

**COMBINED PROJECT INFORMATION DOCUMENTS / INTEGRATED  
SAFEGUARDS DATA SHEET (PID/ISDS)  
APPRAISAL STAGE**

**Report No.:** PIDISDSA17209

**Date Prepared/Updated:** 28-Feb-2017

**I. BASIC INFORMATION**

**A. Basic Project Data**

<b>Country:</b>	Togo	<b>Project ID:</b>	P158982
		<b>Parent Project ID (if any):</b>	
<b>Project Name:</b>	Trade and Logistics Services Competitiveness Project (P158982)		
<b>Region:</b>	AFRICA		
<b>Estimated Appraisal Date:</b>	06-Mar-2017	<b>Estimated Board Date:</b>	04-May-2017
<b>Practice Area (Lead):</b>	Trade & Competitiveness	<b>Lending Instrument:</b>	Investment Project Financing
<b>Borrower(s):</b>	Republic of Togo		
<b>Implementing Agency:</b>	Ministry of Economy, Finance, and Development Planning		
<b>Financing (in USD Million)</b>			
	<b>Financing Source</b>		<b>Amount</b>
	International Development Association (IDA)		18.00
	Total Project Cost		18.00
<b>Environmental Category:</b>	B - Partial Assessment		
<b>Appraisal Review Decision (from Decision Note):</b>	The review did authorize the team to appraise and negotiate		
<b>Other Decision:</b>			
<b>Is this a Repeater project?</b>	No		

**B. Introduction and Context**

**Country Context**

A fast pace of public investment in Togo, a fragile state, and a growing services sector have led to a relatively high growth rate accompanied by a deteriorating macro-environment. Despite the

global recession, the economy has grown over the past five years at an average rate of more than five percent per year. Growth in 2015 is estimated to have reached 5.5 percent and per capita growth about three percent. However, public debt has increased from 46 percent of Gross Domestic Product (GDP) in 2012 to an estimated 75 percent in 2015, and the country's current account deficit has gone from 7.5 percent of GDP in 2012 to 10 percent in 2015.

Public investment-led growth has not translated into better development outcomes, reflecting the need for a more effective use of private resources. The World Bank's (Bank) Systematic Country Diagnostic (SCD) for Togo shows that the steady economic growth in recent years has not yet measurably improved the living conditions of most of the population. Although poverty rates have dropped modestly in the past five years, approximately 49 percent of the population still live below the poverty line and income is fairly unequal with a Gini coefficient of .38 in 2015. The SCD concludes that the country needs to use its domestic resources effectively and needs more private investment. The government needs to improve economic governance to achieve these goals.

Growth (average 2010-2014) has been mainly driven by the tertiary sector, in particular trade and other services, followed by agriculture. The tertiary sector grew the fastest, on average, between 2010 and 2014 and had the highest contribution to growth. In 2006, 40 percent of workers were employed in services, 42 percent in agriculture, and 18 percent in industry. The services sector's contribution to the economy is expected to increase with the level of development. Growth is projected to be sustained at a moderate rate over the next three years due to the government's continued investment in infrastructure. GDP is projected to grow at six percent in 2016, five percent in 2017, and 5.5 percent in 2018. Inflation is projected to be contained at less than two percent within the next three years.

More specifically, high rates of growth in commerce, transport and services, building, and public works contributed to the growth in recent years. Commerce played a major role as a result of increased trading volumes via the Lomé sea port and Lomé International Airport. Most firms operate in the tertiary sector, with trading representing 1,100 out of 3,347 companies that pay taxes. The transport sector accounted for close to 46 percent of services exports and 70 percent of services imports (namely freight transport) in 2014.

Transport and trade services are, therefore, highly strategic for Togo, giving rise to the need for improved logistics. Logistics includes customs and administrative procedures, organization and management of international shipment operations, tracking and tracing, and the quality of transport and information technology infrastructure. Transport and logistics influence the economic performance of other industries and have poverty-reducing impacts, since they organize the movement of goods. Transport and logistics services affect the efficiency and competitiveness of moving goods to the market – be it agricultural produce, manufactured goods, or minerals. For example, reduced land transport cost will give a competitive advantage to the potential agricultural and mineral exports from Togo while at the same time lowering transport costs between rural areas and markets, hence contributing to improved livelihoods among low-income populations.

In this context, Togo ratified the World Trade Organization (WTO) Trade Facilitation Agreement (TFA) which should now be implemented. The country already established a Single Window to permit traders to submit data and standardized trade documents to various authorities. The

country is currently in the process of setting up a National Trade Facilitation Committee, which is considered one of the first building blocks for the implementation of the TFA. An initial assessment conducted by the Bank for the preparation of the project demonstrates that the Committee will need a lot of capacity building support to deliver its objectives. Togo already has started some work on the establishment of a Trusted Traders Program, however, Togo still needs to strengthen the framework of the program, and most importantly start implementing it. Togo has not yet established a Trade Information Portal to make all trade-related information readily available. Increasing transparency and reducing the cost of gathering information are beneficial for the private sector, especially small and medium enterprises (SMEs) who are at a disadvantage. [It should be stressed that the process of analyzing the collected laws and regulations with the view to identify inconsistency, overlaps or gaps is even more important for improving the enabling environment for trade. On the risk management, Togo made progress under Abidjan-Lagos Corridor Trade and Transport Facilitation Project (P096407), where the country subscribed to the technical assistance by World Customs Organizations.

### **Sectoral and institutional Context**

Togo has improved its logistics performance quite significantly in recent years. The Port of Lomé, as the gateway seaport, is the only port along the West African coast with a natural depth of 14 meters. The concession to modernize and expand the port became operational in 2014. In addition, also in 2014, the Togolese Revenue Office (OTR) became operational to improve the functioning of customs. These initiatives boosted the logistics performance of Togo, as seen in the World Bank Group (WBG) Logistics Performance Index (LPI). In 2016, Togo's ranking was 92 among the 160 countries studied, up from 139 in 2014. The current ranking puts Togo in the middle of the pack of West African countries (Ghana 88, Nigeria 90, Côte d'Ivoire 95, and Benin 115).

Despite a well-functioning port, Togo's logistics performance can benefit from improvements along the value chain. Although Togo's transport sector is competitive within the region, especially in sea-to-sea transport, continual improvement in logistics efficiency will still be important to retain the country's competitive advantage as a transport hub for the region (particularly given increased competition from neighboring ports). The LPI measures six areas along the logistics value chain: efficiency of customs and border clearance; quality of trade and transport infrastructure; ease of arranging competitively priced shipments; competence and quality of logistics services which includes trucking, forwarding, and customs brokerage; ability to track and trace consignments; and frequency with which shipments reach consignees within scheduled or expected delivery time. Even after the improvement at the port, Togo's performance is still lagging due to poor performance in the areas of Quality of Trade and Transport Infrastructure and Competence and Quality of Logistics Services, in which Togo's score is the lowest of all six areas measured by the LPI. Infrastructure performance is hampered by poor quality and costly electricity and information and communication technology (ICT) services as well as the absence of a railroad (unlike in Côte d'Ivoire, Ghana, Nigeria, and Benin).

Togo has made the least progress on the Logistics Competence LPI score between 2007 and 2016, while making significant progress on the overall LPI score. The overall LPI score went from 2.25 on a scale of 1 to 5 in 2007 to 2.62 in 2016, whereas the Logistics Competence score only moved slightly, from 2.40 to 2.46 in the same period. Togo's regional peers such as Côte d'Ivoire, Burkina Faso and Ghana improved their Logistics Competence scores much more

during the same period.

Strengthening logistics competence implies building the capacity of the logistics workforce in Togo. There are broadly four categories of jobs within the trade and transport logistics: operative logistics; administrative logistics; logistics supervisors; and logistics managers. Capacity building efforts to build the sector so far have been insufficient. Logistics activities are labor-intensive at all levels, and performance is highly dependent on the quantity and quality of the workforce. In Togo, an accreditation or certification program to define the skills needed for each job category and classify the skill level is lacking at all levels: drivers, manager of transport companies, maintenance and mechanic crews, forklift drivers to name a few. Furthermore, schools and training centers are not equipped to train the workforce to reach the required professional levels. For example, Togo does not have any schools which can provide practical training for truck drivers. Currently in Togo, the following actors are involved in goods transport: shippers, freight forwarders, *coxeurs* (transaction facilitators between freight forwarders and drivers), the government (namely the Ministry of Infrastructure and Transport), and drivers' unions. Among drivers, close to 40 percent have only completed elementary school (similar to other workers in the sector), 75 percent did not have prior transport-related training, and 75 percent still did not receive any training once they started working in transport. Operative logistics refers to services like driving trucks and forklifts and warehouse pickers. The workers performing this category of services normally carry out basic operational tasks and do not have staff responsibilities. Administrative logistics services refer to traffic planning, expedition, warehouse clerks, and customs clearing. The tasks are oriented towards information processing and have limited supervisor or managerial responsibilities. Logistics supervisors are the category of logistics services job with frontline responsibility, controlling logistics operations on the road rather than in the office. Examples are shift leaders in warehouses or team leaders in a traffic department. Logistics managers: This category includes managerial staff, with higher-level decision-making responsibility. The extent of these responsibilities can range from junior through middle management roles to board level responsibility for logistics and supply chain strategy.

The logistics sector in Togo today also lacks a well-defined legal and regulatory framework. In the transport sector, there is no permit required to become a driver beyond having an *E* (driving license). A Certificate of Professional Competence (CPC DRIVER as per IRU ACADEMY) which confirms additional professional skills than driving (transport regulations, stowing, etc.) and practical training with driving school trucks do not exist in Togo today. Similarly, a Certificate of Professional Competence (CPC MANAGER as per IRU ACADEMY) to operate a company (either for commercial or own-account) does not exist. A certificate for driving any type of forklifts should also be implemented. On the managerial side, there is no mechanism to certify one's competence to manage a transport company, become a maintenance technician (for industrial vehicles such as trucks and buses, and for logistics, forklifts), or a trainer at a driving school dedicated to training drivers of big trucks. With no formalities to become a trucker, the sector has reached overcapacity, with most trucks undertaking an unprofitable number of trips per year.

Finally, the truck fleet in Togo (the main mode of transporting goods) is very old, and transporters lack access to finance for newer trucks. The registration record of trucks in Togo shows an average of 22 years old, and a survey commissioned by the Bank indicated 17 years, with 43 percent of the surveyed operators using trucks older than 17 years. These older trucks are likely to have more mechanical problems, and any delay in delivery has cost. Furthermore, a major

breakdown could mean a huge financial burden for small-scale truckers. Older trucks are also less energy efficient and are more frequently involved in road accidents. However, access to finance for truck renewal is hard to come by, and most operators finance new trucks from cash flow, in the absence of bank solutions.

Leasing is a financial tool that could be suitable for financing newer trucks and for which a legal and regulatory framework in Togo is forthcoming. In other parts of the world the use of leasing has become quite common. However, such a financial instrument is not available widely in West Africa yet. If adopted, the leasing law prepared by the Union Economique et Monétaire Ouest Africaine (UEMOA) provides a good framework to undertake leasing activities in Togo. In addition, certain aspects can be improved at the national level. First, there is a need for adequate fiscal measures to ensure that leasing is attractive with regards to the taxation of leases. Second, a system to ensure that assets secured by leases can be seized in the event of default needs to be sufficiently developed. Finally, given its novelty, capacity building will be needed for financial institutions to be able to offer such an instrument and for potential borrowers to become attractive to financial institutions (especially in their ability to account for funds and properly manage their activities as a business). Many informal micro transport operators will need to associate with one another to pool resources and create economies of scale, especially since they are currently unprofitable.

Togo's logistics performance also depends on continued improvement in the efficiency of customs and border clearance. Research shows that time and costs associated with procedures for importing and exporting impact trade even more than time and costs associated with their transport. Although Togo is doing relatively well on various benchmarks related to customs and administrative procedures within the region, there is room for improvement when compared globally. Given the importance of streamlined and efficient customs and administrative procedures in the overall competitiveness of the trade logistics services, further efforts are warranted.

## **C. Proposed Development Objective(s)**

### **Development Objective(s)**

The proposed project aims to improve the efficiency of trade logistics services in Togo.

### **Key Results**

Success in achieving the proposed development objective will be measured by the following outcome indicators: (a) transit time; (b) predictability of transit time; and (c) number of logistics businesses compliant with the reformed legal and regulatory environment.

## **D. Project Description**

Project activities and projected outcomes are linked through the following theory of change: Improving the legal and regulatory framework for the Togolese transport and logistics service sector (aligned with regional trade integration efforts) will introduce clear criteria for professionalizing the road transport sector, which combined with capacity development of relevant public and private sector actors through training and certification services will help establish a pool of better qualified licensed truck drivers, thereby reducing the number of truckers allowed to operate in the country. At the same time, Togo's fleet of trucks will be renewed and

reduced in numbers (including through a buy-back scheme for old trucks, a leasing scheme for new ones, and the encouragement of micro-operators to form associations). These measures combined will increase the efficiency of the system, in the sense that fewer and more modern trucks will be operating in the country, with hence increased productivity: Reduced idle time increases the efficiency of trucks by improving the annual distance traveled per truck, thereby improving their revenues. Through complementary support to trade facilitation in line with the WTO TFA, namely customs and transit clearance procedures, the project is expected to reduce port dwell time in Lomé as well as transit time to Burkina Faso on the Lomé-Ouagadougou corridor, which again would contribute to increased sector efficiency. As a result of these improvements, it is expected that (i) the total time to import in and export from Togo will go down, eventually generating cost savings for the private sector, and (ii) the frequency with which shipments reach consignees within expected or scheduled delivery times will improve, eventually generating additional cost savings from reduced uncertainty.

**Component Name**

Strengthening the road transport and logistics services sector

**Comments (optional)**

**Component Name**

Improving trade facilitation

**Comments (optional)**

**Component Name**

Project Management

**Comments (optional)**

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

The project will be nationwide.

**F. Environmental and Social Safeguards Specialists**

Abdoul Wahabi Seini (GSU01)

Abdoulaye Gadiere (GEN07)

**II. Implementation**

**Institutional and Implementation Arrangements**

Proposed activities require the engagement of several sectoral ministries. The Ministry of Commerce is responsible for improving the Société d'Exploitation du Guichet Unique pour le Commerce Extérieur au Togo (SEGUCE) and implementing the WTO TFA (Bali Accord) as well as for fostering vocational training for logistics while the Ministry of Transport is responsible for formalizing the road transport industry and opening the freight market. The proposed activities are fully aligned with the National Strategy for Road Transport championed by the Ministry of

Transport, which will be adopted soon. The Ministry of Transport already hosts a national committee for transport facilitation, established by the Economic Community of West African States, whereas the Ministry of Commerce is in the process of setting up a national committee of trade facilitation, dedicated to the implementation of the Bali Accord. Customs falls under the Ministry of Finance.

Given the multi-sectoral nature, project governance will be structured in two layers of the project that requires strong coordination capabilities, the Government authorities designated the Ministry of Planning as the implementing agency of the project. In addition to its coordination role in the government that positions her as a strong candidate to house the project, the ministry of planning has a track record of implementing a similar project (Abidjan-Lagos Corridor project) that involved the same variety of stakeholders.

The PCU will be housed inside the Ministry of Planning, with a team of dedicated staff, which may be either direct hire staff or consultants, but solely dedicated to implementation of the Project.

### III. Safeguard Policies that might apply

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	The project aims at supporting the fleet renewal activity and the associated vehicles' scrappage mechanism. This activity may induce potential environment adverse impacts. In addition to that a training center will also be rehabilitated within this project. Consequently, an Environmental and Social Impact Assessment (ESIA) has been developed for the training center because its exact location is already known within an enclosed public domain. For those investments whose locations remain to be determined later, including for the truck scrapping yard, vehicle inspection center and offices, an Environmental and Social Management Framework (ESMF) has been prepared. After their preparation, both safeguard instruments have been reviewed by the Bank's specialist, consulted upon and disclosed within Togo on February XXXX, 2017. Thereafter, these documents have also been disclosed at the World Bank's Website on February XXXXX, 2017.
Natural Habitats OP/BP 4.04	No	The policy is not triggered under the proposed project
Forests OP/BP 4.36	No	The project will not expected to have any impact on forest
Pest Management OP 4.09	No	The project does not involve pest management.
Physical Cultural Resources OP/BP 4.11	No	The project activities are not expected to infringe or impact any cultural artifacts in its targeted area
Indigenous Peoples OP/BP 4.10	No	There are no indigenous people in Togo
Involuntary Resettlement OP/BP	Yes	The project invests in a scrapping site of trucks but the exact location is yet unknown. A Resettlement Policy Framework

4.12		(RPF) was prepared in accordance with national laws and policies and World Bank OP 4.12 on Involuntary Resettlement and based on consultations with the main stakeholders. This RPF describes the potential impacts and affected populations, the consultation process, the mitigation measures, and budget, as well as the implementation and monitoring arrangements. This will help identify project impacts, facilitate consultation with various stakeholders, develop necessary mitigation measures, and put in place implementation arrangements. During implementation, the project planning will include a social assessment and the development of a Resettlement Action Plan.
Safety of Dams OP/ BP 4.37	No	The project will not finance any dam construction.
Projects on International Waterways OP/BP 7.50	No	The project will not finance any activities with impacts on international waterways.
Projects in Disputed Areas OP/BP 7.60	No	The project will not finance any activities in disputed areas.

#### IV. Key Safeguard Policy Issues and Their Management

##### A. Summary of Key Safeguard Issues

<p><b>1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:</b></p> <p>The proposed project is primarily TA, and it is not expected to cause long-term irreversible adverse environmental impacts. The activities that may induce potential environment and social adverse impacts are vehicle scrapping, rehabilitation of a training center. For the truck scrapping scheme that the proposed project is directly supporting, most of the parts of the old trucks that will be scrapped will be salvaged and recycled for export. Only small part of the salvaged materials such as oils, grease and brake pads will need to be managed properly. In addition, taking into account the limited quantities of trucks (about 300) that will be scrapped under the proposed project, only one scrap yard will most likely be required. For social safeguard, the main adverse impact is the need for land acquisition for a truck scrapping site. The project will require land; however, the exact location is not yet known. Depending on the choice of the site, there may be an implication of resettlement.</p>
<p><b>2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:</b></p> <p>No long-term adverse impacts due to project activities are foreseen on the environmental side. On the contrary, the proposed project is supporting a truck renewal scheme, which directly supports the reduction of transport greenhouse gases, a key factor in global warming. This is because on average the new trucks that will replace the old trucks emit about 30-35% less greenhouse emissions. In addition, the proposed projects focus truck renewal and road safety should increase the safety of people living in Togo, by reducing the frequency of accidents due to the circulation of old unsafe trucks. Finally, the proposed project activities will also have a positive impact on health for people due to reduced air and noise pollution from trucks. For social safeguard, the</p>

<p>potential impact will largely depend on the choice of the site for scrapping site, which is not yet identified.</p>
<p><b>3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.</b></p>
<p>For the truck scrapping scheme that the proposed project is directly supporting, most of the parts of the old trucks that will be scrapped will be salvaged and recycled for export. Only small part of the salvaged materials such as oils, grease and brake pads will need to be managed properly. In addition, taking into account the limited quantities of trucks (about 300) that will be scrapped under the proposed project, only one scrap yard will most likely be required.</p>
<p><b>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.</b></p>
<p>The project was rated as EA category B and triggers three (3) safeguards policies which are OP/BP 4.01; OP/BP4.11, and OP/PB 4.12. With regard to the training center whose location is known, the borrower has developed an Environmental and Social Impacts Assessment (ESIA). As for the remaining activities for which the exact geographic locations are not yet determined with certainty, the Government has prepared an Environmental and Social Management Framework (ESMF) and a Resettlement Policy Framework (RPF) in compliance with the core requirements of the triggered safeguards policies: OP/BP 4.01 (Environmental Assessment), and OP/BP 4.12 (Involuntary Resettlement)</p> <p>The ESIA of the training center has identified the main environmental and social adverse impacts as well as the positive impacts. To deal with adverse impacts, mitigation measures were developed and an institutional framework with key roles and responsibilities was set up. Finally, the Environmental and Social Management Plan (ESMP) in ESMF includes a budget of each mitigation measure proposed. The ESIA was commented on and approved by the National Agency of Environment Management (ANGE) and by the World bank.</p> <p>The ESMF lays out procedures for screening and mitigating impacts from construction and operation of the training center, and includes the following: (a) checklists of potential environmental and social impacts and their sources; (b) procedures for participatory screening of proposed sites and activities and the environmental and social considerations; (c) procedures for assessing potential environmental and social impacts of the planned project activities; (d) institutional arrangements for mitigating, preventing, and managing the identified impacts; (e) typical environmental management planning process for addressing negative externalities in the course of project implementation; (f) a system for monitoring the implementation of mitigation measures; and (g) recommended capacity building measures for environmental planning and monitoring of project activities.</p> <p>The RPF document outlines the principles and procedures for resettlement and or compensation of subproject-affected people, and establishes standards for identifying, assessing and mitigating negative impacts of program supported activities. In addition, the RPF will guide the preparation and implementation of RAPs for each individual sub project that triggers the involuntary resettlement policy. Specific ESIA and RAPs will be prepared for relevant activities before project implementation along with Environmental and Social Management Plans (ESMPs).</p> <p>During the project implementation phase, and well before the start of on the ground start of the scrapping process, an ESIA will be prepared by the selected contractor as part of his due diligence/ selection process. The ESIA, which will include an ESMP, will be reviewed by the ANGE by the</p>

<p>World Bank The mitigation measures proposed in the ESMP will be strictly implemented by the contractor through clear contractual clauses in his contract, so as to mitigate the likely environmental impacts caused by the scrapping process identified in the ESIA.</p> <p>In addition, Environmental Audits will be conducted on a regular basis to make sure the ESMP for the truck scrapping facility is being properly implemented, and any unidentified adverse impacts, are handled in a proper and efficient manner. Each Environment Audit report prepared during the implementation of the proposed project will be reviewed and validated by both the Togolese Environmental Agency and the World Bank.</p>
<p><b>5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.</b></p>
<p>The preparation phases of the training center's ESIA, the ESMF and the RPF have necessitated extensive consultations with relevant stakeholders such as the Ministry of transport, Ministry of economy and Finance, customs services, transporters, customers, populations living along main roads, NGO, etc. Their viewpoints, comments and recommendations have been reflected in the final versions of the three safeguard instruments. In addition, the Government has confirmed that it will regularly consult stakeholders during the preparation of ESIA as well as the RAP for the selected scrap yard.</p>

### **B. Disclosure Requirements**

<b>Environmental Assessment/Audit/Management Plan/Other</b>	
Date of receipt by the Bank	09-Feb-2017
Date of submission to InfoShop	23-Feb-2017
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	
"In country" Disclosure	
Togo	28-Feb-2017
<i>Comments:</i> It was published on Togo Press and the website of Ministry of Transport and Ministry of Plan.	
<b>Resettlement Action Plan/Framework/Policy Process</b>	
Date of receipt by the Bank	13-Feb-2017
Date of submission to InfoShop	27-Feb-2017
"In country" Disclosure	
Togo	28-Feb-2017
<i>Comments:</i> It was published on Togo Press and the website of Ministry of Transport and Ministry of Plan.	
<b>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.</b>	
<b>If in-country disclosure of any of the above documents is not expected, please explain why:</b>	

### C. Compliance Monitoring Indicators at the Corporate Level

<b>OP/BP/GP 4.01 - Environment Assessment</b>			
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"/> ]
<b>OP/BP 4.12 - Involuntary Resettlement</b>			
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 type="checkbox"/> ]	No [ <input type="checkbox"/> ]	TBD [ <input checked="" type="checkbox"/> ]
Provided estimated number of people to be affected			
<b>The World Bank Policy on Disclosure of Information</b>			
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"/> ]
<b>All Safeguard Policies</b>			
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"/> ]

### V. Contact point

#### World Bank

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Title: Head

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**Borrower/Client/Recipient**

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**VII. Approval**

Task Team Leader(s):	Name: Maiko Miyake, Anne Cecile Sophie Souhaid	
<b><i>Approved By</i></b>		
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Practice Manager/ Manager:	Name: Rashmi Shankar (PMGR)	Date: 28-Feb-2017
Country Director:	Name: Pierre Frank Laporte (CD)	Date: 28-Feb-2017