emerges between the road crash fatalities reported by the Government of Cameroon and the World Health Organization (WHO) estimates: whereas the 2016 government-reported road crash fatalities for the country were 1,879, WHO's estimate was 7,066, almost four times the officially reported figure. With the support of the closed *Communauté Economique et Monétaire de l'Afrique Centrale* (CEMAC) Trade and Transit Facilitation Project (TTFP) and the ongoing Transport Sector Development Project (TSDP, P150999), the government established a road accident database and plans to create a lead agency responsible for the coordination of road safety efforts with the involvement of all relevant stakeholders, such as the ministries in charge of Public Works, Health, Education, the Police or Gendarmerie, and the private sector.

24. **Employment segregation appears in the transport and road sectors in Cameroon.** According to data from the International Labour Organization, only 10 percent of the people employed in the transport, storage, and communication sectors are women. This reality is reflected in the public administration of agencies such as the Ministry of Public Works, where the percentage of working women does not exceed 17 percent, and is even less in the northern region. In the case of the Ministry of Public Transport the presence of women is predominant in areas such as translation, reception, and mailing. Women face various barriers during their career cycle, which affects their entry into and career development in jobs linked to the road sector. Some of the barriers relate to their recruitment (limited information); hiring processes that are not gender-sensitive; retention issues such as sexual harassment in the workplace, work family balance, and limited benefits, and promotion; and limited training or access to mentoring schemes. The project will leverage on the existing collaboration framework with the National Advanced School of Public Works in Yaoundé, under the PDST project, to continue the partnership with the MINTP to support activities aiming at promoting women's entry in the Transport sector. Thus, the project will continue to support efforts to increase the number of women in STEM, then facilitate the transition from universities to work in the Transport sector in the long term.

(e) The Douala–N'Djamena Intra–Interregional Transport Corridor (1,842 kilometers)

25. **The Far North of Cameroon is a trade crossroads; however, crossborder trade is adversely impacted by the security crisis and the resulting closure of borders.** Markets in the Far North play a key role in regional trade with neighboring Chad and northeast Nigeria. Maroua and Kousséri host the most important reference markets in the Far North, which are responsible for the flow from rural to urban areas during harvest,[34] and the opposite during the lean season. However, as a result of insecurity and conflict in the Greater Lake Chad basin, these trade corridors are often closed by the government, which reorients trade flow more toward southern destinations, particularly the Central Africa Republic (CAR), Douala, Equatorial Guinea, Gabon, and Yaoundé.[35]

[32] https://www.roadsafetyfacility.org/country/cameroon
[33] Global Health Observatory data repository accessed on February 1, 2022. http://apps.who.int/gho/data/node.main.A997?lang=en
[34] Sorghum, maize, millet, and rice are the primary staples grown in the Far North region. Onion is also an important cash crop.
[35] https://reliefweb.int/report/cameroon/cameroon-price-bulletin-december-2021

26. **Transit through Cameroon remains the most viable sea access for landlocked Chad, despite a high transport and time cost.** In the 2010s, 80 percent of goods in transit through Douala port were destined to Chad, and about 79 percent of Chad's imports passed through the Port of Douala.[36] Some limited improvements in corridor performance have been observed in more recent times. These are mostly the result of ongoing road improvement works, and the trade facilitation activities financed by IDA under the recently closed CEMAC TTFP (P079736) and the ongoing Multimodal Transport Project (MTP) (P143801). Other development partners have also supported improvements to key intra- and interregional transport corridors. However, more efforts are needed to substantially reduce transport costs, which should result in lower transport prices. Transport costs along the road corridor to Chad indeed remain among the highest in Sub-Saharan Africa.[37] Some of the road sections along the corridor are still highly degraded, hampering the corridor's efficiency. Improving these links is identified as a strategic pillar of the CEMAC Program Regional Economic Program II 2017–21 (*Programme Economique Régional*, PER), which was endorsed by all CEMAC governments in October 2017.

27. **The rehabilitation of the Mora-Dabanga-Kousséri (MDK) section of 205 kilometers of the Douala–N'Djamena intra–Interregional road transport corridor was unsuccessfully attempted by the closed CEMAC–TTFP, despite the innovative output-based disbursement force-account (OBFDA) arrangement that was implemented with the support of the Army Corps of Engineers (ACE).**[38] This road section is considered the most deteriorated part of the Douala–Ndjamena corridor, and is of critical regional importance. Its prevalent condition exacerbates the isolation of the Far North region, and hampers efforts to better integrate the northern regions with the rest of the country. Its dilapidated condition also limits the ability of humanitarian organizations to transport food and other aid to villages and communities in the Far North, and to ensure connectivity with landlocked Chad. This road section is therefore critical to the economic and social development of an increasingly fragile and unstable subregion. The long-term stabilization and development of the Far North region of Cameroon and of Chad will require adequate transport infrastructure to enable security, humanitarian assistance, the provision of basic services, and the movement of people and goods.

28. **The very poor condition of the MDK road section, the Tilde bridge and the Kousséri bypass road which can become impassable during the rainy season, leads to social isolation of the population in the neighboring towns and villages. The situation is expected to deteriorate further with the impacts of climate change** It is estimated that more than half of the freight traffic to N'Djamena has been diverted through an alternative corridor in Chad through Moundou—an extra 120 kilometers—due to the extremely deteriorated condition of the MDK section. This adversely impacts the poorest regions of Cameroon in the North and Far North, which are thus deprived of the collateral economic benefits of through traffic. Further, the secondary and tertiary road networks connecting rural communities to the corridor are extremely dilapidated and vulnerable to climate change impacts. These roads require rehabilitation or reconstruction as well as maintenance in order to ensure access to economic and social opportunities and to facilitate the deployment of humanitarian aid in the Far North.

[36] S2ITM (Elaboration de la Stratégie intégrée des Infrastructures de Transport multimodal au Cameroun - Elaboration of the Integrated Strategy of Multimodal Transport Infrastructures in Cameroon), Fifth report, p. 204.
[39] Sub-Saharan African Transport Policy Programme (SSATP). 2013. Logistics Cost Study of Transport Corridors in Central and West Africa
[40] Implementation Completion and Results Report, Report No: ICR00004456.

29. **Under the closed CEMAC-TTFP, and the ongoing MTP projects, implementing socioeconomic infrastructures along the localities crossed by the roadworks has improved living conditions for the people.** The execution of related works has had a perceived positive contribution in the local context. Along the Ngaoundéré–Garoua section, the CEMAC project supported the construction of 33 classrooms, 1,800 meters of protective walls for existing schools, 22 toilets, and 25 water boreholes, and along the MDK road, it financed the construction of seven public schools, two health centers, and four water boreholes. These activities produced positive changes in: (i) the dynamics of the key socioeconomic sectors of the project area by reducing transport and delivery times for food products; (ii) access to basic social services in health and education. Moreover, they have contributed to significantly improving the living conditions of the local population, in terms of education, health, safety, availability of drinking water, and reduction in the workload of women.[39]

30. **The RAI is estimated at 48 percent using 2020 data.** After the project implementation, the modified RAI—a five-kilometer buffer—is expected to increase from 80 to 95 percent. The population density is higher in Mora and Kousséri, which are the main urban centers in the Logone-Chari and Mayo-Sava districts, concentrating more than 80 percent of businesses and employment opportunities in the Far North region. Kousséri accounts for almost 60 percent of businesses in the region and has a strategic position next to the Chad border; it is therefore attractive to businesses, the number of which has doubled since 2010. Consequently, Kousséri and Mora are subjected to an unprecedented flow of refugees looking for employment opportunities. Figure 3 (Section IV) shows the 30-kilometer buffer along the MDK road and the potential communal and regional road sections to be rehabilitated**.**

31. **The project will leverage labor intensive public works (LIPWs) programs for the improvement of communal roads**, and will employ local communities and refugee host communities, who will receive financial remuneration for small works. The type of work involved will not discriminate on the basis of gender, and the project will ensure that women are encouraged to participate in the program.

C. Proposed Development Objective(s)

Development Objective(s) (From PAD)

32. The proposed Project Development Objective (PDO) is to: (i) enhance connectivity and climate resilience along the MDK road section; and (ii) improve access to basic socioeconomic infrastructure in selected districts of the Far North of Cameroon.

Key Results

33. Achievement of the PDO will be assessed through the following PDO indicators:

- Average travel time Between Mora and Kousséri (in hours).
- Length of MDK road vulnerable to identified climate hazards (to floods and heat).
- Number of schools, health centers, and markets with improved road access.

[41] Implementation Completion and Results Report, Report No: ICR00004456.

- The share of people with access to an all-weather passable road within five kilometers of the MDK road section (using a modified road access index).
- Share of beneficiaries reporting satisfaction with the socioeconomic infrastructure.

D. Project Description

34. The proposed project will reduce the isolation of communities, including refugees and host communities, through climate-resilient connectivity improvements. It will equally support the livelihoods of communities through the construction of socioeconomic infrastructure and the provision of temporary employment opportunities for women and men in the project area. These interventions are expected to restore and enhance resilience in the Far North region of Cameroon, and help to mitigate the drivers of conflicts. It will also support the livelihoods of communities through the construction of socioeconomic infrastructure, the provision of temporary employment opportunities for women and men in the project area, and overall improvement in the economic conditions due to enhanced connectivity.

35. The project will have the following components:

36. **Component 1: Road Rehabilitation and Maintenance Works (IDA: $308.0 million equivalent).**

1(a) Climate-resilient rehabilitation—to a bituminous paved road standard—and safety improvements along the 205-kilometer MDK section of National Road 1 (RN1), ensuring all-season conditions through construction or rehabilitation of drainage structures (mainly culverts and submersible slabs), waterproofing of the roadway, and construction of a heat-resistant wearing course.

1(b) Climate-resilient reconstruction of 180 meters of the Tilde Bridge to ensure that it is passable all year round.

1(c) Climate-resilient rehabilitation—to a bituminous paved road standard—of seven kilometers of the Kousséri bypass road, to improve access for refugee and host communities.

1(d) Climate-resilient rehabilitation and upgrading of approximately 200 kilometers of regional and communal access roads located in refugee settlements and refugee host communities in the Logone and Chari, and Mayo-Sava districts. Interventions will be based on roads classified as “impassable” based on the spatial analysis of climate vulnerability (level/duration of flooding).

1(e) Implementation of LIPW community maintenance and preservation programs for the roads rehabilitated under 1(d), to promote climate resilience and sustainability of investments and provide employment opportunities for local communities.

1(f) Carrying out road safety audits along the MDK corridor, the Kousséri bypass, and a sample of regional and rural roads under parts 1(d) of the project, and proposing remedial measures to be incorporated into the civil works contracts.

1(g) Carrying out supervision of civil works under parts 1(a), 1(b), 1(c), and 1(d) of the project.

1(h) Carrying out environmental and social risk mitigation and management—including implementation of action plans to address gender-based violence, sexual exploitation and abuse, violence against children, occupational health and safety, and HIV and AIDS-monitoring and evaluation, third-party integrated performance audits and road user satisfaction surveys, and establishment and implementation of a grievance redress mechanism.

1(i) Project management and operating costs of the *Cellule des Projets Routiers à Financement Conjoint* (CPR–FC) and the MDK Directorate, including salary of key personnel, external financial audits, operating costs, technical assistance and training costs, acquisition of office furniture, equipment, logistics, citizen engagement, and monitoring and evaluation.

37. **This component is designed to support the ongoing efforts to improve transport connectivity in the greater Lake Chad region and the Far North of Cameroon.** The rehabilitation of this corridor is a key priority of the government of Cameroon[40] in order to facilitate the safe movement of people and goods on one of the key lifeline road axes, RN1, which connects the southern part of the country with the northern regions. The 61-kilometer-long Maroua–Mora Road on RN1 was successfully rehabilitated with the support of the World Bank under the multimodal transport project (P143801). The Borrower requested retroactive financing up to $66 million to fund the rehabilitation of the first 25 kilometers of the MDK, from Mora.

38. **A climate vulnerability assessment for the roads was carried out to identify the necessary measures to enhance the road's climate resilience.** The measures will be embedded in the design and will include the required strengthening and capacity enhancement of drainage and retaining structures; introduction of additional culverts, drainage, and retaining structures; the use of heat-resistant bituminous pavement where needed, of adapted design such as the green roads for water concept, where and when technically justified. The road design will also include various types of physical improvements to improve road safety, following the implementation of a comprehensive road safety assessment of the roads' condition.

39. **This component will finance the rehabilitation and upgrading of approximately 200 kilometers of access roads to climate resilience standards. These roads are located in refugee and host communities in the Logone and Chari, and Mayo-Sava districts,** and will be selected based on prioritization of the criteria, and their climate vulnerability. Their maintenance and rehabilitation will include climate-resilient features like regular technical inspections, routine, and periodic maintenance of drainage systems, retaining structures, pavement surface, and other assets, with particular attention to road segments that are climate and natural hazard vulnerability hotspots. The detailed criteria and procedures to identify rural access roads to be supported under this component are briefly described in the economic analysis section, and will be detailed in the project implementation manual (PIM). Where possible, civil works will use the labor-intensive public works (LIPW) approach for rural road rehabilitation and maintenance.

40. **This component will also support the implementation of a labor-intensive community maintenance and preservation system for rural roads to promote the sustainability of investments**. The methodology

[40]There was a failed attempt to rehabilitate this road under the closed CEMAC Transit and Transport Facilitation Project.

for selecting the beneficiaries of the program will be the same as the lottery-based approach that has been adopted in other fragile contexts in Central Africa.[41] This approach was considered the most transparent methodology by the populations concerned, to be compared with section II-F. The subcomponent aims to maintain the current level of service against climate hazards by facilitating the drainage of rainwater and minor repairs to structures and carriageways, to achieve the designed life span of the road.

41. **The component will use a demand-driven approach to identify complementary investments necessary to strengthen the climate, social, and economic resilience of populations around the RN1 corridor in the Far North, including refugee and host communities.** The project will finance the development of mobility plans that incorporate the voices of the beneficiary communities; specific consultations with women of low income and other vulnerable groups will be implemented to identify their mobility priorities. Mobility plans will consider elements such as road prioritization to improve access to main destinations—such as educational and health facilities—climate vulnerabilities, identification of the best location for complementary interventions as storage facilities to reduce women's travel times; and definition of design features related to violence prevention (for example, openness, visibility, and lighting).

42. **This component will foster citizen engagement through the inclusion of digitally enabled feedback loops—including geo-enabling initiatives for monitoring and supervision (GEMS)—to allow for real-time input on project activities**. Consultations will be held with direct stakeholders to gather feedback and inform the proposed design and the prioritization of activities. In close collaboration with local authorities, the project's implementation will support the development of a location-based feedback system that enables project beneficiaries and targeted communities to register their feedback, grievances, and concerns.

43. **Component 2: Improved community infrastructure in selected areas, refugee camps, and host communities of the Far North region. (IDA: $19.0 million equivalent)**

2(a) Climate-resilient construction, rehabilitation, and upgrading of small community infrastructure in selected areas, and in refugee camps and host communities in the Far North.

2(b) Carrying out supervision of civil works under part 2(a) of the project.

2(c) Carrying out environmental and social risk others gender-based violence, sexual exploitation and abuse, violence against children, HIV/AIDS-monitoring and evaluation, third-party integrated performance audits, and establishment and implementation of a grievance redress mechanism.

2(d) Preparation of a project's environmental and social risk management documents, as well as detailed engineering designs of civil works for works under parts 2(a) and 2(b).

2(e) Project management and operating costs of the project implementation unit (PIU) within PSRDREN, including salary of key personnel, external financial audits, operating costs, technical assistance and training costs, acquisition of office furniture, equipment, and logistics, citizen engagement, and monitoring and evaluation.

[41] The lottery based approached was successfully implemented in several fragile contexts including\ under the Central African Republic Rural Connectivity Project (P160500).

2(f) Strengthening the institutional capacity of the PSRDREN for the planning, coordination, implementation, and monitoring of economic and infrastructure interventions in the Far North region.

44. **The small community infrastructure will be of various kinds, based on the needs and demands of refugee and host communities.** The identification, design, and construction of the community infrastructure will consider the refugee and host community's needs, and will use climate-resilient design standards for the implementation of the selected activities. Refugees from Chad, Niger, and Nigeria living in the Kousséri bypass catchment area will also benefit from these small community infrastructures. These infrastructures include among others: (i) construction or rehabilitation of cattle markets, water points for cattle, and vaccination parks; (ii) construction or rehabilitation of schools and health centers, and provision of internet access; (iii) creation of community multimedia centers equipped with computers, a mini Wi-Fi network, payment terminals, and training for local communities; (iv) construction or rehabilitation of bus stations or logistic platforms; (v) support for refugees and host community women through a long-term provision of equipment, and entrepreneurship skills to foster social cohesion, (vii) construction of storage facilities leased to women to store and sell their products; and (viii) rehabilitation of youth centers equipped with sports and digital equipment to improve and reinforce social cohesion.

45. **This component will support capacity building activities for strengthening the knowledge and skills of women in agriculture to enhance their potential for entrepreneurship.** For example, creating cooperatives for identified agricultural products and definition of a scheme could improve women's access to credit. Women's cooperatives have proved to be a good vehicle for women to raise their consciousness and economic empowerment, while facilitating social cohesion in the communities. Financing the community's infrastructure along with the rural roads is expected to maximize the project's benefits to the population and build local community engagement and ownership in the project's influence. These infrastructures will also contribute to closing the spatial disparities in access to basic socioeconomic services in the Far North of Cameroon.

46. **Component 3: Transport Sector Institutional Strengthening (IDA: $3.0 million equivalent).**

3(a) Building capacity for the inclusion of climate resilience in the planning and management of road infrastructure.
3(b) Supporting main public engineering universities on climate adaptation, civil engineering, transportation planning, and digital technology.
3(c) Developing and operationalizing a road accident database management system.
3(d) Undertaking training and awareness campaigns on road safety in the project area.
3(e) Strengthening the capacity of the Ministry of Transport (MINT) and other public road safety stakeholders in road safety management.
3(f) Installing an internship program for students to work within the project, with a focus on females.

47. **The paid-internship program supported by the project will target female students and help address barriers to their exposure to the sector, and enhance their future aspirations.** A gender analysis of the human resource processes within the sector will be established to ensure that the internships address barriers that women could be facing; for example, transportation fees, inflexible schedules, lack of family friendly workplace, and sexual harassment in the workplace. The aim is to provide young female engineer with practical work experience in the roads and infrastructure sectors, over the project life cycle. This practical work experience in the sector will make them more competitive and employable in the sector in the long term and will support the school to work transition. At the end of the internship, the project will help women identify jobs related to their careers either within the ministry or other agencies or in the private sector in transport, in collaboration with other ministries and civil society organizations (CSOs).

48. **This component will also support the following activities:** (i) development and operationalization of a road accident database management system disaggregated by gender, refugee, and host communities; (ii) training and awareness campaigns for schoolchildren, motorbike drivers, truck drivers, and refugee and host populations in the project area, differentiated for refugee and host community audiences. The road accident database management system will collate all data associated with road accidents, including data that can be attributed to climate change (poor visibility, slippery surfaces, flooding, poor-quality pavement surface; (iii) the development of mobility plans that consider the voices of the beneficiary communities, where specific consultations with low-income women and groups in a situation of vulnerability will be established to identify their mobility priorities. Mobility plans will consider elements such as road prioritization to improve access to main destinations—like education and health facilities—climate vulnerabilities, identification of the best location for complementary interventions like storage facilities to help reduce women's travel times, and definition of design features such as those related to violence prevention (openness, visibility, lighting); and (iv) various technical assistance activities to support the Ministry of Transport and the Road Safety Observatory in coordinating road safety management at the national level.

49. **Component 4: Contingency Emergency Response Component.** This component will facilitate access to rapid financing by allowing reallocation of uncommitted project funds in the event of a natural disaster, either by a formal declaration of a national emergency or upon a formal request from the government of Cameroon. This component will use IDA's immediate response mechanism.

Legal Operational Policies

	Triggered?
Projects on International Waterways OP 7.50	Yes
Projects in Disputed Areas OP 7.60	No

Summary of Assessment of Environmental and Social Risks and Impacts

50. **OP 7.50 Projects on International Waterways** is applicable to this Project because the Project will finance activities that may use or risk polluting waters of the Lake Chad, which is considered an international waterway. The exception to the riparian notification requirement according to paragraph 7(a) of the Policy applies because activities are limited to upgrading and modernization of existing, small-scale schemes which will not adversely change the quantity and quality of water flows to other riparians. The exception to the notification requirement was approved on April 22, 2023.

51. **The overall E&S rating is High. The project is rated as Substantial on environmental aspects and High on social issues**, owing to its location in an FCV area, the high level of exposure to climate change risks, and the nature of the activities to be implemented**.** The project will finance full rehabilitation of the 205-kilometer MDK road, the construction of bridges and bypasses, a selection of rural roads, and some social infrastructure. For this project, eight Environmental and Social Standards (ESS) are relevant. Only ESS 7 on Indigenous Peoples, and ESS9 on Financial Intermediaries are not relevant.

52. **The Environmental Risk of the project is considered as Substantial.** This risk is mostly linked to component 1 and 2 with civil works related to (i) the full rehabilitation of the 205 km of Mora-Dabanga Kousséri road; (ii) the reconstruction of the Tilde Bridge (180 meters) on the same road; (iii) the rehabilitation of the Kousséri bypass road (7 km) in dense urban area with most exposure of populations to the undesirable effects of the work, in particular dust, noise, disruption of activities, traffic congestion; (iv) the rehabilitation of 500 km of rural access roads and small community infrastructures along the area of influence of the project. The major works under component 1 involve, among others (i) the opening and operation of rock quarries and lateritic sites for materials supply; (ii) the mobilization of heavy civil work's engines with safety risks related to the traffic generated by road/bridge project; (iii) a significant mobilization of workers or labor-force with a risk of exposure to Occupational Health and Safety (OHS), and diseases such as remaining COVID19, endemic diseases such as meningitis, cholera; exposure to bites of venomous snakes or any other predators in the agroecological area of the project; (iv) the pressure on poor existing resources : water and energy supply for the project in desert area ; (v) security risks due to the location of the project in an FCV area, which may lead to poor E&S monitoring of the project related to difficulties in finding qualified personnel to work in a red classified area, and (vi) biodiversity risks related to the proximity of the project’s activities around two protected areas (Waza National Park and Kalamaloue National Park near Kousséri). These risks are classified as substantial because the project intends to rely on certain infrastructures inherited from the previous project (contractor's bases, quarries, etc.) and feedback from experiences acquired on this same section by the implementing agency. The small community infrastructures to be supported under component 2 that may include construction or rehabilitation of cattle markets, water points for cattle, and vaccination parks; construction or rehabilitation of schools and health centers, including provision of internet access; are of small-scale works with a mostly use of the Labor-Intensive Public Works (LIPW) approach, thus in principle, they may have low and limited environmental adverse impacts regarding noise, pollution of air, soil and water. Other project’s components are mostly expected to have several positive impacts on climate resilience and communities. The direct development impact of the project will be improved road conditions, reduced travel costs, increased accessibility, and more reliable road infrastructure. These benefits will result from the project investments in road infrastructure, in particular emphasizing climate change resilience. These impacts will be translated into the regional economy and will promote development of local agriculture production and related industries, which will in turn contribute to improved household welfare and ultimately alleviate poverty. In addition, the technical assistance activities of the project will

improve the implementation capacities of public agencies, which will indirectly contribute to the sustainability of the road infrastructure.

53. **Social Risk Rating is High** and is related to: (i) Insecurity in the Project area, with attacks by Boko Haram, is quasiendemic and Project may contribute to exacerbating conflict, crime or violence that in turn may induce to additional risks to the safety of the Project workers and community; (ii) The involvement of army may create risks on beneficiary communities such as inappropriate behavior including abuse of power, risks of violence against women and girls, including sexual exploitation and abuse and sexual harassment (SEA/SH), violence and insecurity due to targeted attacks by Boko Haram targeting the army; (iii) Potential exclusion of most vulnerable populations from Project's engagement planning processes and access to benefits. The dynamics of conflict due to the Boko Haram insurgency have severely disrupted economic activities (agriculture, fishing, livestock, trade,) and the movement of people and goods in the area concerned. Moreover, the soil degradation or desertification, and the decrease in rainfall has contributed to enhance population vulnerability; (iv) Rehabilitation of the 205 km long Mora-Dabanga-Kousséri road will cause some economical displacement due to the presence of five PAPs small informal business in the road's right of-way as described in the RAP; and (v) Inevitable labor influx due to the Project location in a humanitarian area and the need to involve a number of workers (manual and high profile staff at the operational level) from abroad because the scarcity in the area due to the internal displacement that may lead to significant sexual exploitation and abuse and sexual harassment (SEA/SH). In addition to Project's design that through component 2 activities aims at addressing the social exclusion and discrimination risk, there are three groups of measures to address these risks, suitable E&S management instruments (as detailed under ESS1), adequate institutional arrangements with the provision of appointing or hiring, as per terms of reference acceptable to the Bank, of dedicated environmental, social and security specialists for both decentralized Project Implementation Units (PIUs), in Maroua the PIU-CPR-FC /MINTP for Components 1 and 3 and PIU PSRDREN/MINEPAT for Component 2; and training as per foreseen in the ESF instrument.

54. **SEA/SH risk is rated high.** Given the insecurity context with the regular incursions of the terrorist group Boko Haram in the project area, the implementation modalities, in particular the collaboration of the project with the army, and the expected size of the workforce for the project works and activities, the project is highly exposed to and may exacerbate GBV: SEA/SH risks. Therefore, the project prepared, disclosed, consulted upon, and adopted on 05/03/2023 a GBV: SEA/SH Action Plan and shall implement it throughout Project implementation. Two NGOs shall be recruited, after obtaining the Association's no objection, prior to initiation of works of the respective components 1 and 2. The GBV: SEA/SH Action Plan built on the assessment and action plan that had been prepared for the Transport and Transit Facilitation Project in the CEMAC Zone (Economic and Monetary Community of Central Africa) Transport-Transit Facilitation (P079736), closed in 2021. The GBV: SEA/SH Action Plan contains suitable preventative measures, including awareness and training activities for all relevant stakeholders, tailored measures to manage SEA/SH claims, services providers mapping, a dedicated budget among other aspects. PIUs will ensure contractors/sub-contractors and supervising firms comply with requirements of the GBV: SEA/SH Action Plan.

E. Implementation

Institutional and Implementation Arrangements

55. **While Cameroon's environmental laws, and regulations are generally adequate, social laws still face many challenges.** Over past decades, the authorities have made significant progress in mainstreaming environmental sustainability into their decision-making processes, starting with Law No. 96/12 of 5 August 1996 which lays down the legal framework for environmental management and introduces notably the environmental and social impact assessment approach. The main environmental relevant laws include:
    - Law No.89/27 of 29 December 1989 on toxic and hazardous waste.
    - Law No.94/01 of 20 January 1994 forestry, wildlife and fisheries regulations.
    - Law No.96/12 of 05 august 1996 relating to environmental management.
    - Law No.98/005 of 14 April 1998 to lay down regulations governing water resources.

56. **These main laws with respect to the ESIA process are operationalized by decrees of applications or orders that are regularly updated**: i) Decree No.94/254/PM of 31 May 1994 to set up a National environment and sustainable development joint administrative board; ii) Decree No. 2001/718/PM of 3 September 2001 relating to the organization and functioning of the inter-ministerial committee on the environment; iii)Decree No.2013/0171/PM of 14 February 2013 to lay down the methodology for conducting environmental and social impact assessments; vi) Decree No.2013/0172/PM of 14 February 2013 to lay down methodology for conducting environmental and social audit; vii) Ordinance No.00001/MINEPDED of 9 February 2016 to classify activities under different category of assessment (SESA, ESIA; Notice d 'Impact) and the approach to conduct environmental and social assessment; and viii) Ordinance No.00002/MINEPDED of 9 February 2016 to lay down the format for the terms of reference and content of an environmental impact notice.

57. **The Inspectorate General, under the Ministry of Environment Nature Protection and Sustainable Development (MINEPDED in French), approves ESIA/ESMP at the national and the regional levels**, and implementation and reporting of them to MINEPDED is under the responsibility of the authority of the Project The implementation of this proposed Project will be under the Ministry of Public Work (MINTP) and the Ministry of Economy, Planning and Land Planning (MINEPAT).

58. **The MINTP will be responsible for the implementation of Components 1 and 3.** They will have oversight project technical, fiduciary and environmental and social management responsibility for all the maintenance and rehabilitation works including the Mora Dabanga-Kousséri Road section and all the other regional and communal roads selected within the project scope. To facilitate the project implementation, the MINTP has created a decentralized project implementation unit in the Far North region. The decentralized MDK Directorate within MINTP (PIU-CPR-FC /MINTP) will manage the technical aspects of component 1, including the implementation and monitoring of environmental and social safeguards. The MINTP will appoint or hire, as per terms de reference acceptable to the Bank, an environmental specialist, a social specialist, and a security specialist to provide full and dedicated support to the PIU-CPR-FC /MINTP to manage, monitor and report the environmental, social and occupational health and safety (ESHS) of Components 1 and 3.

59. **The MINEPAT will be responsible for the implementation of Component 2.** The MINEPAT, through the newly established Special Program for the Reconstruction and Development of the Far North Region (PSRDREN), will have technical and fiduciary responsibility for the implementation of the project socio economic infrastructures through a decentralized project implementation unit to be established in Maroua. The MINEPAT through the PIU (PIU PSRDREN/MINEPAT) will hire an environmental specialist, a social specialist and a security specialist to provide support in the environmental, social and occupational health and safety (ESHS) performance, monitoring and reporting of Component 2. These specialists should be appointed or hired within 30 days of Project Effective Date.

60. **Implementation coordination and oversight responsibility for the proposed project will be exercised by a joint coordination and steering committee co-chaired by MINTP and MINEPAT.** The steering committee will be supported by a technical monitoring committee in charge of monitoring project activities and monitoring the implementation of decisions of the steering committee.

61. **A Memorandum of Understanding (MoU), which is part of the Security Management Plan of the Project will be signed by the Ministry of Defense and MINTP.** MINEPAT will also sign a similar MoU with the Ministry of Defense prior Project Effective Date. The MoU provides the framework for operations, security, and codes of conducts for the military personnel involved in the provision of security for the project.

62. **MINTP and MINEPAT have prior experience in managing World Bank Projects under E&S safeguards policies and also in FCV areas** (i.e. Transport Sector Development Project - P150999), however not in ESF projects. Project ESHS management support will include (i) implementing of the E&S risk management instruments as per the Project's ESCP, including the Security Risk Management Plan and Gender Based Violence: Sexual Exploitation and Abuse and Sexual Harassment (GBV: SEA/SH) Action Plan; (ii) incorporating the requirements of the relevant ESSs in the terms of reference of any technical assistance activities, in a manner acceptable to the Bank following its review; (iii) incorporating ESHS requirements into documents needed for the Association's non-objection; (iv) preparing the ESHS section of the quarterly Project's reports to be submitted to the Association; and (iv) implementing the Project's stakeholder engagement plan, including the grievance redress mechanism, and (v) preparing the relevant E&S reports.

63. **Funds reserved for Project's Implementation Support will be partially assigned to capacity building in environmental and social risks and impacts management as well as to the implementation of the EIAS/ESMs, RAPs, Stakeholder Engagement Plan.** PIU staff members, including environmental and social specialists, will be trained in ESF. Lines of communication and coordination mechanisms between the PIU and different parties involved in Project's implementation as well as coordination with institutions that have a specific mandate on protecting the interests of environment, involuntary resettlement, among other related to the relevant ESSs for the Project, will be detailed in the Operational Manual following the ESCP provisions.

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