

RESTRUCTURING PAPER
ON A
PROPOSED PROJECT RESTRUCTURING
OF
CEMAC - TRANSPORT-TRANSIT FACILITATION
APPROVED ON JUNE 26, 2007
TO

REPUBLIC OF CAMEROON, REPUBLIC OF CHAD AND CENTRAL AFRICAN REPUBLIC

TRANSPORT & DIGITAL DEVELOPMENT

AFRICA

Regional Vice President:	Makhtar Diop
Country Director:	Elisabeth Huybens
Senior Global Practice Director:	Jose Luis Irigoyen
Practice Manager/Manager:	Nicolas Peltier-Thiberge
Task Team Leader:	Pierre Xavier Bonneau, Marc Marie Francois Navelet Noualhier, Peter Ngwa Taniform



ABBREVIATIONS AND ACRONYMS

AF	Additional Financing
ARSCI	Africa Road Safety Corridor Initiative
CAR	Central African Republic
CDRMP	Chad Domestic Resources Mobilization Project
CEMAC	The Central African Economic and Monetary Community
CEMAC TTFP	CEMAC Transport and Transit Facilitation Project
DG	Director General
ESMF	Environmental and Social Management Framework
ESMP	Environmental and Social Management Plan
GBV	Gender Based Violence
GRM	Grievance Redress Mechanism
GoCh	Government of Chad
GUCE	Guichet Unique pour le Commerce Extérieur (single window)
MOU	Memorandum of Understanding
PDO	Project Development Objective
RPF	Resettlement Policy Framework
TTF	Transport and Transit Facilitation



Note to Task Teams: The following sections are system generated and can only be edited online in the Portal.

BASIC DATA

Product Information

Project ID P079736	Financing Instrument Investment Project Financing
Original EA Category Partial Assessment (B)	Current EA Category Partial Assessment (B)
Approval Date 26-Jun-2007	Current Closing Date 31-Jan-2019

Organizations

Borrower Republic of Cameroon, Republic of Chad and Central African Republic	Responsible Agency Ministry of Public Works Cameroon, Ministry of Infrastructure Chad
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Project Development Objective (PDO)

Original PDO

The objective of the Project is to facilitate regional trade among the Member States and improve the Central African Republic's, the Republic of Cameroon's and the Republic of Chad's access to world markets.

Current PDO

The objective of the Project is to facilitate regional trade among the Member States and improve the Central African Republic's, the Republic of Cameroon's, and the Republic of Chad's access to world markets.

Summary Status of Financing

Ln/Cr/Tf	Approval	Signing	Effectiveness	Closing	Net Commitment	Disbursed	Undisbursed
IDA-51460	26-Jul-2012	02-Oct-2012	27-Dec-2012	31-Jan-2019	123.40	22.82	92.89
IDA-H7980	26-Jul-2012	02-Oct-2012	27-Dec-2012	31-Jan-2019	1.60	1.10	.44



IDA-49870	23-Jun-2011	28-Oct-2011	21-Dec-2011	31-Jan-2019	112.00	31.71	71.94
IDA-46590	05-Nov-2009	29-Jan-2010	08-Apr-2010	31-Jan-2019	150.00	98.00	43.56
IDA-H5220	05-Nov-2009	11-Dec-2009	05-Feb-2010	31-Jan-2019	67.00	63.95	1.68
IDA-43370	26-Jun-2007	15-Nov-2007	11-Jul-2008	31-Jan-2019	147.00	138.05	10.41
IDA-H3140	26-Jun-2007	14-Sep-2007	05-Dec-2007	31-Jan-2019	24.00	25.09	0
IDA-H3150	26-Jun-2007	29-Aug-2007	25-Jan-2008	31-Jan-2019	30.00	22.75	6.64

Policy Waiver(s)

Does this restructuring trigger the need for any policy waiver(s)?

No

Note to Task Teams: End of system generated content, document is editable from here.

I. PROJECT STATUS

1. The implementation of the CEMAC Transport and Transit Facilitation Project (CEMAC TTFP; P079736) continues to be rated Unsatisfactory due to (i) the challenging security situation in Northern Cameroon and the Central African Republic (CAR), which is affecting the implementation of the project-financed road works; and (ii) the road works component in Chad, which has experienced delays due to poor performance by the contractor and the inability to mobilize related counterpart funding by the Government of Chad (GoCh) (75% of total project financing) due to the country's ongoing fiscal challenges as a consequence of the drop in oil price. This have resulted in the cancellation of the road works contract by the GoCh.
2. The progress towards achievement of the Project Development Objective (PDO) remains Moderately Unsatisfactory. A brief description of implementation by component is as follows:
 - a. **Component A (Roads and Railways Infrastructure Improvement):** (i) In CAR: the Baoro-Bouar road rehabilitation works contract is now signed and the mobilization of the contractor and supervision engineer is ongoing. After a successful first phase, a second phase of an US\$8 million labor-intensive program for the rehabilitation of urban roads in Bangui is now being implemented, which will provide jobs for unemployed youth, improve basic road infrastructure in the capital city, as well as promote social cohesion; (ii) in Cameroon: besides the resumption of the Mora-Dabanga-Kousseri road works, the Ngaoundéré-Garoua and Mbéré-Ngaoundéré road works have been successfully completed and handed over to the Government. The final payment certificates are yet to be endorsed and paid; and (iii) in Chad, the Bongor – Ere – Kelo road works contract has been terminated by the GoCh due to the poor performance of the contractor and the difficulties in mobilizing counterpart funding given the worsening fiscal situation resulting from the drop-in oil



price. As of now, the GoCh does not have the capacity to finance the works. Some maintenance is being carried out under the Road Fund financing to ensure all weather accessibility.

- b. **Component B (Transit and Transport Facilitation (TTF) Activities):** Along with the implementation of the TTF activities of the Project, specific attention is now paid to the strengthening of the regional dialogue on TTF between the Customs and Transport administrations of the three countries involved to support the implementation of the new CEMAC transit regime. The CEMAC transit regime is yet to be fully operational despite its endorsement by the CEMAC regional economic commission in 2010. In the meantime, the Cameroon customs are about to shift to a new customs system which will require Chad and CAR to adjust theirs to be able to reconcile their customs information data with Cameroon's. The Bank is helping foster a dialogue among the Director Generals (DGs) of the three countries to reinforce the sustainability of investments and ensure consistency. Meaningful results have been achieved including the automation of trade clearance procedures under the single window (Guichet Unique pour le Commerce Extérieur, GUCE), e.g. from zero during project kickoff to more than 45 automated clearance procedures today in Cameroon. The capacity of the various key stakeholders has been reinforced and synergies strengthened.
- c. **Component C (Customs and Transport Sector Institutional Strengthening and Capacity Building):** The World Bank signed a Memorandum of Understanding (MoU) in January 2010 to establish a partnership to pursue the global agenda on road safety along main transit and transport development corridors in Africa. The partnership leverages collective and specialized knowledge and experience as a means of addressing road safety issues. This initiative is being rolled out along two of the busiest and most hazardous corridors of the continent, namely the Northern Corridor (in Kenya, Uganda, Rwanda and Burundi) and the Central Corridor (in Cameroon, Central African Republic and Chad). The project-financed activities complemented the MOU and promoted capacity building and other activities for improved road safety results. It equally set up a partnership model that brings together the dispersed road safety activities of the public, private, humanitarian sector and civil society. Discussions are ongoing in Chad and CAR to replicate the lessons learned, best practices and results achieved in Cameroon under the "Africa Road Safety Corridor Initiative" (ARSCI), which has achieved good results. For example, (i) the dialogue and support to civil society/NGOs led to the creation of a coalition of 35 NGOs who are currently active in road safety activities; (ii) the partnership with the private sector led to the creation of the Safe Way Right Way (SWRW) Foundation in Cameroon, which is a forum for sharing knowledge and best practices on traffic accident prevention among the members (10 major transport companies). Specific deliverables from Component C include:
 - i. Preparation of National Road Safety Strategy and Priority Action Plan in Chad;
 - ii. Setting up of accident databases in the Ministry of Infrastructure, Transport and Civil Aviation (MITAC) and the Ministry of Health, Police and Gendarmerie in Chad;
 - iii. Design and implementation of a centralized road crash database and research center in Cameroon;
 - iv. Design of a pilot school curriculum on road safety for Engineering schools in Cameroon;
 - v. Study on the harmonized system of access to the profession by freight transport operators in CEMAC member states;
 - vi. Study on the harmonized system for freight vehicles driver training and training of trainers' programs;
 - vii. Capacity-building and skills building for managers in the transport sector;
 - viii. Workshop to improve and consolidate the skills and performance of key transport and road safety stakeholders from the six member countries of the CEMAC Commission (June 2013);



- ix. Training workshop on road safety and sharing of best practices for the prevention of road accidents for managers from the three countries (Cameroon, Chad and the Central African Republic) sharing the Central Corridor: Douala-N'Djamena/Douala/Bangui (October 2014).
3. The project is in compliance with key covenants, including audit and financial management reporting requirements. The original project financing (covering Cameroon, CAR, and Chad) has disbursed 90.4% of its total funding of XDR132.9million; the first Additional Financing (AF; covering Cameroon, and CAR) has disbursed 71.1% of a total of XDR138.6million; the second AF (covering Cameroon) has disbursed 18.6% of a total of XDR\$70.7million; and the third AF (covering CAR) has disbursed 7.32% out of a total of XDR80.7million. The project has complied with all fiduciary, environmental, and social safeguard requirements. Financial management and procurement have been carried out in accordance with the Bank Financial Management and Procurement Guidelines. Specific safeguard instruments have been designed, approved and are being implemented within the challenging security context, with specific emphasis on gender-based violence (GBV), operational health and safety and grievance redress mechanisms (GRM).

II. DESCRIPTION OF PROPOSED CHANGES

4. This Restructuring Paper seeks approval to restructure the CEMAC TTFP for Chad (Grant no. H315-CD). The purpose is to reallocate the financing previously assigned to: (i) the supervision activities of the Guelendeng-Bongor road works, which is no longer feasible given cancellation of the road contract due to the worsening fiscal situation and the inability of the GoCh to provide financing for it; and (ii) the National Transport Strategy update, which can no longer be executed within the project's timeframe because the activity is still at a very early stage of preparation.
5. This proposed reallocation will optimize available funds through the implementation of strategic activities geared towards meeting the overall PDO. The restructuring proposes to use the remaining project funds to support: (i) the payment of arrears and finalization of ongoing construction of the new Directorate General of Customs building; (ii) the implementation of the new transit regime; (iii) the payment of committed payments relating to the Guelendeng-Bongor road works supervision contract; and (iv) road safety activities.
6. This proposed Level 2 restructuring would involve a reallocation between expense categories. The proposed new activities are expected to be completed within 9 months, before the project closing date.
7. The restructuring will also amend the results framework to take into account the cancellation of the road works by the GoCh, which will impact the following intermediate indicators: "Roads rehabilitated – non-rural" and "Roads in good and fair condition as a share of total classified roads." A new intermediate indicator is added for the construction of the customs building.

III. RATIONALE FOR RESTRUCTURING

8. **(i) The payment of arrears and finalization of ongoing construction of the new Directorate General of Customs building.** The rehabilitation of the customs facility was initially planned under the project. The construction of the



new customs building was requested to be included as part of CEMAC TTFP after a fire destructed the customs headquarters in early 2010. Following the incident, the offices of the Directorate General of Customs were scattered around N'Djamena, making daily operations and coordination of customs activities challenging. Construction began with government financing but the worsening fiscal situation resulted in the GoCh not being able to fully pay for the investment. The current physical completion rate of the building is of 28%. The proposed reallocation will commit IDA financing to complete the construction of the customs building. The need for the customs administration and staff to be housed within a single, permanent, and secure working environment is warranted as it would support the coordination of customs activities, improve the overall efficiency and productivity of the customs department, as well as facilitate the implementation of the new transit regime.

9. The new building will also help to address another critical challenge, the lack of skilled staff in the customs administration. Intensive and long-term training programs are needed to develop the required capacity to efficiently implement the CEMAC new transit regime, build a professional and effective customs administration, as well as coordinate among the various transit actors involved in the transit regime implementation. It will also facilitate the execution of the Administrative Mutual Assistance Agreement signed with Cameroon in August 2016 - which will facilitate landlocked Chad's access to world markets. In terms of logistics, the new customs building will be the optimal solution to house and facilitate the implementation of such programs.
10. The construction of the customs building has implications beyond the CEMAC TTFP, including benefiting other interventions such as the Chad Domestic Resources Mobilization Project (CDRMP), which has an objective to improve tax and customs revenue collection and management.
11. The scope of activities and the environmental risks within the restructuring remain the same, no new environmental and social safeguards policies need to be triggered aside from those currently triggered, namely OP/BP 4.01 Environmental Assessment and OP/BP 4.12 Involuntary Resettlement, and for which subsequent safeguards instruments were prepared (ESMF and RPF) to guide the project. Consequently, the project remains a category B and retains, despite being disclosed earlier, the same safeguards instruments.
12. The works in Chad on the customs building were started, but given that time passed since the halting of works on the customs building, the project will carry out proper due diligence on safeguards prior to the resumption of works. A revised site-specific Environmental and Social Management Plan (ESMP), acceptable to the Bank, will be prepared by the contractor to ensure that the remaining civil works are properly managed. The site-specific ESMP will include a summary of how environmental and social risks were managed prior to the cessation of activities and measures that were taken to close the site to avoid negative environmental and social impacts as well as a checklist of measures that will be followed during implementation. The ESMP will be reviewed, approved by the Bank and redisclosed prior to the resumption of works. The contract between the Borrower and the construction firm will be revised to include specific conditions related to GBV, GRM, labor influx, Code of Conduct and Operational Health and Safety in alignment with latest World Bank guidance.
13. **(ii) The implementation of the new transit regime.** Cameroon customs are about to shift to a new customs system which will require Chad to adjust theirs to be able to reconcile their customs information and data. The implementation of a new CEMAC transit regime requires the development and adoption of customs information systems. CEMAC TTFP will support the interconnection of the customs information systems of Cameroon and Chad, which will improve the fluidity of transit cargo on the Douala-Ndjamena corridor through the elimination of all tariff and non-tariff barriers. Other investments, funded under the CDRMP, will include the upgrading of



ASYCUDA, the customs risk management system, and ensuring connectivity between all regional customs offices and headquarters. The planned investments will also support electronic data exchange between Customs, Treasury and Income Tax departments through the interconnection of their respective IT systems. Other systems such as an electronic cargo tracking system are currently under consideration by the GoCh. The customs building will help ensure operations are carried out in a safe and secure, efficient and sustainable manner, as the design of the customs building is made to accommodate required specificities.

14. **(iii) The payment of committed payments relating to the Guelengdeng-Bongor road works supervision contract.** The proposed restructuring would settle the payments relating to the Guelengdeng-Bongor road works supervision contract. Notably, the supervision consultant was supposed to provide control and monitor the works relating to (i) the Bongor-Ere-Kelo-Moundou road section (IDA and GoCh financed); and the (ii) Guelengdeng-Bongor road section (GoCh financed). The payments are related to the services performed until the (i) the Bongor-Ere-Kelo-Moundou works contract was terminated; and (ii) the demobilization of the contractor on the Guelengdeng-Bongor section, following the inability of the GoCh to mobilize related funding for the road works.
15. **(iv) Road safety activities.** Given the significant results already achieved with regard to road safety, and the need to ensure their replicability and sustainability, the project will pursue key activities to further enhance the road safety situation in Chad. The identified activities are based on lessons learned and implemented actions from Chad's National Road Safety Strategy elaborated under the project. The planned activities will help enhance institutional reforms to promote policy making in a multi-sectoral context through:
- a. operationalization of the National Road Safety lead agency in Chad;
 - b. establishment of a framework for the replication/implementation of the Cameroon private sector and civil society initiatives/models in Chad;
 - c. involvement of civil society/NGOs in road safety activities under road construction projects as well as promoting their activities in the sector;
 - d. fostering advocacy at very high governmental level to ensure full ownership and sustainability of achievements;
 - e. mainstreaming road safety as priority activity in road investments at national level;
 - f. enhancing data collection and analysis at national level by complementing existing road traffic crashes databases and the establishment of a centralized longer-term sustainable robust road safety data management system;
 - g. fostering road safety reforms and the efficient administration of drivers licensing, and application of highway codes;
 - h. providing technical assistance to the public and private sectors and civil society to enhance road safety capacity and performance.

Note to Task Teams: The following sections are system generated and can only be edited online in the Portal.



IV. SUMMARY OF CHANGES

	Changed	Not Changed
Change in Results Framework	✓	
Change in Components and Cost	✓	
Reallocation between Disbursement Categories	✓	
Change in Disbursement Estimates	✓	
Change in Implementing Agency		✓
Change in DDO Status		✓
Change in Project's Development Objectives		✓
Change in Loan Closing Date(s)		✓
Cancellations Proposed		✓
Change in Disbursements Arrangements		✓
Change in Overall Risk Rating		✓
Change in Safeguard Policies Triggered		✓
Change of EA category		✓
Change in Legal Covenants		✓
Change in Institutional Arrangements		✓
Change in Financial Management		✓
Change in Procurement		✓
Change in Implementation Schedule		✓
Other Change(s)		✓
Change in Economic and Financial Analysis		✓
Change in Technical Analysis		✓
Change in Social Analysis		✓
Change in Environmental Analysis		✓

IV. DETAILED CHANGE(S)

RESULTS FRAMEWORK

Project Development Objective Indicators



Average time from ship readiness to unload to final destination for an imported container, on the corridor targeted by the project

Unit of Measure: Days

Indicator Type: Custom

	Baseline	Actual (Current)	End Target	Action
Value	15.00	7.00	12.00	No Change
Date	01-Jan-2007	31-Oct-2017	31-Jan-2019	

Douala-Ndjamena

Unit of Measure: Days

Indicator Type: Custom Breakdown

	Baseline	Actual (Current)	End Target	Action
Value	15.00	9.22	12.00	No Change
Date	01-Jun-2007	31-Oct-2017	31-Jan-2019	

Douala-Bangui

Unit of Measure: Days

Indicator Type: Custom Breakdown

	Baseline	Actual (Current)	End Target	Action
Value	10.00	5.00	8.00	No Change
Date	01-Jun-2007	31-Oct-2017	31-Jan-2019	

Customs operations carried out electronically for goods in transit

Unit of Measure: Percentage

Indicator Type: Custom

	Baseline	Actual (Current)	End Target	Action
Value	0.00	100.00	100.00	No Change
Date	01-Jun-2007	31-Oct-2017	31-Jan-2019	

Garoua Boulai

Unit of Measure: Percentage

Indicator Type: Custom Breakdown

	Baseline	Actual (Current)	End Target	Action
Value	0.00	100.00	100.00	No Change



Date	01-Jun-2007	31-Oct-2017	31-Jan-2019	
Kousseri				
Unit of Measure: Percentage				
Indicator Type: Custom Breakdown				
	Baseline	Actual (Current)	End Target	Action
Value	0.00	100.00	100.00	No Change
Date	01-Jun-2007	31-Oct-2017	31-Jan-2019	

Douala				
Unit of Measure: Percentage				
Indicator Type: Custom Breakdown				
	Baseline	Actual (Current)	End Target	Action
Value	0.00	100.00	100.00	No Change
Date	01-Jun-2007	31-Oct-2017	31-Jan-2019	

Moundou				
Unit of Measure: Percentage				
Indicator Type: Custom Breakdown				
	Baseline	Actual (Current)	End Target	Action
Value	0.00	100.00	100.00	No Change
Date	01-Jun-2007	31-Oct-2017	31-Jan-2019	

Intermediate Indicators

Number of key bridges rehabilitated or rebuilt by IDA				
Unit of Measure: Number				
Indicator Type: Custom				
	Baseline	Actual (Current)	End Target	Action
Value	0.00	5.00	5.00	No Change
Date	30-Apr-2011	31-Oct-2017	31-Jan-2019	

Douala port operational and transactional dwell times				
Unit of Measure: Days				



Indicator Type: Custom				
	Baseline	Actual (Current)	End Target	Action
Value	7.00	17.00	6.00	No Change
Date	30-Apr-2011	31-Oct-2017	31-Jan-2019	

Publication of key customs statistics in a media acceptable to the Bank (newspaper or most likely Internet). Unit of Measure: Yes/No Indicator Type: Custom				
	Baseline	Actual (Current)	End Target	Action
Value	No	No	Yes	No Change
Date	15-Mar-2007	31-Oct-2017	31-Jan-2019	

Annual publication of customs statistics in CAR Unit of Measure: Yes/No Indicator Type: Custom Breakdown				
	Baseline	Actual (Current)	End Target	Action
Value	No	No	Yes	No Change
Date	30-Apr-2011	31-Oct-2017	31-Jan-2019	

Annual publication of customs statistics in Chad Unit of Measure: Yes/No Indicator Type: Custom Breakdown				
	Baseline	Actual (Current)	End Target	Action
Value	No	No	Yes	No Change
Date	30-Apr-2011	31-Oct-2017	31-Jan-2019	

Quarterly publication of customs statistics in Cameroon Unit of Measure: Yes/No Indicator Type: Custom Breakdown				
	Baseline	Actual (Current)	End Target	Action
Value	No	Yes	Yes	No Change
Date	30-Apr-2011	31-Oct-2017	31-Jan-2019	

Roads rehabilitated, Non-rural



Unit of Measure: Kilometers
Indicator Type: Custom

	Baseline	Actual (Current)	End Target	Action
Value	0.00	266.00	446.00	Revised
Date	30-Jun-2007	31-Oct-2017	31-Jan-2019	

Baoro - Bangui

Unit of Measure: Kilometers
Indicator Type: Custom Breakdown

	Baseline	Actual (Current)	End Target	Action
Value	0.00	90.00	217.00	No Change
Date	30-Jun-2007	31-Oct-2017	31-Jan-2019	

Fambele - Bouar

Unit of Measure: Kilometers
Indicator Type: Custom Breakdown

	Baseline	Actual (Current)	End Target	Action
Value	0.00	33.00	27.00	No Change
Date	30-Jun-2007	31-Oct-2017	31-Jan-2019	

Fambele - Baboua

Unit of Measure: Kilometers
Indicator Type: Custom Breakdown

	Baseline	Actual (Current)	End Target	Action
Value	0.00	34.00	34.00	No Change
Date	30-Jun-2007	31-Oct-2017	31-Jan-2019	

Mbere - N'Gaoundere

Unit of Measure: Kilometers
Indicator Type: Custom Breakdown

	Baseline	Actual (Current)	End Target	Action
Value	0.00	89.00	86.00	No Change



Date	30-Jun-2007	31-Oct-2017	31-Jan-2019
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Bongor - Moundou
Unit of Measure: Kilometers
Indicator Type: Custom Breakdown

	Baseline	Actual (Current)	End Target	Action
Value	0.00	72.00	72.00	Revised

Date	30-Jun-2007	19-Apr-2018	31-Jan-2019
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N'Gaoundere - Garoua
Unit of Measure: Kilometers
Indicator Type: Custom Breakdown

	Baseline	Actual (Current)	End Target	Action
Value	0.00	10.00	10.00	No Change

Date	30-Jun-2007	31-Oct-2017	31-Jan-2019
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Ratio of staff costs to traffic revenue
Unit of Measure: Percentage
Indicator Type: Custom

	Baseline	Actual (Current)	End Target	Action
Value	0.00	25.09	24.00	No Change

Date	31-Dec-2007	31-Oct-2017	31-Jan-2019
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Debt service coverage ratio of CAMRAIL
Unit of Measure: Number
Indicator Type: Custom

	Baseline	Actual (Current)	End Target	Action
Value	1.40	1.71	1.40	No Change

Date	31-Dec-2006	31-Oct-2017	31-Jan-2019
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Availability of CAMRAIL's CC locomotives
Unit of Measure: Percentage
Indicator Type: Custom

	Baseline	Actual (Current)	End Target	Action
Value	76.90	80.30	80.00	No Change



Date	31-Dec-2006	31-Oct-2017	31-Jan-2019	
Cumulated length of railway slow down in effect for mor than 90 days Unit of Measure: Kilometers Indicator Type: Custom				
	Baseline	Actual (Current)	End Target	Action
Value	2.40	2.74	4.00	No Change
Date	31-Dec-2006	31-Oct-2017	31-Jan-2019	
Average turnarounds Unit of Measure: Number Indicator Type: Custom				
	Baseline	Actual (Current)	End Target	Action
Value	20.00	21.00	24.00	No Change
Date	01-Jun-2007	31-Oct-2017	31-Jan-2019	
Douala - Bangui corridor (number) Unit of Measure: Number Indicator Type: Custom Breakdown				
	Baseline	Actual (Current)	End Target	Action
Value	20.00	21.00	24.00	No Change
Date	01-Jun-2007	31-Oct-2017	31-Jan-2019	
Douala - N'Djamena corridor (number) Unit of Measure: Number Indicator Type: Custom Breakdown				
	Baseline	Actual (Current)	End Target	Action
Value	15.00	9.80	18.00	No Change
Date	01-Jun-2007	31-Oct-2017	31-Jan-2019	
Variance of transit time for imports from the arrival at the port of Doula to N'Djamena & Bangui Unit of Measure: Days Indicator Type: Custom				
	Baseline	Actual (Current)	End Target	Action
Value	6.40	4.00	5.10	No Change



Date	01-Jun-2007	31-Oct-2017	31-Jan-2019
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To Bangui (days)				
Unit of Measure: Days				
Indicator Type: Custom Breakdown				
	Baseline	Actual (Current)	End Target	Action
Value	6.40	4.00	5.10	No Change
Date	01-Jun-2007	31-Oct-2017	31-Jan-2019	

To N'Djamena (days)				
Unit of Measure: Days				
Indicator Type: Custom Breakdown				
	Baseline	Actual (Current)	End Target	Action
Value	8.60	7.93	6.90	No Change
Date	01-Jun-2007	31-Oct-2017	31-Jan-2019	

Customs checkpoints for secured goods				
Unit of Measure: Number				
Indicator Type: Custom				
	Baseline	Actual (Current)	End Target	Action
Value	6.00	3.00	2.00	No Change
Date	01-Jun-2007	31-Oct-2017	31-Jan-2019	

Douala - Bangui corridor				
Unit of Measure: Number				
Indicator Type: Custom Breakdown				
	Baseline	Actual (Current)	End Target	Action
Value	6.00	3.00	2.00	No Change
Date	01-Jun-2007	31-Oct-2017	31-Jan-2019	

Douala - N'Djamena corridor				
Unit of Measure: Number				
Indicator Type: Custom Breakdown				
	Baseline	Actual (Current)	End Target	Action



Value	8.00	4.00	2.00	No Change
Date	01-Jun-2007	31-Oct-2017	31-Jan-2019	
Electronic transmission of the transit documents collected by the Cameroon customs to CAR and Chad customs				
Unit of Measure: Percentage				
Indicator Type: Custom				
	Baseline	Actual (Current)	End Target	Action
Value	0.00	100.00	50.00	No Change
Date	01-Jun-2007	31-Oct-2017	31-Jan-2019	
CAR				
Unit of Measure: Percentage				
Indicator Type: Custom Breakdown				
	Baseline	Actual (Current)	End Target	Action
Value	0.00	100.00	50.00	No Change
Date	01-Jun-2007	31-Oct-2017	31-Jan-2019	
to Chad customs (%)				
Unit of Measure: Percentage				
Indicator Type: Custom Breakdown				
	Baseline	Actual (Current)	End Target	Action
Value	0.00	100.00	50.00	No Change
Date	01-Jun-2007	31-Oct-2017	31-Jan-2016	
Time to release customs bond				
Unit of Measure: Days				
Indicator Type: Custom				
	Baseline	Actual (Current)	End Target	Action
Value	63.00	10.00	30.00	No Change
Date	01-Feb-2007	31-Oct-2017	31-Jan-2019	
Roads in good and fair condition as a share of total classified roads				
Unit of Measure: Percentage				
Indicator Type: Custom				
	Baseline	Actual (Current)	End Target	Action



Value	46.00	70.00	78.00	Revised
Date	01-Jun-2007	31-Oct-2017	31-Jan-2019	

Douala - Bangui Corridor
Unit of Measure: Percentage
Indicator Type: Custom Breakdown

	Baseline	Actual (Current)	End Target	Action
Value	53.00	69.00	77.00	No Change
Date	01-Jun-2007	31-Oct-2017	31-Jan-2019	

Douala - N'Djamena Corridor
Unit of Measure: Percentage
Indicator Type: Custom Breakdown

	Baseline	Actual (Current)	End Target	Action
Value	40.00	71.00	80.00	Revised
Date	01-Jun-2007	31-Oct-2017	31-Jan-2019	

Construction of customs building complete
Unit of Measure: Yes/No
Indicator Type: Custom

	Baseline	Actual (Current)	End Target	Action
Value	No	No	Yes	New
Date	01-Jun-2007	19-Apr-2018	31-Jan-2019	

COMPONENTS

Current Component Name	Current Cost (US\$M)	Action	Proposed Component Name	Proposed Cost (US\$M)
Roads and Railways Infrastructure Improvement	595.40	Revised	Roads and Railways Infrastructure Improvement	588.46
Transit and Transport Facilitation investments	30.80	Revised	Transit and Transport Facilitation investments	36.09



Customs and Transport Sector Institutional Strengthening and Capacity Building	28.80	Revised	Customs and Transport Sector Institutional Strengthening and Capacity Building	30.45
Unallocated	0.00	No Change	Unallocated	0.00
TOTAL	655.00			655.00

REALLOCATION BETWEEN DISBURSEMENT CATEGORIES

Current Allocation	Actuals + Committed	Proposed Allocation	Financing % (Type Total)	
			Current	Proposed
IDA-H3150-001 Currency: XDR				
iLap Category Sequence No: 1	Current Expenditure Category: Works Pt 1 (ii)			
11,586,000.00	6,521,093.14	6,522,000.00	25.00	25.00
iLap Category Sequence No: 2	Current Expenditure Category: Gds, Con Serv Pt 1(v)			
3,238,000.00	3,236,542.42	3,538,000.00	100.00	100.00
iLap Category Sequence No: 3	Current Expenditure Category: Gds,Wks,Con Sv Pt 2 & 3 (excl op)			
1,879,000.00	1,848,294.44	5,508,000.00	100.00	100.00
iLap Category Sequence No: 4	Current Expenditure Category: GDS,WKS,CS PT 3(ii) & (iii)			
889,000.00	874,185.81	1,525,000.00	100.00	100.00
iLap Category Sequence No: 5	Current Expenditure Category: OP. COSTS PT 3			
2,108,000.00	2,183,821.25	2,607,000.00	100.00	100.00
iLap Category Sequence No: 6	Current Expenditure Category: UNALLOCATED			
0.00	0.00	0.00		



Total **19,700,000.00** **14,663,937.06** **19,700,000.00**

DISBURSEMENT ESTIMATES

Change in Disbursement Estimates
Yes

Year	Current	Proposed
2007	0.00	0.00
2008	1,182,547.03	1,182,547.03
2009	4,772,470.58	4,772,470.58
2010	55,255,188.93	55,255,188.93
2011	69,385,555.65	69,385,555.65
2012	59,453,484.55	59,453,484.55
2013	50,540,712.78	50,540,712.78
2014	61,181,690.33	61,181,690.33
2015	22,437,363.25	22,437,363.25
2016	43,250,732.40	43,250,732.40
2017	73,017,355.44	15,532,243.89
2018	73,017,355.74	66,660,308.41
2019	73,017,355.74	102,673,851.10
2020	68,488,187.30	102,673,851.10

Note to Task Teams: End of system generated content, document is editable from here.