

**INTEGRATED SAFEGUARDS DATA SHEET
APPRAISAL STAGE**

Report No.: ISDSA19509

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I. BASIC INFORMATION

1. Basic Project Data

Country:	Cameroon	Project ID:	P150999
Project Name:	Cameroon Transport Sector Development Project (P150999)		
Task Team Leader(s):	Peter Ngwa Taniform, Marc Marie Francois Navelet Noualhier		
Estimated Appraisal Date:	03-Aug-2016	Estimated Board Date:	29-Sep-2016
Managing Unit:	GTI08	Lending Instrument:	Investment Project Financing
Is this project processed under OP 8.50 (Emergency Recovery) or OP 8.00 (Rapid Response to Crises and Emergencies)?			No
Financing (In USD Million)			
Total Project Cost:	206.70	Total Bank Financing:	192.00
Financing Gap:	0.00		
Financing Source			Amount
Borrower			14.70
International Bank for Reconstruction and Development			192.00
Total			206.70
Environmental Category:	B - Partial Assessment		
Is this a Repeater project?	No		

2. Project Development Objective(s)

The PDO is to: (a) strengthen transport planning; (b) improve transport efficiency and safety on the Babadjou-Bamenda section of the Yaounde - Bamenda transport corridor; and (c) enhance safety and security at selected airports.

3. Project Description

B. Project Description

2. The proposed project would be structured around three major components, with a fourth

component to support project implementation, as follows:

Component 1: Transport planning and capacity building (estimated costs US\$ US\$ 10.7)

3. This component aims at strengthening the capacity of the public sector in the planning, development, management and maintenance of transport infrastructure.

Subcomponent 1.1: Training in transport planning, including data collection and management of modeling tools (estimated cost US\$ 1.8 million)

4. This subcomponent seeks to develop sustainable capacity within selected Cameroonian institutions responsible for transport planning, with emphasis on concepts and practical management of multimodal transport planning. In order to ensure the sustainability of this capacity building program, the proposed project will support the design of a transport planning course to be offered at one of Cameroon's universities. The content and scope of the course will match international standards and be based on an initial needs assessment of academic and professional capacity available in Cameroon to sustainably manage the course.

5. This subcomponent will support the following deliverables: (a) an assessment of the local context, including capacity to provide a sustainable transport planning program; (b) consultations with key stakeholders; (c) the design and testing of a curriculum that meets international standards; (d) definition of criteria and other conditions to help guide the choice of a local university that would host the transport planning program; and (f) the preparation and delivery of a short term training program to meet the immediate needs of the transport sector. This training program is aimed at addressing the immediate needs of the ministries responsible for the implementation of the IITS and the TPIP.

6. It is expected that the first beneficiaries of the training program will be selected from staff of transport sector institutions responsible for transport planning and from the staff of the institution hosting the transport model. The first batch would have the responsibility to lead and manage the planning systems within the sector institutions while the second would form a nucleus of the staff responsible for the management of the transport model.

7. It is expected that the beneficiaries would acquire the following skills that are critical to transport planning:

⇒) Data collection and processing techniques, including the conception of origin-destination surveys, traffic count surveys, economic analyses, stated preference studies, estimation techniques for modal and multimodal matrices, and induced traffic matrices;

⇒) Transport networks modeling techniques using standard software and demand allocation algorithms, congestion modeling, choice of itinerary, time value estimation, generalized transport costs, etc.;

⇒) Concepts and practical cases of strategic transport modeling;

⇒) Optimization of fares in PPP projects to improve the IRRs and revenues;

⇒) Planning and optimization of multimodal transport networks;

⇒) Modeling and forecasting of freight demand;

⇒) Modeling of air transport demand, the planning of airports, and analysis of the supply of air transport; and

⇒) Techniques and practical management and update of strategic transport planning as part of the country's transport development strategy.

Subcomponent 1.2: Institutional strengthening studies (estimated cost US\$ 1.2 million)

8. This subcomponent aims at providing the legal and operational architecture for transport regulation and management to support Cameroon in improving the efficiency and effectiveness of its transport sector. That's because there is a need to clarify the roles and responsibilities of different stakeholders intervening in the transport sector in Cameroon. Similarly, transport corridors require specific institutional arrangements and management structures, taking into consideration their regional/spatial dimensions/impacts. Accordingly, this subcomponent will finance technical assistance/studies for the preparation of legal and operational instruments toward the establishment of: (a) a transport regulatory body; and (b) an inter-regional road corridor management entity, to help contribute to improving the country's domestic and foreign trade and Cameroon's position as a key regional integration player.

Subcomponent 1.3: Preparation of the Transport Priority Investment Program (TPIP) (estimated cost US\$ 2.9 million)

9. This subcomponent will finance technical assistance/studies to prepare and implement a medium term TPIP programmatic planning tool for the transport sector in Cameroon, covering the priority transport sector investment projects that could be undertaken during the period. It will also serve as a planning tool to help the GoC in mobilizing budgetary resources for targeted transport investments in the transport sector, as well as carrying out the necessary techno-economic and engineering preparatory studies for such investments.

10. The TPIP will be a 'rolling' program based on a list of strategically prioritized transport projects selected from the Integrated Multimodal Transport Master Plan (IMTMP), which is expected to be ready by late 2018. Such priority transport infrastructure projects would be implemented within a three to five year period, over a 20-30 year time horizon. For each of the identified priority transport infrastructure projects, the TPIP would: (a) define the preliminary scope; (b) prepare prefeasibility, techno-economic feasibility studies and social and environmental studies; (c) conduct preliminary and detailed engineering studies; (d) define optimal methods of procurement (public, private or PPP); and (e) prepare bid documents. This is to enable the GoC to have a prioritized 'shovel ready' transport infrastructure projects for funding by different sources (GoC, development partners and private sector).

Subcomponent 1.4: Identification and preparation of pilot transport infrastructure PPP projects (estimated cost US\$ 1.7 million)

11. The GoC is preparing proposals for submission to the World Bank by May 2017 of three pilot transport infrastructure PPP projects (two road and one on airport infrastructure) that have reached a high level of maturity (available prefeasibility studies, including studies on potential demand and revenue). Based on these proposals, this subcomponent would finance technical assistance for: (a) screening of the potential PPP projects; (b) detailed feasibility studies, including the financial and "value for money" analysis; (c) structuring of the PPP projects (optimal risk sharing), and preparation of bidding documents; (d) inviting lenders and potential investors to a roundtable on market surveys; (e) finalizing the conception of the PPP projects and bidding documents; and (f) recruitment of transaction consultants (legal, financial and technical) to help the

Government of Cameroon in launching the requests for proposals, selection, and negotiations of the pilot PPP projects.

Subcomponent 1.5: Development of a resilience and climate adaptation strategy for land transport (estimated cost US\$ 0.7 million)

12. The Government of Cameroon in line with the Paris Declaration Agreement, committed to reduce by 32% the Green House Gas emissions by 2035 through the Nationally Determined Contribution (NDC). The development of a resilience and climate adaptation strategy for land transport within the project will serve as the basis for policy formulation in climate resilience in land transport (rail and road), as well as for climate change mitigation aspects (with emphasis on reduction of greenhouse gas emissions from transport). To ensure ownership, the Ministry in charge of Environment and the National Observatory on Climate Change will be involved at the early stage of the development of this strategy. In addition, the development of this strategy will be in coherence with Cameroon's multi-sectoral Investment Plan on Climate Change and Disaster Risk Management which is under preparation within the framework of IDA 17.

Subcomponent 1.6: Strengthening of planning capacity in air transport (estimated cost US\$2.4 million)

13. This subcomponent will finance technical assistance, equipment, training and studies to assist CCAA in: (a) designing and establishing of an operational air transport data bank; (b) designing and developing of tools/methodologies (including planning tools) for the more efficient supervision of air transport activities; (c) updating of air safety and security regulations and procedures; (d) designing and putting in place a monitoring framework, with tools and training for the effective implementation of Corrective Action Plans (CAPs) of compliance audits; (e) air security standards compliance audits and assistance with implementation of their recommendations; (f) airport safety awareness campaigns; and (g) communication and citizen engagement with stakeholders affected by airport operations.

Component 2: Road Transport Efficiency Improvement (estimated cost US\$ 142.1 million of which World Bank will finance US\$132.1 million and GoC will finance US\$10 million)

14. This component will help improve physical and safety conditions and road asset management of the most degraded section of the priority road corridor linking the capital city of Yaounde to Bamenda and to the border of Nigeria. It will also support the improvement of secondary roads and basic public infrastructure to rural settlements along the road corridor, to better distribute the socio-economic benefits that the proposed project is expected to generate in the PIA.

Subcomponent 2.1: Rehabilitation and reconstruction of the Babadjou-Bamenda road section of the Yaounde-Bamenda road corridor (estimated cost US\$ 102.7 million)

15. The sub-component targets the improvement of the high priority road transport corridor, namely the Yaounde - Bafoussam - Bamenda corridor, which requires urgent rehabilitation and upgrade works to provide a strategic link between the country's three key economic hubs (Yaounde, Bamenda and Douala). In addition, the road section forms part of the Trans-African Corridor from Lagos to Mombasa, thus contributing to regional integration. The planned road works are therefore expected to boost trade with neighboring Nigeria, revive the economy of the country's North West and Western regions, and enhance the social and economic cohesion between its Francophone and

Anglophone parts. .

16. This subcomponent will finance the following critical activities:

- a. Full reconstruction of the 35 km section of National Road number 6 (RN6) between Babadjou (Western Region) and Bamenda (North-West Region), including the improvement of major accident spots identified on the section;
- b. Rehabilitation of 12 km of existing urban roads within Bamenda to link the Bamenda-Enugu (border with Nigeria) and the Bamenda - Yaounde sections of the regional corridor from Nigeria to Cameroon;
- c. Construction of the 5.1 km Bamenda hill up station by-pass to connect Bafoussam with Bamenda through the eastern access road;
- d. Supervision consultant services to supervise the Babadjou - Bamenda, Bamenda urban roads and Bamenda up station hill bypass.
- e. Engineering and supervision consultant services for the design and implementation of socio-economic infrastructure in the project impact area.
- f. Implementation of social and environmental mitigation measures triggered by the civil works planned under the proposed project with the exception of land acquisition and monetary compensation.

17. Typology of works for inter-urban section. The planned road works for the 35 km inter-urban section will generally involve the reconstruction of a 7 meter two lane standard with 1.5 meter shoulders giving a 10 meter paved riding surface. Sections with heavy roadside activities such as markets will be widened to about 16 meters. Sharp curves will be realigned to improve road safety. Existing drainage structures/culverts will be added and/or improved, together with the construction of four new small new bridges with an average span of about 12 meters. This is to improve the climate resilience of the road.

18. Typology of works for Bamenda hill and urban section. The Bamenda hill by-pass and the urban crossing will be improved to a 4 lane carriage way standard with 2m pedestrian sidewalks and a central separator in some sections. The works on these two sections include the construction of a bridge on the by-pass and the improvement of nine major road intersections.

Subcomponent 2.2: Provision of complementary infrastructure along the Babadjou-Bamenda Road section (estimated cost US\$ 20 million of which World Bank will finance US\$10 million and GoC will finance US\$10 million)

19. This subcomponent will finance civil works, equipment and consultant services related to the provision of infrastructure, to enhance access to agricultural production zones and provide basic social services along the Babadjou-Bamenda road. This is to better integrate the Babadjou - Bamenda road with the area that it traverses, which accounts for most of the country's production of vegetables, and to provide basic services to rural populations in the area. The type of infrastructure works that the sub-component will cover include: (a) paving of existing selected secondary roads to a low cost standard to enhance access from agricultural production areas to the Babadjou - Bamenda road; (b) limited number of small markets along the selected secondary roads; and (c) limited number of wells/minor water supply schemes in villages along the selected secondary roads. The choice of infrastructure to be selected under this sub-component will be demand-driven and based on criteria to be defined consultatively with the local councils and community development leaders. Furthermore, the planned road investments will be subject to basic economic screening.

20. The proposed project, for the planned infrastructure works, will finance the following: (a) consultations/studies to assist local communities in the selection of the planned infrastructure; (b) preparation of techno-economic feasibility studies; (c) preparation of social and environmental studies; (d) preparation of engineering studies and bid documents; (e) civil works; and (f) consultant supervision and quality audit services.

Subcomponent 2.3: Road safety strengthening (estimated cost US\$ 7.0 million)

21. A detailed action plan to improve road safety is outlined in the Cameroon National Road Safety Strategic Action Plan which covers the 2010 to 2020 period. However, the plan is not adequately supported by resources and data management systems. The sub-component will support the implementation of parts of the action plan, which focuses on minimizing deaths or serious injury by addressing their key causes which include: (a) poor road infrastructure (no speed calming measures, unguarded roadside hazards, lack of crosswalks, physical medians, and sidewalks, and unpaved shoulders); (b) poor driving behavior; (c) unlicensed drivers; (d) poor enforcement of the road code; (e) poor post-crash emergency care; and (f) weak system of certification and enforcement of vehicle operation standards.

22. A road safety database and monitoring system is to be established by December, 2016 under the ongoing CEMAC TTFP. In order to ensure its sustainability, the design of the system will include management requirements and appropriate cost recovery mechanisms. The sub-component will help to operationalize the system by focusing on the elements that could not be financed under the CEMAC TTFP. The proposed project will finance technical assistance to ensure the full operationalization of the road safety database. It will also explore the feasibility of linking the road safety database to a common database accessible modularly to insurance companies, the police, the gendarmerie, and other stakeholders.

23. In addition, the subcomponent will finance: (a) road safety baseline surveys (seatbelt wearing, speeding, drunk driving, etc.); (b) a study to estimate the socio-economic cost of road traffic accidents to complement data entry into the newly designed database and monitoring system; (c) the purchase of four radar cameras for speed control (with complementary equipment) for Gendarmerie enforcement along the Yaounde-Bafoussam-Bamenda corridor; (d) road safety design audits of some major corridors; (e) implementation of priority audit recommendations carried out as variations to the main contract along the Babadjou-Bamenda corridor; and (f) design and implementation of pilot road safety projects in support of defined targets as outlined in the National Road Safety Strategy action plan.

24. It is expected that the works financed under subcomponent 2.1 and subcomponent 2.2 will include measures such as pedestrian crossings, rumble strips, traffic signs in built-up areas, increasing the space available for pedestrians and non-motorized traffic in populated areas, installation of roadside safety barriers, improvements of dangerous curves and intersections, and traffic signs and road markings at hazardous locations.

Subcomponent 2.4: Road asset management (estimated cost US\$ 6.7 million)

25. This subcomponent will complement activities already funded by the AfDB focused on strengthening Cameroon's Road Fund and improve axle load controls. More specifically it will finance the following:

- a. On-the-job training/TA of MINTP and MINMAP staff in the conduct of design studies and the preparation of bidding documents for Output Performance-Based Contracting (OPBC) for the maintenance of roads that either have been or are being constructed.
- b. Development of tools for the enforcement of quality standards in road works design and execution, including a code of ethics, guidelines and manuals for road construction/maintenance and supervision, and related training.
- c. Strengthening of road network monitoring and management, including condition and traffic surveys and related training.
- d. Putting in place of an eight (8) year OPBC maintenance contract that will include the 50 km Babadjou-Bamenda road section of the Bamenda - Yaounde corridor. The planned OPBC contract on the Babadjou - Bamenda road section would complement AfDB's implementation of a similar OPCC contract for the Yaounde - Bafoussam section of the corridor.

Component 3: Air Transport Safety and Security improvement (estimated cost US\$ 46.3million of which World Bank will finance US\$43.3 million and GoC will finance US\$ 3 million)

26. This component focuses primarily on supporting the strengthening of safety and security at Cameroon's four international airports (Yaounde, Douala, Garoua and Maroua), and builds on the activities supported under the World Bank financed West and Central Africa Air Transport Safety and Security project. It also supports in a limited manner the air transport security and safety capacity building. What follow is a detailed description of the activities supported by this component.

Subcomponent 3.1: Airport safety and security strengthening (estimated cost US\$ 41.7 million of which World Bank will finance US\$ 41.3 million and GoC will finance US\$ 3 million)

27. This subcomponent will comprise the following sets of activities:

- a. Construction of three Crisis Management Centers (CDOUs) at Yaounde-Nsimalen, Garoua and Maroua-Salak airports.
- b. Construction and rehabilitation of the fences at the Douala, Yaounde-Nsimalen, Garoua and Maroua-Salak airports. More specifically this sub-component will focus on rectifying shortcomings at all these airports by focusing on the following three fencing standards: (a) a concrete barrier type fence for high-risk areas; (b) steel bar type of fence built on a low wall for low-threat areas; and (c) a concertina wire type of fence in a no-obstacle area or at the end of the landing and takeoff runway.
- c. Improvement of the existing security perimeter roads around the Douala and Yaounde-Nsimalen airports. All-weather roads around the security perimeter of airports are essential in emergency situations for the rapid intervention of aircraft rescue and firefighting (ARFF) services or police/gendarmerie. In Douala, the project will pave the existing 13.8 km patrol road, which is entirely located within the airport boundary alongside the security fence. In Yaounde-Nsimalen, the sub-component will improve the road around the airport, which is a priority for the local populations, to mitigate the impact of the location of the airport on their mobility. The fact that the local population regularly crosses the runway is a serious threat to the safe operations of the Yaounde-Nsimalen airport.
- d. Studies to identify the basic socio-economic infrastructure needs for the populations living

around the four airports. Environmental and social conflicts occur regularly around airports and can become acute in the case of new construction. Provision of social infrastructure in favor of the local populations aims to avoid conflicts and ensure the acceptance of projects and their local integration.

e. Acquisition of airport security equipment. This subcomponent will finance the purchase and installation of: (a) electronic surveillance and screening equipment to monitor passengers and freight in the four airports, including the acquisition of equipment, training tools and manuals for the CDOUs; (b) video surveillance equipment at each airport; and (c) access control equipment at each airport. Bidding documents will include provisions for suppliers to provide maintenance and spare part for equipment over the useful life of such equipment.

f. Update of the Safety Management Systems at the four airports. ICAO has adopted a standard for Safety Management Systems (SMS), which has been required to be applied to international airports since November 2005. The CCAA needs to develop guidance on SMS implementation in Cameroon in compliance with ICAO's new Annex 19 on Safety Management, which went into effect in 2013. Under the new requirements, international airport operators need to put in place safety programs to form the basis of the National Safety Plan for airports (NSP). The SMS will supplement the NSP by providing a systematic and proactive approach that includes: (a) documenting identified hazards safety and their mitigation measures; (b) monitoring and measuring the ongoing safety experience of the airport; (c) establishing a voluntary non-punitive safety reporting system that can be used by employees of the airport operator, airlines, and tenants; and (d) improving the entire airport's safety culture. The subcomponent will finance:

- ⇒) Updating Cameroon's SMS (the SMS guidebook and its NSP) covering the concepts, methodologies, processes, tools, and safety performance measurements that can be applied by airports based on their level of operations and complexity, with the ultimate objective of facilitating the certification of said airports.
- ⇒) Preparing accompanying action plans for mainstreaming the implementation of the SMS and NSP into the National Civil Aviation Plan (NCAP).
- ⇒) Establishing an Internet-based standing mechanism within the CCAA and at each airport for monitoring compliance with the SMS (by airport operators and service providers).

Subcomponent 3.2: Strengthening air transport safety and security oversight (estimated cost US\$ 1.6 million)

28. This subcomponent will be composed of three main activities:

a. Training in air transport safety and security oversight. The subcomponent will finance technical assistance and training to:

- i. Improve and update the aviation library established under the first regional project, to become an online Internet platform.
- ii. Update CCAA's stock of mandatory aviation manuals and establish a system for their systematic renewal and subscription.
- iii. Train CCAA staff responsible for safety oversight on how to use the SMS and the NSP for airport safety monitoring and supervision.
- iv. Train CCAA staff to become trainers of SP staff in airport safety management.
- v. Conduct training programs and workshops at airport premises targeting airport operators and

users on various aspects of the NSP and SMS.

vi. Support study tours for government and CCAA aviation staff as part of on-the-job learning to facilitate policy and program design and implementation.

b. Diagnostic Studies: The subcomponent will finance diagnostic studies to collect baseline information for the Cameroon civil aviation industry and prepare medium term programs and long term plans towards full compliance with ICAO's SARPs. The medium term programs will form part of the activities to be implemented in follow-on projects. The diagnostic studies will be conducted in a single technical assistance contract covering the 19 ICAO's civil aviation annexes.

c. Regulation: In 2013 Cameroon enacted a new civil aviation law, which was judged to meet international standards by ICAO's audit experts. The subcomponent will finance updating of the corresponding regulatory framework in the various areas of civil aviation, as required under ICAO's standards.

Component 4: Support to Project Implementation Management and Monitoring (estimated cost US\$ 8.3 million of which World Bank will finance US\$ 6.6 million and GoC will finance US\$ 1.7 million)

29. This component will finance technical assistance, equipment, training and operating costs for:

- a. Project management and implementation oversight;
- b. Project monitoring and evaluation;
- c. Operating costs of the two projects implementation units, one responsible for component 1 and 2 and the other responsible for component 3.

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

5. Environmental and Social Safeguards Specialists

Emeran Serge M. Menang Evouna (GEN07)

Kristyna Bishop (GSU01)

6. Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	The project supports the rehabilitation of a 52 km road section between Babadjou-Bamenda including upgrading of some urban sections in Bamenda and strengthening the safety and security in the four international airports in Cameroon (Douala, Yaounde-Nsimalen, Garoua and Maroua-Salak) through the construction of emergency operation centers, rehabilitation of safety fences, and land patrol tracks. The project activities may have negative environmental and social impacts that need to be correctly managed. An Environmental and Social Management Framework (ESMF), has been prepared to provide guidelines for the preparation of the implementing safeguards instruments. The ESMF has been published in-

		country on June 27, 2016 (www.mintp.cm) and on the Bank's Info-Shop on July 08, 2016. In the meantime the specific, Environmental and Social Impact Assessment (ESIA) including the appropriate environmental and social mitigation and management measures (ESMP) are under preparation for the road (Babadjou-Bamenda) and Air transport components. These documents will be disclosed by the borrower prior to effectiveness.
Natural Habitats OP/BP 4.04	No	The project does not anticipate any natural habitats loss. No direct impact on any park is anticipated. The ESIA/ESMP will identify measures avoiding any poaching activities by the workers if applicable.
Forests OP/BP 4.36	No	
Pest Management OP 4.09	No	
Physical Cultural Resources OP/BP 4.11	Yes	The proposed operation will involve significant excavations and movement of earth for the planned rehabilitation/reconstruction. However, the EMSF has not identified any threat against physical cultural resources in the project areas. To anticipate the management of "chance finds" physical cultural resources, the ESMF includes clear procedures to be followed to identify and protect cultural property from theft, and to treat discovered artifacts. These procedures will be included in the bidding documents. The ESIA/ESMPs will provide measures for handling with "chance finds" during implementation of project activities.
Indigenous Peoples OP/BP 4.10	No	No Indigenous peoples that meet the four criteria have been identified in the project area.
Involuntary Resettlement OP/BP 4.12	Yes	This policy is triggered due to the fact that activities financed under components 1 and 2 will involve compensation. The ROW along the entire length of the road Babadjou Bamenda will need to be formally expropriated and compensation paid to affected persons. The expropriation and compensation process under Cameroonian law is extremely complicated and generally takes a significant amount of time. In an effort to address this issue, the DUP for the ROW was signed prior to pre-appraisal and this enabled the compensation process to be launched and the Evaluation Commission to use the World Bank's standards for eligibility and compensation criteria. This strategy will ensure that there is one RAP that meets both the requirements under Cameroonian law and the Bank's standards for eligibility and compensation. It will be disclosed per the requirements of the policy

		prior project effectiveness
Safety of Dams OP/BP 4.37	No	
Projects on International Waterways OP/BP 7.50	No	
Projects in Disputed Areas OP/BP 7.60	No	

II. Key Safeguard Policy Issues and Their Management

A. Summary of Key Safeguard Issues

<p>1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:</p> <p>This project is financing some critical infrastructure that will significantly improve the lives of the people living along the road as well as increase the safety and security of four key airports. It is largely focused on reconstruction and not new construction (with the exception of the CDOU at the airports) and will be almost entirely within the original footprints (with the exception of the 5 km bypass section in Bamenda). This means that the environment and social impacts are limited and can be managed as outlined in the ESMF and RPF.</p> <p>The project does not anticipate any potential large scale, significant and irreversible impacts. Nevertheless, the risk of landslide was identified around the road section including Akum and level of the cliff of the Bamenda Up-station. To mitigate this risk, a bypass was proposed and adopted.</p> <p>It is likely that there will be negative impacts on land owners and users, agricultural communities and other infrastructure such as roads and telecommunications. The most common negative impacts are related to disruption of traffic and economic activity during construction, the felling of trees, destruction of crops and house properties, specifically in the crossing urban areas, toll gate Santa, market areas and urban section. The land acquisition for facilities constructions, the opening of temporary deviations, and exploitation of quarries and borrow sites.</p>
<p>2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:</p> <p>Increased speed and traffic may lead to more accidents for those living along and using the newly rehabilitated roads. Two very positive impacts related specifically to the rehabilitation of the Babadjou-Bamenda road will be the better connection with Yaounde for personal as well as market purposes as well as fewer accidents that are common right now as a result of the current state of the road.</p> <p>With regard to the airport component, the most important indirect potential negative impact is related to the permanent access restriction to the Maria Sanctuary in Yaounde through the airport runway. In Douala the airport, local communities that have been used to airport facilities close to runways, for football will no more have access to this space. People intrusion and encroachment to airport areas will be limited.</p>
<p>3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.</p> <p>To mitigate the landslide risks, the government adopted the construction of a bypass/ short course road at the entrance (welcome Bamenda) into the city of Bamenda as an alternative to the</p>

dangerous section which passes through the steep cliff at up-station Bamenda often experiencing annual landslides and several accidents. In addition, a comprehensive geotechnical studies on sensitive sections to landslides will be carried out. Some changes to the alignment of the road on dangerous curves and in the urban section in Bamenda have been made in order to reduce road traffic accidents and avoid negative impacts on livelihoods.

4. Describe measures taken by the borrower to address safeguard policy issues. Provide an assessment of borrower capacity to plan and implement the measures described.

An environmental and social assessment was undertaken during preparation and used to prepare the ESMF and RPF (reflecting basic principles and the standards to be used in determining eligibility and standards for compensation). The ESMF and RPF which were prepared to provide guidance for implementation were disclosed in-country on June 27, 2016 (www.mintp.cm) and by the Bank on July 8, 2016.

To ensure a quick implementation of the project after effectiveness an Environmental and Social Impact Assessment (ESIA) including the appropriate environmental and social mitigation and management measures (ESMP) for the road (Babadjou-Bamenda) and Air transport components are under preparation. These documents will be disclosed by the borrower prior project effectiveness. In addition, the borrower has to prepare and implement an SCD-HIV sensitization and awareness program in the corridor. This activity will be supported through component 2.1.

The expropriation and compensation process under Cameroonian law generally takes a significant amount of time. In an effort to address this issue, the DUP for the proposed project was issued prior to pre-appraisal, thus enabling the compensation process to be launched sufficiently early and to enable the Evaluation Commission use the Bank's standards in applying eligibility and compensation criteria. This strategy which is innovative, is expected to avoid having two parallel and inconsistent processes, as currently observed in Cameroon, which often lead to a disconnect between Bank-approved safeguards dispositions during preparation and Cameroon expropriation measures during project implementation. It also ensures that there is one RAP that meets both the requirements under Cameroonian law and equally reflects the Banks standards for eligibility and compensation.

The DUP was signed on April 1, 2016 and the evaluation commissions established in April as well. This "unified" resettlement and compensation process is being tested for the first time in Cameroon. Given its pioneer nature, the Bank has significantly increased its technical support to the GoC's project team.

Training in OP 4.12 for the Evaluation Commission will be provided by the Bank prior to the completion of the RAP. As required by OP 4.12, all compensation must be paid prior to the beginning of works. A focal point in the Prime Minister's office has been appointed in order to facilitate the processing of the various steps and to ensure the timely payment of compensation.

For the other components financed by the project, the RPF will be used during implementation to screen for and manage negative impacts such as short term construction related impacts or loss of use/access to crops and fields.

In addition, MINTP has begun the process to establish a social communication team that will be responsible for preparing a social communication strategy and then engage with local communities and especially the temporary market vendors in Bamenda.

Public Consultations. Extensive public consultations were carried out during the whole ESMF, RPF process in the main project areas. The local population expressed concerns and expectations that were summarized in the draft ESIA final report. The Public Consultation will continue throughout project implementation with the involvement of civil society, Project-Affected People (PAP), and various stakeholders. During the ESIA and RAPs preparation process, the Consultation will continue as described in the ESMF and RPF. All environmental safeguards final documents including the RPF and RAP will be disclosed on the MINTP and CCAA websites and through the Bank's Infoshop.

In addition, a communication strategy will be prepared and implemented especially for the air transport component to help explain the project objectives to local communities.

Citizen engagement activities will be established as a means to empower beneficiary communities to take control of their road networks and become involved with local-level planning decisions. Such activities will be executed by MINTP and will include, inter alia the following activities: (i) gender-representative consultations in all beneficiary communities every six months; and (ii) selection of several representatives from each affected community as part of the consultation meetings to serve as community monitors. MINTP will inform the beneficiaries of the status of rehabilitation works and other project-related activities, and will provide monthly updates regarding the planned works in their communities, and report any issues or problems associated with the implementation of these works on the ground. This community monitoring system will be complemented by a grievance redress mechanism (GRM) that will be operated by MINTP and will allow project beneficiaries to submit questions, complaints, or suggestions via email, phone, text message, or regular mail.

Safeguards Institutional Arrangement. The Environmental Assessment and Social procedures in Cameroon remain heavy including several administrative stages. Cameroonian regulations describe in detail the Environmental Assessment process with requirement of fees payment at some stage (validation of ToRs by Ministry of Environment, validation of the Final Environmental and Social Impact Assessment Report by the Inter ministerial committee validation of Environmental and Social impact Notice). At the same time, the compensation process requires also several stages that are needed to be followed. To address at the early stage all these administrative constraints that could delay the project implementation, a strong safeguards institutional arrangement is required.

The institutional arrangement for the safeguards implementation proposed is fully integrated with the overall implementation arrangement of the project. MINTP/ Cellule BAD-BM and CCAA both have the ultimate responsibility for the project's safeguards compliance. Ministry of Publics works hosts an Environmental and Social Unit that was involved during the preparation and the implementation of the previous transport projects.

An institutional assessment capacity of the Cellule BAD-BM carried out during the project preparation reveals weaknesses in the management of social and environmental challenges including weak involvement of the Environmental and Social Unit within the Ministry. Based on this assessment, it was agreed to strengthen the Cellule BAD-BM with two full time persons, one to deal with Environmental challenges and second one for Social issues with a strong skills on compensation management (RPF screening and RAPs monitoring including restoration of life condition of Project Affected Persons). The experts that will be recruited will work closely with

the main stakeholders involved in the project implementation (Environmental and social Unit of MINTP, CCAA Ministry of Environment, Ministry of State Property and Land, Civil society organization and Contractors).

To ensure the appropriate implementation of the air transport component by the CCAA in managing safeguards concerns, a Senior Environmental and Social Expert will be hired to cover environmental and social aspects related to the air transport component.

The CCAA and Cellule BAM-BM Environmental and Social Experts will work closely to ensure an environmental and social safeguards coherent reporting of the whole project. They will ensure that the environmental and social safeguards implementation status is reflected in the periodic project reports.

5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.

The proposed project beneficiaries are current and future road and airport users. The following stakeholders will be involved in the project: Affected people within the ROW of the road component, the communes located in the project area, local NGOs, MINTP, CCAA and other relevant administrations. A robust consultation process was undertaken as part of the preparation of the framework instruments (ESMF and RPF) and also during the preparation of specific instruments.

The list of PAPs prepared by the Evaluation commission was also presented during a large public meeting in July 2016 that provided further information to the beneficiary community. The Consultation plans that were proposed in the relevant safeguards documents will be followed during the project implementation and the stakeholder's feedback shared in the project periodic reports. A social communication strategy will be implemented during early implementation to ensure that this dialogue continues.

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other	
Date of receipt by the Bank	27-Jun-2016
Date of submission to InfoShop	08-Jul-2016
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	
"In country" Disclosure	
Cameroon	27-Jun-2016
<i>Comments:</i> www.mintp.cm	
Resettlement Action Plan/Framework/Policy Process	
Date of receipt by the Bank	07-Jul-2016
Date of submission to InfoShop	08-Jul-2016
"In country" Disclosure	
Cameroon	07-Jul-2016
<i>Comments:</i> www.mintp.cm	
If the project triggers the Pest Management and/or Physical Cultural Resources policies, the respective issues are to be addressed and disclosed as part of the Environmental Assessment/	

Audit/or EMP.
If in-country disclosure of any of the above documents is not expected, please explain why:

C. Compliance Monitoring Indicators at the Corporate Level

OP/BP/GP 4.01 - Environment Assessment	
Does the project require a stand-alone EA (including EMP) report?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
OP/BP 4.11 - Physical Cultural Resources	
Does the EA include adequate measures related to cultural property?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
OP/BP 4.12 - Involuntary Resettlement	
Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Is physical displacement/relocation expected?	Yes [<input type="checkbox"/>] No [<input type="checkbox"/>] TBD [<input checked="" type="checkbox"/>]
Provided estimated number of people to be affected	
Is economic displacement expected? (loss of assets or access to assets that leads to loss of income sources or other means of livelihoods)	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] TBD [<input type="checkbox"/>]
275 Provided estimated number of people to be affected	
The World Bank Policy on Disclosure of Information	
Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Have relevant documents been disclosed in-country in a public place in a form and language that are understandable and accessible to project-affected groups and local NGOs?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
All Safeguard Policies	
Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Have costs related to safeguard policy measures been included in the project cost?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]

Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]

III. APPROVALS

Task Team Leader(s):	Name: Peter Ngwa Taniform, Marc Marie Francois Navelet Noualhier	
<i>Approved By</i>		
Safeguards Advisor:	Name: Johanna van Tilburg (SA)	Date: 18-Aug-2016
Practice Manager/ Manager:	Name: Nicolas Peltier-Thiberge (PMGR)	Date: 18-Aug-2016