



### Project Summary Information

Date of Document Preparation: March 13, 2026

<b>Project Name</b>	<b>Transport Connectivity and Logistics Improvement Project</b>
<b>Project Number</b>	P001063
<b>AIIB member</b>	Republic of Togo
<b>Sector/Subsector</b>	Transport
<b>Status of Financing</b>	Under Preparation
<b>Objective</b>	The objective of the project is to support safe climate resilient connectivity to regions with high agricultural potential in Togo, enhance logistics systems efficiency and safe urban mobility in Greater Lomé.
<b>Project Description</b>	<p>The project aims to support climate-resilient connectivity in Togo. The project will improve access to the Port of Lomé and facilitate export from high-potential agricultural regions of Togo, as well as trade with the hinterland countries, by rehabilitating and upgrading secondary and rural roads and restoring a freight railway connection between the Autonomous Port of Lomé and the Adétikopé Industrial Platform. The project will also enhance logistics efficiency and urban mobility in Greater Lomé, the rapidly growing capital city and the most strategic urban and logistics hub of the country.</p> <p>AIIB will jointly co-finance the project with the World Bank's International Development Association.</p>
<b>Environmental and Social Category</b>	A
<b>Environmental and Social Information</b>	<p><b>Applicable Policy and Categorization.</b> The Project will be co-financed with the World Bank (WB). To support a harmonized approach to addressing Environmental and Social (ES) risks and impacts, and as permitted under AIIB's Environmental and Social Policy (ESP), the WB Environmental and Social Framework (ESF) and relevant Environmental and Social Standards (ESSs) will apply to the Project in lieu of AIIB's ESP. AIIB has reviewed the WB ESF and ESSs and is satisfied that they are consistent with the Bank's Articles of Agreement and materially aligned with AIIB's ESP, including the Environmental and Social Exclusion List (ESEL), and that appropriate monitoring procedures are in place. WB has classified the Project as High ES risk, due to the nature, scale, and potential significance of the ES impacts. Accordingly, the Project is considered equivalent to Category A under AIIB's ESP.</p>

**Environmental and Social Instruments.** At this stage, the following draft instruments have been prepared: (i) A draft Stakeholder Engagement Plan (SEP) and the Environmental Social Commitment Plan (ESCP) that will be finalized and disclosed by appraisal. The Terms of Reference (ToRs) for the Environmental and Social Impact Assessment (ESIA) and Environmental and Social Management Plan (ESMP), for components 1 and 2 are being finalized including the draft ToRs for Resettlement Action Plan (RAP) for Component 1. The draft ESCP outlines the material actions and measures to be undertaken for the preparation of several site-specific ES instruments that will be prepared after the completion of DED (Detailed Engineering Design) during implementation such as the rural and national roads rehabilitations of component 2 and port-city integration activities. The disclosure of such ES information and documents will comply with AIIB ESP.

**Environmental Aspects:** The main potential environmental impacts and risk which are considered substantial during railway rehabilitation and road rehabilitation activities will include the disposal of creosote-sleeper, dust, noise, erosion, pollution to water bodies and health and safety impacts to workers and communities. Potential biodiversity impacts from the project's area of influence of the road project to the natural parks and natural habitats have been included in the ESIA studies. A Critical Habitats Assessment (CHA) will be prepared prior to the approval of the Project. In addition, baseline surveys and assessments for noise/vibration and biodiversity aspects will be carried out as part of ESIA and ESDD, including identification of sensitive receptors along the road and some of them have been started, and the ES categorization will be reviewed when additional information becomes available.

**Social Aspects.** The Project will be implemented in both urban and rural areas, which may result in complex social impacts, such as resettlement and disruptions to the daily activities of urban residents. The main anticipated social risks and impacts which are considered substantial include land acquisition, involuntary resettlement including physical, economic displacement, and livelihood disruption. Other major risks identified at this stage are related to labor management, labor influx, community health and safety including Gender Based Violence (GBV) issues such as Sexual Exploitation and Abuse (SEA) and Sexual Harassment (SH). In addition, the project areas exhibit significant vulnerabilities, including high poverty levels, an increasing presence of Internally Displaced Persons (IDPs), and security concerns, which may affect project implementation and the effective application of ES measures if not adequately addressed during project preparation and implementation. There are no Indigenous People within the project area.

**Occupational Health and Safety (OHS), Labor and Working Conditions (IWC).** Project workers may face risks of accidents, injuries, and exposure to hazardous working conditions due to inadequate OHS practices and oversight.

Additional risks include traffic-related incidents, poor emergency preparedness, and exposure to communicable diseases. Labor and employment risks include non-compliance with labor laws and requirements, weak management of contractors and subcontractors, limited access to worker grievance mechanisms, and risks to labor and working conditions, and SEA/SH. The Borrower will prepare Labor Management Procedures (LMP) in accordance with ESF to guide the management of project labor. The LMP will address gaps identified in the assessment of Togo's labor context and will include a Grievance Mechanism for project workers, with references to the project-wide grievance system and relevant national mechanisms. The LMP will be prepared during project implementation and finalized prior to the mobilization of project workers.

**Stakeholder Engagement, Consultation and Information Disclosure:** The Project will involve engagement with a wide range of stakeholders, including governmental agencies, international and bilateral organizations, technical and financial partners, NGOs, and communities residing in the project areas. To this end, the Client will develop a SEP to identify and analyze relevant stakeholders and outline engagement activities throughout the project lifecycle. A draft SEP will be prepared, reviewed by the WB and AIIB, and disclosed prior to Appraisal and in line with disclosure requirements.

**Project Grievance Redress Mechanism:** A multi-tiered Project-wide Grievance Redress Mechanism (GRM) will be outlined in the SEP, with appropriate references to both the overarching project grievance system and existing national mechanisms in Togo and will be operational within four months of loan effectiveness. The GRM will be culturally appropriate and easily accessible to all project-affected parties, free of charge and without retaliation, and will allow for anonymous submissions. The GRM shall also safely and confidentially receive, record, and address SEA/SH-related complaints, with dedicated entry points for affected people and clear referral pathways to provide survivor-centered support through identified GBV service providers in the project area. The information about established GRM will be timely disclosed in an appropriate manner.

**Monitoring and Reporting Arrangement.** The PMU will be responsible for monitoring and evaluating the Project, including assessing the implementation of ES instruments, and preparing progress reports regularly. While WB will take the lead in supervising the Project in accordance with WB's applicable policies and procedures, AIIB will closely coordinate and cooperate with WB and will undertake joint semi-annual monitoring missions to assess implementation progress and identify and address key issues. More details will be discussed and determined with the client during project appraisal.

<b>Cost and Financing Plan</b>	Total project cost: USD225 million AIIB: USD75 million WB: USD150 million			
<b>Borrower</b>	Republic of Togo			
<b>Implementing Entity/Sponsor</b>	Ministry of Transport			
<b>Estimated date of loan closing (SBF)</b>	July 2031			
<b>Contact Points:</b>	<b>AIIB</b>	<b>World Bank</b>	<b>Borrower</b>	<b>Implementing Entity</b>
<b>Name</b>	Olivier Oudin	Marc Navelet	Dandjinou Kokou	
<b>Title</b>	Investment Officer	Senior Transport Specialist	Head of the debt policy and financing, Ministry of Finances and Budget, Togo	
<b>Email Address</b>	<a href="mailto:olivier.oudin@aiib.org">olivier.oudin@aiib.org</a>	<a href="mailto:mnavolet@worldbank.org">mnavolet@worldbank.org</a>	<a href="mailto:Dandjinou.kokou@finances.gouv.tg">Dandjinou.kokou@finances.gouv.tg</a>	
<b>Date of Concept Decision</b>	25 March 2026			
<b>Estimated Date of Appraisal Decision</b>	June 2026			
<b>Estimated Date of Financing Approval</b>	Q3 2026			

<b>Independent Accountability Mechanism</b>	As noted above, WB's ESF applies to this Project. WB's corporate Grievance Redress Service (GRS) and its Independent Accountability Mechanism, the Inspection Panel, which reviews WB's compliance with its policies and procedures, will handle complaints relating to the WB's compliance with its ESF with respect to the Project. In accordance with AIIB's Policy on the Project-affected People's Mechanism (PPM), submissions made to the PPM regarding such complaints under this Project will not be eligible for consideration by the PPM.
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