



# Project Information Document/ Integrated Safeguards Data Sheet (PID/ISDS)

---

Concept Stage | Date Prepared/Updated: 25-Oct-2018 | Report No: PIDISDSC25288



**BASIC INFORMATION**

**A. Basic Project Data**

Country Cameroon	Project ID P167795	Parent Project ID (if any)	Project Name Douala Urban Mobility Project (P167795)
Region AFRICA	Estimated Appraisal Date Apr 22, 2020	Estimated Board Date Jul 08, 2020	Practice Area (Lead) Transport
Financing Instrument Investment Project Financing	Borrower(s) Ministry of Economy, Planning and Regional Development	Implementing Agency Communaute Urbaine de Douala (CUD)	

**Proposed Development Objective(s)**

The Project Development Objective is to improve urban mobility and support inclusive economic development along selected Bus Rapid Transit corridors and its feeder lines in Douala.

**PROJECT FINANCING DATA (US\$, Millions)**

**SUMMARY**

<b>Total Project Cost</b>	270.00
<b>Total Financing</b>	270.00
<b>of which IBRD/IDA</b>	220.00
<b>Financing Gap</b>	0.00

**DETAILS**

**World Bank Group Financing**

International Development Association (IDA)	220.00
IDA Credit	220.00

**Non-World Bank Group Financing**

Commercial Financing	50.00
Unguaranteed Commercial Financing	50.00



Environmental Assessment Category

A - Full Assessment

Concept Review Decision

Track II-The review did authorize the preparation to continue

Other Decision (as needed)

## B. Introduction and Context

### Country Context

1. Cameroon is a 475,000-square kilometer country in Central Africa with a population of about 24 million neighboring six countries of which two are landlocked. The country is a key regional transport hub and member of the Economic Community of Central Africa (CEMAC). The country is divided in ten regions with Yaoundé being the political capital and Douala the economic capital. The two cities are connected by an all-weather highway, rails, and air transport. Douala is also home to Central Africa's largest port and handles most of the trade with surrounding countries. The city is rapidly growing both in terms of population and in terms of land, with much of this expansion happening haphazardly. Transport is a major bottleneck to economic development, which presents both opportunities and challenges as plans for effective urban growth are needed.
2. Cameroon is a low-middle income country with a Gross Domestic Product (GDP) of US\$1,429 in 2014 and Gross National Income (GNI) per capita of \$1,330 in 2015. the country's economic activity slowed down in 2016 due to slower growth in oil production (+3 percent in 2016 against 3.7 percent in 2015). Despite more than a decade of economic growth prior to 2016, national poverty incidence has remained almost unchanged and the absolute number of poor has increased with about 5.6 million of the poor living in rural areas compared to 1.0 million in urban areas. The highest levels of unemployment are in Douala and Yaoundé and among the highly educated (14.7% of those with tertiary education, compared to just 7.9% of those with secondary education and 5.7% of those with primary education). The country in the low human development category—153 out of 188 countries and territories and has a Gender Inequality Index (GII) of 0.568, ranking it 138 out of 159 countries in the 2015 index. Women and girls (50% of the population in 2016) are more likely than men and boys to live in poverty in part due to the lack of education, the customs of early marriage. In Cameroon, 31.7 percent of adult women have reached at least a secondary level of education compared to 37.9 percent of their male counterparts. Female participation in the labor market is 71.0 percent compared to 81.1 for men. In 2010, nearly 70% of urban employment was in the informal non-agriculture sector (mostly retail trade, local services, and agrobusiness-related manufacturing). About 39% of men were working in informal sector compared to 36% of women.
3. Cameroon has one of the highest rates of urbanization in sub-Saharan Africa, with 56% of the population living in urban areas. It is estimated that, by 2050, 70% of Cameroonians will live in urban areas. Urbanization in Cameroon offers important opportunities - people in cities are more productive and thus better able to meet their family's financial needs- and the country's future economic success will to a large extent depend on the competitiveness of its cities, especially as these cities have a solid base of tradable industries and services. Nevertheless, weak governance hinders



Cameroon's ability to attract investments and enhance its competitiveness at the city level. Other key constraints for competitiveness are basic infrastructure deficits and high transport costs within cities. The country ranks 153 out of 180 countries in the 2017 transparency international corruption perceptions index and 163 out of 190 in the most recent Doing Business 2018 report. In addition to the governance hurdles mentioned above, economic growth is hampered by the complexity in tax, customs and regulatory enforcement; and excessive state involvement in most major tradable industries. As Cameroon's cities such as Douala continue their inevitable population growth, there is an opportunity to invest in them to reap the benefits of increased productivity, wages and incomes while ensuring a reasonable quality of life for residents.

4. The consequences of climate change are also a concern for the economic livelihood and safety of the populations particularly in rural areas. Increased temperatures and decreased rainfall lead to higher risks of droughts which will in turn threaten the agricultural sector which employs about 70% of the Cameroonians, water supply and overall the livelihood of populations in particular the poorest. Despite the overall trend in decreased rainfall, instances of heavy rainfall are expected to increase (with projections up to +15%) and may result in flooding with devastating consequences for both urban and rural populations. As a low-lying estuary city and lacking adequate drainage infrastructure, Douala is particularly prone to flooding. Short rainstorms with high precipitation (205mm/h) are likely to occur every 2 years and, combined with continued rapid urbanization and soil sealing, urban flooding will continue to put Douala's population and economic development at risk. Depending on the level of GHG emissions, sea level rise is likely to exacerbate these flood risks, putting at risk residents and infrastructure located in low-lying land.

#### Sectoral and Institutional Context

5. Urban mobility is a major challenge for Douala. Poor transport conditions have become a major bottleneck to the city's and economic development. Heavy congestion impacts the daily life of habitants as well as free flow of trade as it engenders high transportation costs for goods and people it can take up to 3 hours for employees to reach their workplace. In addition, the lack of roads and the poor quality of the available roads are big issues. In 2002, only 50% of the housings were accessible by a road (paved or unpaved). Walking has historically been the first transport mode with 63% of the daily trips in the city in 2000 but the intensification of activities and traffic on streets and road sides make it difficult and unsafe for pedestrian to walk. As the city grows, motorized modes such as bus, minibus and taxi services have considerably increased affecting traffic patterns and increasing congestion. The bad condition of roads in the city also discourage buses and cars to provide services for the loss of time and increased maintenance costs. The success of motorcycle taxi is partially due to their ability to provide service even with poor road conditions.

6. The transport sector in Cameroon is also affected by the institutional arrangements with responsibilities spread across a multitude of ministries, local and national institutions which negatively affects the planning, prioritization, operation and maintenance of transport infrastructures. The 2004 Decentralization Framework Law, complemented by a new regime for local taxes and intergovernmental fiscal transfers in 2010, transferred substantial responsibilities and power to local governments positioning them as key actors for urban development. Thus, the Douala City Council (Communauté Urbaine de Douala - CUD) is responsible for: (i) zoning and urban planning, including earmarking spaces for industrial activities, housing and tourism site development, (ii) organizing public transport, (iii) urban road construction and maintenance; (iv) urban renewal: e.g. city beautification, development of parks, greenspaces and sidewalks etc. The decentralization process is however still incomplete, and these functions continue to be exercised with direct support and subsidies from the Ministry of Housing and Urban Development (MINHDU) and the Ministry of Transport (MINT), particularly for urban roads, solid waste management, and urban transport.

7. Public transport in Douala is highly unreliable and people have progressively turned toward more agile and door-

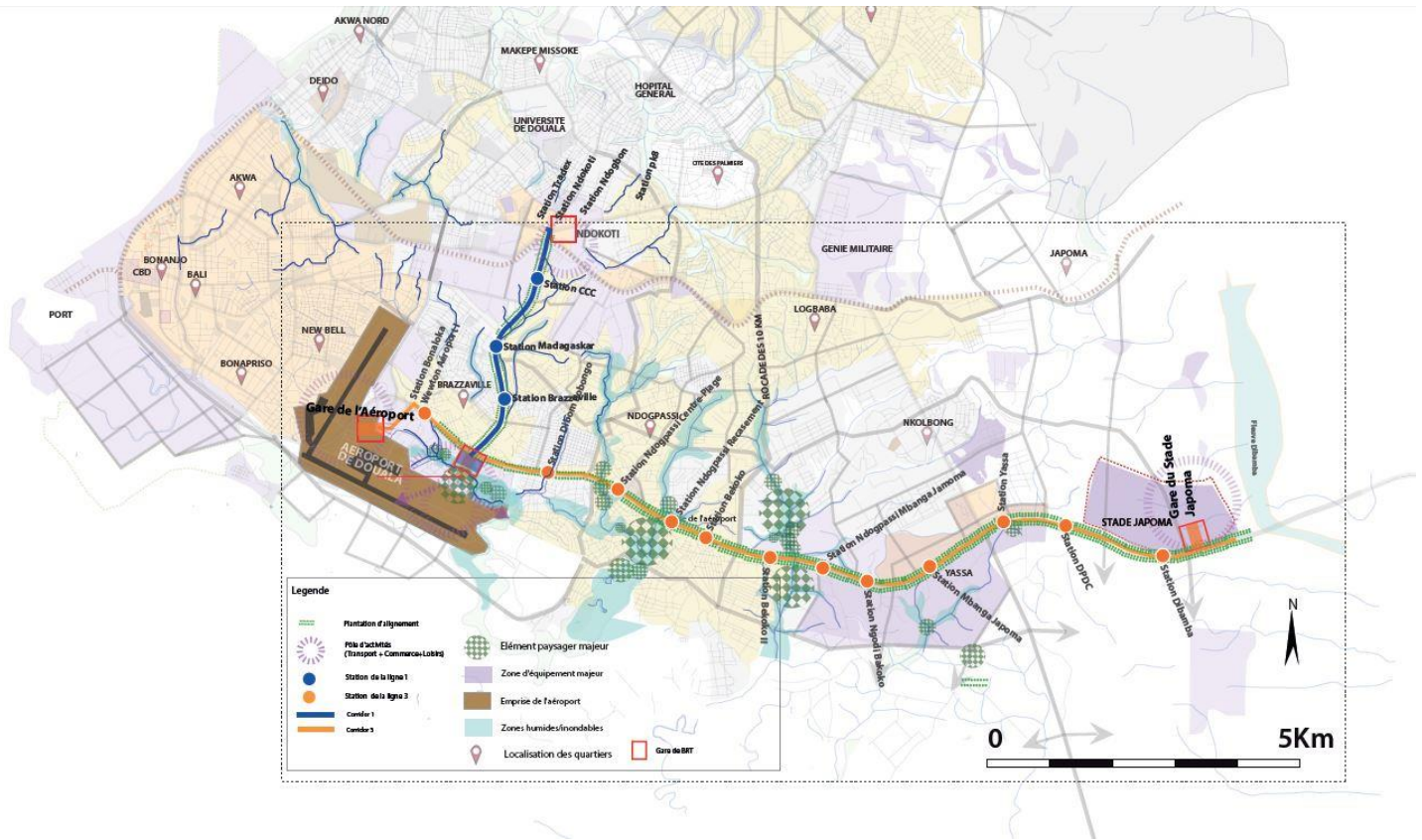


to-door transport provided by the informal sector, such as taxis and mototaxis called Okada. Mototaxis represent 54% of vehicles registration and a 2018 household travel survey estimates its share up to 61% of all motorized trips. They have become a booming business, fostered by rising demand, low acquisition cost, and the lack of regulation. Taxis represent 20% of vehicles registrations, private cars 19%, and minibuses 2%. Formal bus trips are operated by the privately-owned bus company SOCATUR and represent less than 1% of the total trips made daily in the city. Bus services are offered on nine routes with an aging fleet of 100 buses and at low frequency. Overall, the current transport system in Douala is inefficient, unsafe, economically and ecologically unsustainable.

8. Douala's travel demand will increase in the coming years as well as the negative impacts of poor public transport. The city, which currently is home for about 2.5 million inhabitants, is on fast urbanization pace with around 5% population growth per year and could reach 4 million inhabitants in 2025. In addition, the lack of planning and zoning regulation enforcement for activities and housing as well as the lack of coordination between urban land use planning and transport planning is contributing to congestion and road safety. A high and unorganized presence of informal vendors and street traders, especially around key transit nodes, further complicates the situation. Whereas the CUD has, in an effort to promote public transport services, increased its shares in SOCATUR with the aim of expanding the number of buses and routes offered, the increased travel demand generated by the growth in economic activities is more likely to be met through mototaxi services. They are more accessible and faster despite the lack of safety and higher impact on air pollution. Today, accident risk is the most cited mobility issue in Douala, with 72% of the population referring to it, just before traffic regulation respect (52%). Mototaxis are identified as the less secure mode. A 2018 study shows that mototaxis are accountable for 40% of the GHG emissions. Air quality is also impacted by long mototaxi trips with 2-stroke engines that eject more particulates and other pollutants. Mototaxis run 5,6 million vehicle-kilometer each day, more than walking and taxi (both with around 1.3 million veh-km) . By reducing congestion and promoting modal shift, the project will also reduce CO2 emissions and improve air quality. The project has been screened for climate change and disaster impacts and specific potential resilience-enhancing measures will be identified and properly reflected in project documents before appraisal.

9. The Government of Cameroon (GoC) and the CUD have recognized the importance of improving urban mobility for the development of the Cameroonian economy. In 2009, the CUD has adopted an urban transport plan (Plan de Transport et de Déplacement Urbain de la Ville de Douala) to address some of the challenges that the sector faces. In particular it highlighted the need to improve the road network conditions and develop 42 kilometers of segregated lanes for buses on 4 corridors. More recently, the Cameroon City Competitiveness Diagnostic and an analysis of multimodal transport in Douala and its political economy completed by the World Bank Group in 2018 as well as work undertaken to develop a Douala Sustainable Urban Mobility Plan (Plan De Mobilité Urbaine Soutenable de Douala - PMUS), which is currently being carried out with financing from the French Development Agency (AFD), underline important issues and potentialities, such as improvement of the business model developed for each mode of transport. Indeed, Douala's high population density is an asset for the development of a multimodal transport system, connecting jobs and dwellers, including bus and minibus systems, and potentially a Bus Rapid Transit (BRT) while incorporating the informal transport and non-motorized modes for the last mile connectivity. Map 1 shows the proposed BRT corridors that are being considered for financing under this project.

Map 1: Proposed BRT corridors in Douala



Relationship to CPF

10. The proposed project is consistent with the Country Partnership Framework (CPF) for the period FY17 - FY21, whose main objectives is to share prosperity more widely amongst all Cameroonians. The CPF is well aligned with the Government’s long-term vision “Cameroon Vision 2035 and the Government’s adopted Growth and Employment Strategy (DSCE) in 2009. More specifically, the proposed project is fully aligned with CPF Focus Area Two on “Fostering Infrastructure and Private Sector Development”. Road transport and urban mobility remain important bottlenecks to economic growth and competitiveness. The proposed project will directly support objective 5 of the CPF which aims to improve transport services and access to local infrastructure, especially for poor and underserved communities, by increasing the kilometers of urban roads rehabilitated, with positive knock-on effects on access to health, education, jobs and other basic social services.
11. The proposed project will address the heavy congestion in Douala by building the first mass transit public transport system in the country. It will also promote climate change mitigation by supporting the implementation of urban mass transit and transit-oriented development. It will also support more inclusive economic growth by improving mobility and providing faster, reliable and safer transport modes to low and middle-income users, as well as providing support to inclusive economic planning and pilot interventions around BRT stations. The project therefore supports the World Bank twin goals of reducing poverty and increasing shared prosperity. As per the objectives set in the current CPF, the project will pioneer the maximizing finance for development (MFD) approach for private sector financing in transport projects in Douala. It will participate in substantially improving and leveraging private sector financing through Public Private Partnerships (PPP) for the construction and operation of the BRT by a private concessionaire.



### C. Proposed Development Objective(s)

The Project Development Objective is to improve urban mobility and support inclusive economic development along selected Bus Rapid Transit corridors and its feeder lines in Douala.

#### Key Results (From PCN)

Achievement of the PDO is expected to be evaluated using the following key result indicators:

- i. Average daily passenger ridership using the BRT line per week day, disaggregated by gender;
- ii. Percentage of Douala residents with access to the city center within 60 minutes commuting period using public transport;
- iii. Average rush hour in-vehicle travel times for public transport passengers along the BRT corridor;
- iv. Satisfaction rating by public transport users of the BRT, disaggregated by gender;
- v. Number of people provided with improved urban living conditions (of which female) (CRI);
- vi. Number of street vendors provided with inclusive economic infrastructure.

### D. Concept Description

The proposed project would support a holistic urban planning vision in Douala sustained by a multimodal public transport network and transit-oriented development interventions. The transport network would have a Bus Rapid Transit (BRT) system as a backbone and allow feeders and informal/artisanal transport service providers to complement and leverage the high speed and high-quality transport provided by the BRT throughout the city. The proposed BRT line is expected to be developed and operated through a PPP. It would incorporate the provision of safe, convenient, secure access and crossings for pedestrians and improved street lighting. In order to guide future development along the BRT corridor, a Corridor Development Strategy (CDS) will be prepared based on Transit-Oriented Development (TOD) principles, and engaging a diverse group of public, private, and civil society stakeholders. The CDS will establish a common and spatialized high-level vision for future urban growth along the transport corridor aiming to encourage suitable land-use mixes and higher densities of residential and commercial developments, and to promote the creation of attractive and livable places around BRT stations. The project would also finance the implementation of selected pilot projects in the areas surrounding selected BRT stations that were identified as part of the CDS and will include support for better street trader management at transport hubs, which is a major challenge for the city of Douala.

The total proposed project cost is estimated at about US\$270 million and is expected to be financed by an IDA credit in the amount of US\$ 220 million, the private sector through PPP arrangements (estimated US\$ 50 million)<sup>1</sup>. This cost does not consider compensations linked to involuntary resettlement or compensation for revenue losses, which are expected to be paid by the GoC. Thanks to Douala's participation in the second cohort of the Bank's City Resilience Program (CRP), the client and the task team will benefit from specialized transaction advisory support to mobilize private sector financing for the project during preparation. The project will also aim to leverage funds from other Development Partners such as the French Agency for Development (AFD) under a co/parallel-financing arrangement.

The proposed project is expected to be structured around four components:

#### **Component 1: Support to institutional strengthening and professionalization of existing public transport operators (US\$ 15 million financed by IDA)**

<sup>1</sup> This preliminary estimate was obtained during the first workshop of the City Resilience Program (CRP) attended by the client, task team members and IFC staff as part of the identification stage of the Project



This component will finance technical assistances and other activities in support of institutional reform and regulatory strengthening, professionalization of formal and informal operators including a renewal pilot scheme for urban transport fleet. The activities would include the following:

- a) Technical assistances to support the institutional reform to set up the appropriate regulatory institution, provide support and strengthen capacity in the CUD, central ministries, decentralized institutions and the formal bus operator SOCATUR;
- b) Technical assistances to improve the regulatory framework for transportation such as licenses issuance procedure, taxes and permits, etc.; and activities for the professionalization of artisanal transport operators;
- c) Awareness and communication campaigns to ensure users' buy-in;
- d) Technical assistances to restructure the bus network and improve feeder connections to the mass public transport network for the design of a multimodal system which would encourage participation of the informal sector;
- e) Support to the design and first phase implementation of a renewal of the urban transport fleet based on a leasing mechanism similar to best practices in other countries.

### **Component 2: BRT infrastructure, fleet, and systems (US\$ 200 million, of which US\$ 150 million financed by IDA)**

This component will finance the following activities:

- a) Design, construction, and supervision of an integrated transportation corridor with a backbone BRT system, including the road infrastructure, its drainage system, sewer, water supply, lighting, pedestrian crossings, landscaping, terminals, depots, traffic lights, etc. The selection of the BRT corridor still has to be finalized, but it is expected that the corridor will be about 20 km in length;
- b) Provision of ITS and fare collection systems (hardware and software) which will enable a centralized control of bus operations and fare management;
- c) Environmental and social impact studies for the BRT corridor;
- d) Technical, financial, and legal assistance to design, structure, and implement a PPP scheme for building and/or operating the BRT system including financing rolling stock; and
- e) Provision of a fleet of buses (in the case of a PPP structure, the fleet should be financed entirely or at least partially by the private operator in charge of BRT operations).

### **Component 3: Transit-oriented development around the BRT system (US\$ 45 million financed by IDA)**

#### **Sub-Component 3.1: Road and non-motorized infrastructure improvement along feeder roads (US\$ 37 million)**

This component will finance the following activities:

- a) Rehabilitation of road infrastructure utilities along selected feeder roads, including street lighting, sewer, water supply, drainage, traffic management;
- b) Identification of key pedestrian arteria to complete a sidewalk network at selected feeder roads;
- c) Improvement and creation of dedicated spaces for pedestrians and bicycles as a transport mode, with specific attention to safety, livability, accessibility and enjoyability along selected feeder roads; and
- d) Improvement and provision of urban furniture for public transport (including bus stops, etc.) along selected feeder roads.

#### **Sub-Component 3.2: Corridor Development Strategy and public space improvements around BRT stations (US\$ 8 million)**

This sub-component will support the development of an integrated vision for future urban and economic development along the BRT corridor and the creation of economically vibrant, inclusive, and attractive public spaces around selected





BRT stations using transit-oriented development, inclusive economic planning, and accessibility design principles. As a first step, it will finance the:

- a) Preparation of a Corridor Development Strategy for the BRT corridor and its station areas, which will engage a diverse group of stakeholders from the public, private, and civil society sectors to establish a common and spatialized vision for medium to long term urban growth along the BRT corridor that would support higher residential and employment densities, more compact, mixed-use development, affordable housing, and vibrant streetscapes. The CDS will also identify and outline priority project packages for key development nodes along the BRT corridor.

In a second phase, the sub-component will finance the implementation of one or two selected priority projects identified in the CDS as a pilot demonstration. Since street trader management around transport hubs is a major challenge in Douala and within the remit of the municipal administration, the pilot interventions will focus on supporting inclusive economic development. The following activities will be financed:

- b) Preparation of area development plans for the public spaces around one or two selected BRT stations that will include detailed land use and plot level plans to guide pilot investments. These plans will be developed based on a participatory process that will engage both informal and formal private sector actors, residents, people with disabilities, women's associations, public transit users, etc. to define specific investments that would support inclusive local economic development;
- c) Design, construction, and supervision of the pilot investment packages around BRT stations identified in the area development plans. These investments could include: street furniture and shades, water and electricity, public toilets and ablution facilities, kiosks, markets, and other vending infrastructures, storages, shelters, public lighting, landscaping, community art, refuse collection, sidewalks and pedestrian crossings, rehabilitation of existing public facilities and urban infrastructure, etc.;
- d) Support to the organization of street traders/informal vendors around BRT station areas to meaningfully participate in the preparation and design process; and
- e) Technical assistances to improve street trader management and design suitable fee structures for economic activities around BRT stations with a view to ensuring the operations and maintenance of infrastructure while maintaining affordability for informal vendors.

#### **Component 4: Project management and capacity building (US\$ 10 million financed by IDA)**

This component will finance:

- a) project implementation and monitoring;
- b) Capacity building and technical assistance activities on important cross-cutting issues, including gender, citizen engagement, road safety, and climate change and disaster risk.

---

## **SAFEGUARDS**

### **A. Project location and salient physical characteristics relevant to the safeguard analysis (if known)**

Douala, historical and the most densely city in Cameroon is located in hot and humid climate, and near the Atlantic coast and only a few meters above sea level. Douala is characterized by low lying geomorphic features with faint slopes almost at sea level. This city is regularly exposed to flood causing deaths and significant damages. The combination of natural factors (high rainfall of 4,000 mm/year, porous soil and especially the horizontal topography of the city) and human



factors (massive increase in the population of Douala; encroachments of rights-of-way dedicated to public investments; uncontrolled urbanization of low land and deficient management of domestic and timber waste; lack of sanitation and drainage of surface water, and the colonization of lowlands for urban agriculture or for house) are contributing to increase the frequency of floods.

**B. Borrower’s Institutional Capacity for Safeguard Policies**

Cameroon has a comprehensive Environmental and Social Impact Assessment (ESIA) law and regulations as well as occupational safety regulations. The framework law on environmental management (N.96/12) highlights the principle of environmental impact assessment. It requires two stakeholder engagements for ESIA: public consultations during assessment stage and public hearings during review stage. Legal and administrative appeals are possible at all stages and for all decisions relating to ESIA.

Relatively mature central and decentralized ESIA authorities are in place but are understaffed and underfunded. The Ministry of Environment often cannot provide regular follow-up to ESIA implementation due to lack of resources and professional capacity. It has about 1300 ESMPs under implementation, but only 3000 CFA/year/ESMP and six full-time staff and 2-4-part time staff, many of whom have received substantial training on WB safeguards. The Ministry of Labor and Social Security faces the same burden. It is thus rare that occupational safety and environmental mitigation measures are taken, or penalties imposed in case of non-compliance. To bridge the above described gaps, the project will contribute to set up different Divisional Committees in charge of monitoring ESMPs, including occupational health issues in the project areas. The Douala City Council who will host the PIU has an environmental department that has an experience with the implementation of safeguard policies. A dedicated environmental specialist will be designated to oversee environmental and OHS issues during the project and stakeholders will be trained and sensitized on their roles and responsibilities to ensure adherence to safeguard policies.

Cameroon has extensive experience on the implementation of social safeguards. Resettlement and compensation guidelines as provided in OP 4.12 were implemented in the framework of other projects by the Borrower, including in the transport and urban sectors. The Bank has been working with the Government over the past years to harmonize national regulations on compensations and OP. 4.12 requirements. The use of this harmonized approach (spelt out in a so-called methodological note) has been adopted by the GoC on a project-by-project basis. It was implemented in the framework of a transport project and will also be used for the Inclusive and Resilient Cities Development Project. It is proposed to apply the same process for the Douala Urban Mobility Project.

**C. Environmental and Social Safeguards Specialists on the Team**

Albert Francis Atangana Ze, Environmental Specialist  
FNU Owono Owono, Social Specialist  
Cyrille Valence Ngouana Kengne, Environmental Specialist

**D. Policies that might apply**

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	Project activities envisioned under components 2 and 3 are likely to have significant effects on the environment and the occupational health and safety for workers and the populations surrounding the



project site. Therefore, the project is Categorized A. Given that the exact location of some project activities in Douala (BRT infrastructure) is known an ESIA will be needed for the BRT corridor and its substations prior to appraisal, consult upon and disclose in-country and at Infoshop before appraisal and 120 days before Board date. The purpose of such a study will be, among others, to help inform design, consider alternatives, and identify mitigating measures. For interventions for which locations will only be fully defined during project implementation (for e.g. infrastructure improvement along selected feeder roads, public space improvements around BRT stations), the Borrower will prepare an ESIA/EMP (or ESMF as the case may be). The ESMF will provide guidance for the environmental assessment of those investments that will only be fully defined during project implementation. To the extent that any TA is included in the project to prepare civil works (there is mention for ex. of feeder roads), ToRs for such TA will need to include environmental and social considerations and a draft should be available at appraisal. To inform the design process, the SESA that is being conducted under the multi-modal transport project (P143801) will include urban mobility aspects. Consultation will be key factor in the ESIA and ESMF process. The preparation of the ESIA and ESMF will be financed by the PPA with technical support provided by the Bank team. Contractors will develop feasible environmental and social management plan, including the training.

Performance Standards for Private Sector Activities OP/BP 4.03	Yes	Certain project activities (particularly those under component 2) are expected to be implemented by the private sector.
Natural Habitats OP/BP 4.04	TBD	There will be no (in)direct degradation or loss of natural habitats given Douala's location. However, ESIA's will consider and assess potential risks and impacts on the Wouri River estuary mangrove in Douala.
Forests OP/BP 4.36	No	The project does not support commercial forest exploitation. However, any impacts on urban forestry will be assessed and mitigation measures propose as part of the ESMP.
Pest Management OP 4.09	No	The project does entail use of pesticides and other agrochemicals



Physical Cultural Resources OP/BP 4.11	Yes	Douala is an historical city and party of the population have been resident in the city for centuries. Mitigation measures will be incorporated into the disclosed ESMP including provisions for a detailed Cultural Heritage Management Plan. A comprehensive chance find procedure will be required as part of the ESIA/ESMPs, including the contractor’s ESMP. Contractor and sub-contractors will be contractually required to develop a chance find procedure as part of their environmental management activities and to communicate supervision engineer and PIU, at least 15 days in advance, the perimeter of each new area to be stripped as to allow the safeguard specialist to evaluate the risk of chance finds and put in place the necessary procedures..
Indigenous Peoples OP/BP 4.10	No	This project does not impact Indigenous Peoples
Involuntary Resettlement OP/BP 4.12	Yes	This project will require land acquisition in sensitive and densely populated urban areas. During project preparation, a Resettlement Policy Framework (RPF) will be elaborated to set the scope and principles for all land acquisition, resettlement and compensation activities that may be needed under the project (especially those civil works that will only be fully defined during project implementation). For the BRT infrastructure, a Resettlement Action Plan (RAP) will be elaborated prior to appraisal to identify PAPs and evaluate assets impacted along the BRT corridor.
Safety of Dams OP/BP 4.37	No	This policy is not triggered because the project does entail any activities
Projects on International Waterways OP/BP 7.50	No	The project does not affect international waterways
Projects in Disputed Areas OP/BP 7.60	No	The project is not in disputed areas

**E. Safeguard Preparation Plan**

Tentative target date for preparing the Appraisal Stage PID/ISDS

Jan 31, 2020

Time frame for launching and completing the safeguard-related studies that may be needed. The specific studies and their timing should be specified in the Appraisal Stage PID/ISDS

The safeguards-related studies (ESIA, ESMF, RAP, RPF) are expected to be launched in December 2018 and completed in December 2019. The TOR for the ESIA and ESMF will undergo public consultations.



## CONTACT POINT

### World Bank

Franck Taillandier, Bontje Marie Zaengerling  
Senior Urban Transport Specialist

### Borrower/Client/Recipient

Ministry of Economy, Planning and Regional Development

### Implementing Agencies

Communaute Urbaine de Douala (CUD)  
Jean Yango  
Director of Studies, Urban Planning and Sustainable Developm  
jeanyango@yahoo.fr

## FOR MORE INFORMATION CONTACT

The World Bank  
1818 H Street, NW  
Washington, D.C. 20433  
Telephone: (202) 473-1000  
Web: <http://www.worldbank.org/projects>

## APPROVAL

Task Team Leader(s):	Franck Taillandier, Bontje Marie Zaengerling
----------------------	--

### Approved By

Safeguards Advisor:	Maman-Sani Issa	26-Oct-2018
Practice Manager/Manager:	Nicolas Peltier	26-Oct-2018
Country Director:	Elisabeth Huybens	22-May-2019

