



## Cameroon-Chad Transport Corridor (P167798)

WESTERN AND CENTRAL AFRICA | Western and Central Africa | Transport Global Practice |  
IBRD/IDA | Investment Project Financing | FY 2022 | Seq No: 1 | ARCHIVED on 20-Feb-2023 | ISR53118 |

Implementing Agencies: CAMRAIL, Ministère des Infrastructures et du Désenclavement (Ministry for Infrastructure and Opening-up), Ministère des Transports (Ministry of Transport), Republic of Cameroon, Republic of Chad

**Key Dates****Key Project Dates**

Bank Approval Date: 15-Feb-2022

Effectiveness Date: 21-Dec-2022

Planned Mid Term Review Date: 18-Oct-2027

Actual Mid-Term Review Date:

Original Closing Date: 30-Jun-2032

Revised Closing Date: 30-Jun-2032

**Project Development Objectives**

Project Development Objective (from Project Appraisal Document)

The proposed project development objective is to improve the efficiency and safety of regional trade transport along the Douala-N'Djamena intermodal corridor.

Has the Project Development Objective been changed since Board Approval of the Project Objective?

No

**Components Table**

Name

Douala-Yaoundé rail track rehabilitation and railway signaling modernization:(Cost \$368.00 M)

Rail/road connections investments, railway capacity building and road safety:(Cost \$24.10 M)

Road reconstruction, maintenance and safety improvements:(Cost \$389.00 M)

Trade facilitation and project implementation support:(Cost \$34.90 M)

Contingent Emergency Response Component (CERC)

**Overall Ratings**

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	--	<input type="checkbox"/> Moderately Satisfactory
Overall Implementation Progress (IP)	--	<input type="checkbox"/> Moderately Satisfactory
Overall Risk Rating	--	<input type="checkbox"/> Substantial

**Implementation Status and Key Decisions**

In **Chad**, the financing agreement was signed on April 28, 2022 and reached effectiveness on December 21, 2022. The pre-qualification process for the works divided in 2 lots was completed and the bidding documents are under final review before submission to the pre-qualified bidders. Other preparatory activities such as road safety assessment and climate assessment have been finalized and results incorporated in the tender documents. Safeguards activities which are dated covenants are also fully engaged (MGP, VBG, PEPP).

The Cameroon Financing agreement has yet to signed but activities under the PPA are ongoing and would allow the project' activities to start as soon as it becomes effective.



**Risks**

**Systematic Operations Risk-rating Tool**

Risk Category	Rating at Approval	Previous Rating	Current Rating
Political and Governance	High	--	High
Macroeconomic	Substantial	--	Substantial
Sector Strategies and Policies	Substantial	--	Substantial
Technical Design of Project or Program	Moderate	--	Moderate
Institutional Capacity for Implementation and Sustainability	Substantial	--	Substantial
Fiduciary	Substantial	--	Substantial
Environment and Social	Substantial	--	Substantial
Stakeholders	Substantial	--	Substantial
Other	--	--	--
Overall	Substantial	--	Substantial

**Results**

**PDO Indicators by Objectives / Outcomes**

Improve efficiency of regional trade transport along the Douala-N'Djamena intermodal corridor				
► Freight transit time from departing the Port of Douala to arriving in N'Djamena along the project intermodal corridor (Days) (Days, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	20.00	--	20.00	12.20
Date	15-Feb-2022	--	02-Feb-2023	30-Jun-2032
Comments:				
□ Rail transit time from departing the Port of Douala to arriving at the Ngaoundéré platform (Days, Custom Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	7.10	--	7.10	5.00



Date	15-Feb-2022	--	02-Feb-2023	30-Jun-2032
<input type="checkbox"/> Unloading and loading time at the Ngaoundéré platform (Days, Custom Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	1.70	--	1.70	1.00
Date	15-Feb-2022	--	02-Feb-2023	30-Jun-2032
<input type="checkbox"/> Road transport time from Ngaoundéré to N'Djamena (Days, Custom Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	4.20	--	4.20	2.20
Date	15-Feb-2022	--	02-Feb-2023	30-Jun-2032
<input type="checkbox"/> Customs clearance time at destination (Days, Custom Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	7.00	--	7.00	4.00
Date	15-Feb-2022	--	02-Feb-2023	30-Jun-2032
<input checked="" type="checkbox"/> Transport cost of one ton of freight along the project intermodal corridor (Amount(USD), Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	155.38	--	155.38	141.16
Date	15-Feb-2022	--	02-Feb-2023	30-Jun-2032
<input type="checkbox"/> Rail transport costs for one ton of freight from departing the Port of Douala to arriving at the Ngaoundéré platform (Amount(USD), Custom Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	60.00	--	60.00	55.00
Date	15-Feb-2022	--	02-Feb-2023	30-Jun-2032
<input type="checkbox"/> Offloading cost for one ton of freight at the Ngaoundéré platform (Amount(USD), Custom Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	1.38	--	1.38	1.16
Date	15-Feb-2022	--	02-Feb-2023	30-Jun-2032
<input type="checkbox"/> Road transport operating costs for one ton of freight from Ngaoundéré to N'Djamena (Amount(USD), Custom Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target



Value	94.00	--	64.00	85.00
Date	15-Feb-2022	--	02-Feb-2023	30-Jun-2032

Improve safety of regional trade transport along the Douala-N'Djamena intermodal corridor

► Reduction in the number of victims (casualties and/or hospitalizations) per vehicle-km reported on the project intermodal corridor (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	30.00
Date	15-Feb-2022	--	02-Feb-2023	30-Jun-2032

☐ Reduction in the number of casualties and hospitalizations per train-km reported on the rail section of the project corridor (Douala-Yaoundé) (Percentage, Custom Breakdown)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	30.00
Date	15-Feb-2022	--	02-Feb-2023	30-Jun-2032

☐ Reduction in the number of casualties per vehicle-km reported on the road section of the project corridor (Percentage, Custom Breakdown)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	30.00
Date	15-Feb-2022	--	02-Feb-2023	30-Jun-2032

Intermediate Results Indicators by Components

Component 1: Douala Yaoundé rail track rehabilitation and railway signaling modernization

► Direct and indirect beneficiaries (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	8,800,000.00
Date	15-Feb-2022	--	02-Feb-2023	30-Jun-2032

► Freight volume of the rail section the project corridor (Metric ton, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	1.33	--	1.33	1.53



Date	15-Feb-2022	--	02-Feb-2023	30-Jun-2032
<b>► Length of railway track rehabilitated to climate-resilient standards (Kilometers, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	238.10
Date	15-Feb-2022	--	02-Feb-2023	30-Jun-2032
<b>► Rate of progress of railway signaling modernization works (Percentage, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	100.00
Date	15-Feb-2022	--	02-Feb-2023	30-Jun-2032
<b>► Derailments reported per 1,000 trains operated on the project section of the railway (Number, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.60	--	0.60	0.20
Date	15-Feb-2022	--	02-Feb-2023	30-Jun-2032
<b>► Share of women among workers employed during track rehabilitation and maintenance (Percentage, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	5.70	--	5.70	20.00
Date	15-Feb-2022	--	02-Feb-2023	30-Jun-2032
<b>► Debt service coverage ratio of CAMRAIL (Number, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	1.71	--	1.71	1.20
Date	15-Feb-2022	--	02-Feb-2023	30-Jun-2032

Component 2: Rail/road connections investments, railway capacity building, road safety activities

**► Platforms rehabilitated (Percentage, Custom)**

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	100.00



Date	15-Feb-2022	--	02-Feb-2023	30-Jun-2032
<b>► Railway Master Plan updated (Yes/No, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	15-Feb-2022	--	02-Feb-2023	30-Jun-2032
<b>► Implementation of a diploma course for the railway sector in Cameroon (Yes/No, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	15-Feb-2022	--	02-Feb-2023	30-Jun-2032
<b>► Operationalization of the center for collection and analysis of road safety data (Yes/No, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	15-Feb-2022	--	02-Feb-2023	30-Jun-2032

<b>Component 3: Road reconstruction, maintenance and safety improvements</b>				
<b>► Direct and indirect beneficiaries (Number, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	3,100,000.00
Date	15-Feb-2022	--	02-Feb-2023	30-Jun-2032
<b>► Freight volume on the road component of the project corridor (Metric ton, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.38	--	0.38	0.94
Date	15-Feb-2022	--	02-Feb-2023	30-Jun-2032
<b>► Length of road rehabilitated to climate-resilient standards (Kilometers, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	494.00



Date	15-Feb-2022	--	02-Feb-2023	30-Jun-2032
<b>► Length of road maintained to climate-resilient standards on performance-based contract (Kilometers, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	577.00
Date	15-Feb-2022	--	02-Feb-2023	30-Jun-2032
<b>► Calibrated axle-load monitoring stations along the corridor (Number, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	6.00
Date	15-Feb-2022	--	02-Feb-2023	30-Jun-2032

<b>Component 4: Trade facilitation component and project management</b>				
<b>► Revision of major customs agreements between Chadian and Cameroonian administrations (Yes/No, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	15-Feb-2022	--	02-Feb-2023	30-Jun-2032
<b>► Formal registration procedure set in place for transporters (Yes/No, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	15-Feb-2022	--	02-Feb-2023	30-Jun-2032
<b>► Chadian operators using the e-GUCE platform (Number, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	50.00
Date	15-Feb-2022	--	02-Feb-2023	30-Jun-2032
<b>► Transparent freight allocation procedure (Yes/No, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes



Date	15-Feb-2022	--	02-Feb-2023	30-Jun-2032
▶ Registered grievances responded to and/or resolved within the stipulated service standards for response time (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	100.00
Date	15-Feb-2022	--	02-Feb-2023	30-Jun-2032

### Performance-Based Conditions

#### Data on Financial Performance

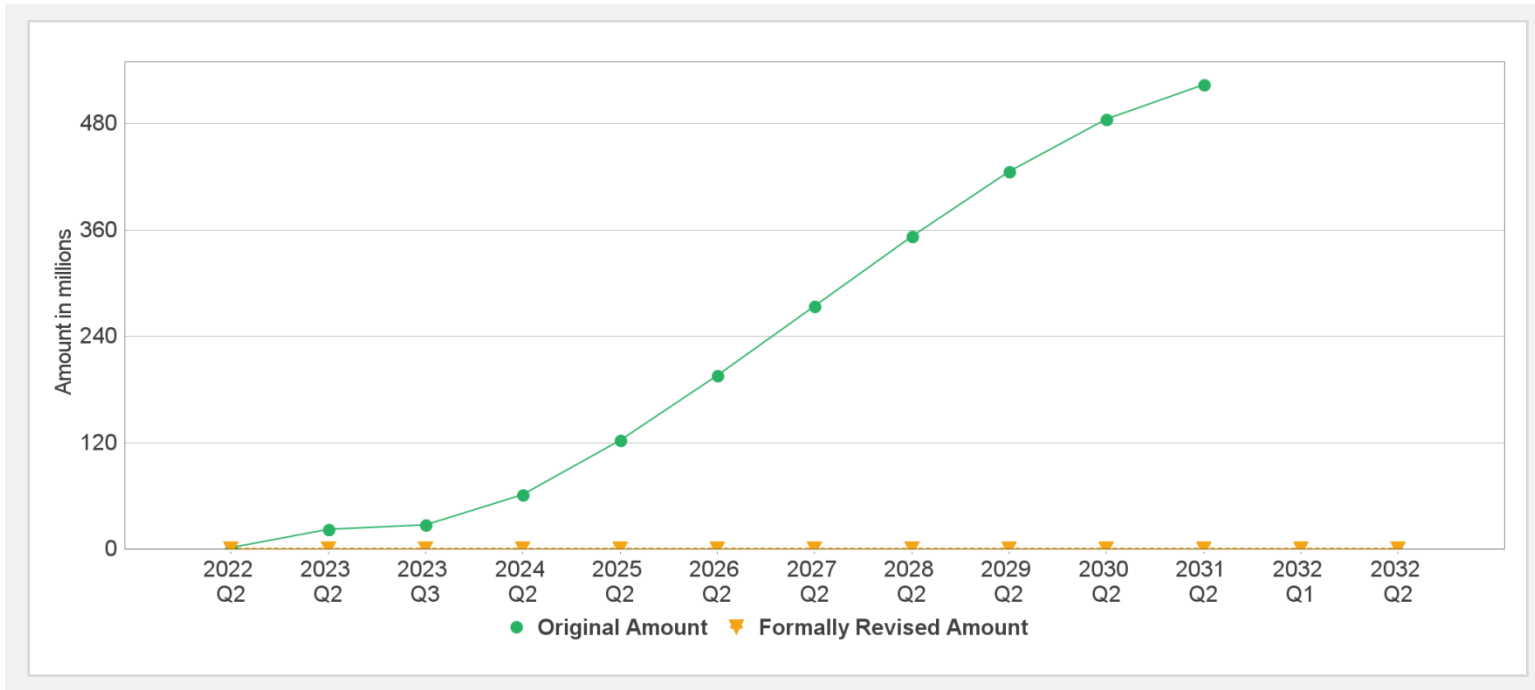
#### Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P167798	IDA-70360	Not Effective	USD	313.00	313.00	0.00	0.00	308.59	0%
P167798	IDA-D9680	Effective	USD	225.00	225.00	0.00	0.00	213.96	0%

#### Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P167798	IDA-70360	Not Effective	15-Feb-2022	--	--	30-Jun-2032	30-Jun-2032
P167798	IDA-D9680	Effective	15-Feb-2022	28-Apr-2022	21-Dec-2022	30-Jun-2032	30-Jun-2032

### Cumulative Disbursements



### Restructuring History

There has been no restructuring to date.

### Related Project(s)

There are no related projects.