Project Information Document/
Integrated Safeguards Data Sheet (PID/ISDS)

Concept Stage | Date Prepared/Updated: 28-Sep-2018 | Report No: PIDISDSC25376
### BASIC INFORMATION

#### A. Basic Project Data

<table>
<thead>
<tr>
<th>Country</th>
<th>Project ID</th>
<th>Parent Project ID (if any)</th>
<th>Project Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Africa</td>
<td>P168386</td>
<td></td>
<td>Lome-Ouagadougou-Niamey Economic Corridor (P168386)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Region</th>
<th>Estimated Appraisal Date</th>
<th>Estimated Board Date</th>
<th>Practice Area (Lead)</th>
</tr>
</thead>
<tbody>
<tr>
<td>AFRICA</td>
<td>Apr 12, 2021</td>
<td>Jun 01, 2021</td>
<td>Transport</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Financing Instrument</th>
<th>Borrower(s)</th>
<th>Implementing Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investment Project Financing</td>
<td>Togo, Niger, Burkina Faso</td>
<td>Ministry of Transport, Niger, Ministry of Planning and Development, Togo, Ministry of Transport Road Safety and Urban Mobility, Burkina Faso</td>
</tr>
</tbody>
</table>

**Proposed Development Objective(s)**

The proposed PDO is to improve regional connectivity between Burkina Faso, Niger and Togo along Lomé-Ouagadougou and Lomé-Niamey road trade corridors.

### PROJECT FINANCING DATA (US$, Millions)

#### SUMMARY

<table>
<thead>
<tr>
<th>Total Project Cost</th>
<th>500.00</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Financing</td>
<td>510.00</td>
</tr>
<tr>
<td>of which IBRD/IDA</td>
<td>510.00</td>
</tr>
<tr>
<td>Financing Gap</td>
<td>-10.00</td>
</tr>
</tbody>
</table>

#### DETAILS

**World Bank Group Financing**

<table>
<thead>
<tr>
<th>International Development Association (IDA)</th>
<th>510.00</th>
</tr>
</thead>
<tbody>
<tr>
<td>IDA Credit</td>
<td>510.00</td>
</tr>
</tbody>
</table>
B. Introduction and Context

Country Context

1. **Regional integration has remained a political and economic priority for Africa** since the dawn of independence in the continent.1 West Africa region remains fragmented, mostly due to the lack of transport infrastructure and inefficient transport services. The situation tends to be worse for landlocked countries, where transport prices account for 15 to 20 percent of import costs – three to four times more than in developed countries. Reducing transport costs could lead to a 25 percent increase in trade, and substantial gains in both the gateway countries (through direct benefit from more efficient trade and from servicing landlocked neighbors) and hinterland ones (from the reduction in trade costs). Intracontinental trade is a goal aiming at increasing development and assisting regional security. Even when there have been improvements in regional road infrastructure, the impact on greater regional trade has been low due to a variety of nontariff barriers and other market failures that exist on those corridors. This points to the need for paying greater attention to ‘soft’ policy reform issues alongside filling gaps in ‘hard’ infrastructure.

2. **According to strategic private sector investors** in West Africa, the region requires considerable upgrades to transport infrastructure. Landlocked Niger, Burkina Faso and Mali are lagging in terms of infrastructure development, with limited connections to neighboring states and seaports curbing trade and industry. The three countries boast significant natural resources, including gold, zinc and uranium which are difficult to mine, add value and bring to market due to lack of adequate transport links. There is thus a strong economic case for transport infrastructure development in the region for both governments and the private sector.

3. **Burkina Faso and Niger are among the poorest countries in the world.** Gross national income (GNI) per capita in Burkina was just US$640, and in Niger US$370 in 2016. Both countries also share a fragile environment and face security challenges due to regional instability, but their GDP growth is on an upward trend: Burkina’s economic growth has been pro-poor, with significant progress in poverty reduction in the last 15 years. The poverty rate fell from 53 percent of the population in 2003 to 40.3 percent in 2014; while Niger’s GDP reached 5 percent and 5.2 percent in 2016 and 2017, respectively. Burkina Faso and Niger are both about 1,000 km from the ocean, access to which depends on other poor countries that suffer from weak governance and, occasionally, conflict. They are also Sahelian countries, with Niger having

---

2 E.g. Bollore (Industry Trend Analysis, July 2018)
the advantage of a major river for irrigation. The two countries’ economies are highly dependent on agriculture which has been lately supported by favorable weather conditions and an expansion of crop irrigation. Real GDP growth is projected to average more than 6.0 percent in both countries during 2018–2021, mainly due to an expansion in agriculture and an increase in public and private investment. In Burkina, the latest most important structural change in the economy has been the growth of the mining sector. The contribution of mining to GDP increased from 3 percent in 2009 to 9 percent in 2016, while its share of exports increased from 43 percent to 69 percent. The extractive industry in Niger is expected to continue to play a key role in the economy with prospects for major oil and uranium projects coming on stream in 2020. A gradual improvement in the two countries’ economic situation and in commodity prices, and the further development of emerging agri-experts, would help improve trade prospects.

4. As a small gateway country, Togo has made modest progress in reducing poverty in recent years, but poverty levels remain high. Its steady economic growth between 2011 and 2015 improved living conditions for most of the population. During this period, rural areas and secondary cities saw a largely positive trend in consumption growth, the former due in part to growth in agriculture. In internationally comparable terms, Togo has an extreme poverty rate of 49.2 percent. Poor people in Togo are more likely to be living in rural areas, working primarily in agriculture, and relatively isolated from markets and services. The success of reform efforts has been limited by a highly centralized governance system and the lack of strong, independent institutions that could ensure a more open and equitable distribution of resources. As a result, a variety of policies, regulations, and state interventions impede healthy competition, productivity, and job creation. However, Togo’s ambition in its Vision 2030 strategy is to become a leader in services and industry, by improving the quality and reducing the costs of energy, telecommunications, and transport (air, sea, river, road, and rail)—services and infrastructure that drive growth and will help make Togo more competitive in the region and globally.

5. In all three countries, women are more likely to be living in poverty than men. Cultural and legal obstacles hamper access to opportunities for women and girls, particularly with regard to attending secondary school, earning incomes equal to those of men in the labor market, accessing inputs when working as small entrepreneurs and enjoying secure land tenure in rural areas. Stakeholder consultations undertaken for the countries’ Country Partnership Frameworks (CPFs) raised additional obstacles for women and girls, including a high rate of illiteracy, a higher dropout rate for girls in secondary school, and the lack of services to promote women’s economic participation (such as formal affordable child care services, transport and energy services, and more flexible training and employment offerings for mothers). Cultural biases encourage women to participate in less productive enterprises.

6. Insecurity and political instability in the region, within the three countries or at their borders, negatively affect trade networks and cause a rapid deterioration of the social and economic situation, especially in border regions. Niger is a fragile country still facing a serious security challenge from incursions of armed groups from neighboring countries (Mali, Nigeria) and a humanitarian crisis that thrives on institutional vulnerabilities and inter-communal tensions. The political and social situation in Burkina Faso still faces the consequences of the humanitarian crisis in Mali in 2012 that has brought more than 37,000 refugees to Burkina. In Togo, the civil unrest related to the demand for potential constitutional and electoral reforms is also a threat for the stability of the country.

Sectoral and Institutional Context

7. Regional Corridor reforms would contribute to four strategic priorities to achieve regional integration in West Africa: (i) improvement of the institutional set-up, as a corridor approach creates the space for coordination among several areas of policy (transport, trade, fiscal and security), and around complementary reforms; (ii) undertaking of a

---

multimodal strategy and developing logistics services, as the aim of improving corridor performance requires modern transport and logistics services and better interface between maritime and road transport and containerization; (iii) improvement of transport services performance; and (iv) better integration of landlocked areas.

8. The Lomé – Ouagadougou and Lomé-Niamey (via Koupéla, Fada N’Gourma and Katchari in Burkina Faso) road corridors (1,000 km, and 1,250 km, respectively) are characterized by inefficient logistics and transport systems, and high costs. They influence trade negatively, and hinder growth and poverty reduction. Lomé is the main maritime gateway for Burkina Faso, with a share of 38% (1.4 million tons) of Burkina’s total maritime trade (2016). Burkina Faso is the single largest transit destination for trucks serving the Port of Lomé; likewise, of all the traffic flows departing from and arriving to Burkina Faso, the traffic at the border with Togo, leading to the Port of Lomé, is more than twice as much as the traffic at the borders with other countries. By weight, cement represents the largest share of the freight transported on the Lomé-Ouagadougou corridor (JICA, 2012). In terms of transit times, the corridor is relatively more efficient than the others in West Africa: since arrival at the Port of Lomé to the finalization of Customs clearance procedures at the destination, it takes shortest (11.6 days) on Lomé-Ouagadougou corridor, and longest, or 19.7 days, on Cotonou-Niamey corridor (World Bank Tracking Competitiveness Study, 2017). However, the corridor remains plagued by sections with poor road infrastructure, long and inefficient border crossing procedures, and low number of trips per truck (3.5 trips per truck per year, and a large share did only one trip) (World Bank, 2017b) – thus keeping the transport sector in a “survival mode”.

9. While Cotonou-Niamey has been historically the main transit corridor for Niger (1,035 km, 80 percent of traffic), Lomé-Niamey (via South of Burkina Faso – 1,240 km, 15 percent of traffic) is its second most important corridor, followed by Tema and Abidjan to a lesser extent and equally transiting Burkina. Transit between Niger and Togo has dropped from close to 0.5 million tons at its peak in 2013 to less than 0.2 million tons in 2016 but has a potential to increase if road and border crossing conditions improve, given the better performance of the Lomé port. The Cotonou port has been among the poor performers of West African ports, and the road corridor Cotonou-Niamey suffers from significant inefficiencies that make the cost and price of transport to be the highest among West Africa’s corridors. In addition, the rehabilitation of a proposed road section in Burkina4 – which would reduce the distance of the current Lomé-Niamey corridor by 150 km – would make it a more competitive corridor. Importantly, improved infrastructure, procedures, and distance of the Lomé-Niamey corridor would offer to landlocked Niger an alternative to the only major international transit corridor utilized by truckers in the absence of better choices.

10. In the landlocked country of Burkina Faso, regional integration and international connectivity via economic and logistics corridors play an essential role in reducing isolation, both within the country and vis-à-vis the outside world. The vitality of their foreign trade is largely dependent on the optimal operation of its transport and logistics systems. For its international transport, Burkina Faso benefits from alternatives of several transit ports, enabling it to take advantage of competition between various access corridors. International road transport flows (imports and exports) follow three main corridors to and from the largest city of Ouagadougou: Ouagadougou-Lomé in Togo (1,000 km, with Lomé as main maritime gateway for Burkina Faso, with a share of 38% of the total country’s maritime trade in 2016); Ouagadougou-Tema in Ghana (1,040 km); and Ouagadougou-Abidjan in Cote d’Ivoire (1,030 km) corridors; as well as the Trans-African/Trans-Sahelian UEMOA corridor linking Ouagadougou to Niamey in Niger (420 km)5 and to Bamako in Mali (971

4 The proposed road section on NR19 between Diapaga-Namounou -Arli-Tindangou – Togo border, which would not only benefit the transit between Niger and the Lomé port but would develop the local economy in the Eastern regions of Burkina.

5 Ouagadougou-Dori-Tera-Farie-Namaro-Niamey according to UEMOA list of Community Roads
km). Among the three project countries, Burkina ranked 81 on the 2016 Logistics Performance Index (LPI) with a score of 2.73, ahead of Togo (92, with a score of 2.62), and Niger (100, with a score of 2.56) in the same year.

11. As a landlocked country, Niger is highly dependent on regional corridors for its external trade: increased connectivity and alternative corridors to regional and international markets are key. While Niger can make progress through innovative investments in emerging agri-value chains, efforts to raise agricultural productivity and income should also focus on connectivity to ensure that rural communities that do not have access to broader markets due to security and trade restrictions have alternative trade routes for selected value chains. Niger depends mainly on Cotonou-Niamey road corridor, while the next important international transit corridor is to Lomé, via Burkina Faso (1,035 km)(1.240 km

12. Togo has embarked on a series of trade and transit facilitation reforms aiming at transforming the country and its Port of Lomé into a hub for the sub-region. Traffic at the port stood at 14m tons in 2016, down 9 percent relative to 2015, out of which 2.5m tons was transit traffic, mostly to Burkina. The decrease in the activity of the port is linked to the recession in Nigeria, which impacted the surrounding economies - and therefore the trade volumes. However, the IMF World Economic Outlook forecasts a strong rebound of the Nigeria economy, and the drop in activity should be only temporary. Niger accounts for 8 percent of the Lomé transit traffic. As a small country, Togo is more dependent on regional trade than other coastal countries such as Ghana or Ivory Coast, due to the limited size of its domestic market: its domestic traffic represents only 26 percent of its activity, transit represents 18 percent, and the balance is transshipment.

Table 1

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Togo</td>
<td>4,000,000</td>
<td>4,000,000</td>
<td>4,000,000</td>
<td>4,000,000</td>
<td>4,000,000</td>
</tr>
<tr>
<td>Transit</td>
<td>4,000,000</td>
<td>4,000,000</td>
<td>4,000,000</td>
<td>4,000,000</td>
<td>4,000,000</td>
</tr>
<tr>
<td>Transhipment</td>
<td>2,000,000</td>
<td>2,000,000</td>
<td>2,000,000</td>
<td>2,000,000</td>
<td>2,000,000</td>
</tr>
</tbody>
</table>

13. Several factors impact negatively the efficiency of the corridors, although they are unevenly distributed by country.

1. Corridors infrastructure deficiencies:
The road infrastructure along the corridors is in varying conditions. While most of the 667 km of the Togo length of the corridor towards Burkina and Niger has been rehabilitated, there are sections in poor condition, congested areas around the port and urban centers due to trucks parked along the road for lack of, or inadequate parking, as well as road safety hazards. Most of the Lomé-Ouagadougou corridor in Burkina is in good and fair condition, while the eastern section towards Niger is damaged. The Niger section of the corridor linking Niamey to Lomé via Burkina has a total length of about 119.4 km and its physical condition varies between fair and poor, based on the government’s 2016 road inventory and condition assessment;

The absence of rest areas along the corridors poses a problem for transporters and drivers, especially since it contributes to road congestion and represents a people and merchandise safety risk. The border crossing at Cinkasee between Togo and Burkina Faso can become heavily congested due to lack of internet access to perform the “one stop border post” procedures; and the border post at Ponio between Togo and Burkina (which would benefit the southeastern region of Burkina and a more direct connection to Niger) lacks basic infrastructure.

2. Lack of professionalization and formalization of the transport and logistics sectors:

The road transport sector in all three project countries is still fragmented and lacks competitiveness. While some key reforms are under way under Bank-financed technical assistance projects in Togo and Burkina, Niger has not benefited from any measure of sector modernization. The sector is characterized by aging trucks with a trend towards own-account transport, leading transporters to overcharge trucks to maximize revenue per trip, which in turn affects the quality of the road infrastructure. The regional efforts to prevent overloading and comply with the weight and dimension standards defined in WAMU’s Regulation 14 will continue to have limited success in the absence of professionalization of the trucking industry;

The legal framework for transport professions is currently lacking, notably regarding the regulation of drivers and freight companies. The weak regulatory environment leads to low professional standards and thus poor quality and inefficiency of freight services, which in turn prompts the largest shippers to invest in their own truck fleet to satisfy their own transport demand. The ministries of Transport are the entities overseeing access to road transport professions in their respective countries. While legislation describing the transport profession and the criteria for accessing it exists in Burkina Faso, and will be developed in Togo under P158982, implementation remains a challenge and existing operators require assistance (training, merging, access to finance, etc.) to adapt to higher standards. Niger is lagging and is at a stage of adopting a decree related to the professionalization of the transport sector. However, the required accompanying measures such as trainings and technical assistance to allow the smooth implementation of the decree are missing.

3. Limited efficiency of the trucking and logistics markets: There is asymmetry of information between trucking operators and traders and their representatives, leading to rent extraction and sub-optimal organization of the road freight markets. Freight exchange mechanisms have shown their limits, as by definition a freight exchange is only solving spot contracts, even they can contribute to address asymmetry of information. Ultimately, it is important is to promote long term relationship between shippers and logistics providers. Therefore, this

An exhaustive analysis of the road condition on both corridors will be carried out during project preparation, including projects financed by the governments and/or development partners.
requires a continuum of interventions, freight exchange for the information part, but also more focus on contracts and contractual relationships, and incentives for own account operators to gradually involve trucking companies as providers and divesting from their own fleets or establishing commercial transport subsidiaries.

4. **Lack of harmonization of the transit regimes:**

   (i) The Customs transit regime remains fragmented with a succession of national procedures, and efforts to implement a single transit declaration have so far failed. The ECOWAS Commission adopted as regional blueprint for transit a proposal originally developed for four WAEMU countries (Senegal, Mali, Burkina Faso and Cote d’Ivoire) under PACIR, a EU supported program. That approach proposes to replace the successive national transit declarations by one covering the entire route, thus eliminating duplicated procedures, notably at the inland borders, and therefore reducing costs and time. This approach implies changes in the procedures but also require a supporting ICT infrastructure and adjustments to the Customs IT. Currently, the WBG is supporting implementation of the PACIR approach on the Abidjan-Ouagadougou corridor and once the pilot has been developed and tested, it will be deployed on other corridors. Between Togo and Burkina Faso, JICA supported a slightly different approach on the Lomé Ouagadougou corridor, with the understanding for the two countries to switch to the PACIR approach once it has been tested on the Abidjan Ouagadougou corridor. The interconnexion of the customs systems between Niger and Benin is in place. However, the percentage of declaration submitted by customs of Benin through the system is very low. There is currently no interconnexion between Niger and Togo, and/or between Niger and Burkina Faso. Such interconnexion needs to be in place on all corridors at the same time (e.g. on Cotonou - Niamey and on Lomé - Niamey) to avoid shippers leaving one port for another;

   (ii) Coordination among different border agencies within and across countries is needed, to fully take advantage of the suppression of the intermediate transit declaration at the land border. The issues of single guarantee regime and GPS tracking along corridors have not yet been addressed;

   (iii) Changes in the border crossing characteristics will impact the local populations, since trucks will spend less time at the border, and businesses linked to accommodation and food are likely to see a decrease in their activity. It is important to properly manage the changes at borders, to mitigate the negative impact.

5. **Sub-optimal customs clearance procedures:** Customs in the three countries are focusing on revenue collection and therefore multiply layers of controls that increase the duration of the clearance of the goods, even for compliant traders. Introducing ratings for traders and clearing and forwarding agents to monitor their compliance for risk management would enable Customs to focus on potential frauds while reducing the burden of controls for compliant operators, opening the way for trusted traders’ programs benefitting from green channels. Procedures could be further accelerated through automation, as the Single Window in Togo proved its efficiency in reducing Customs clearance.

Relationship to CPF

14. **The project is fully aligned to the new Burkina Faso’s CPF (2019-2023):** Objective 1.3: Improve connectivity for better access to markets of Focus Area 1 (Accelerate sustainable private sector led-growth for job creation), which in turn
responds to Government’s National Plan for Social and Economic Development (PNDES), 2016-2020. “Building Infrastructure to Promote Further Local and Regional integration” is a specific action under CPF’s operational response.

15. The project is consistent with Niger CPF (FY 18-22) whose overarching goal is to help safeguard and accelerate Niger’s economic and social development. More specifically, it supports CPF Focus Area III: Better Governance for Jobs, Service Delivery and Growth which emphasizes the need for streamlined regulatory framework for private sector and export development. To that end, the CPF supports progress in: (i) improving the business environment (building on recent gains in Niger’s Doing Business ranking); and (ii) mitigating the costs of transport and energy associated with being landlocked.

16. The project supports Togo’s Government’s National Development Plan (NDP 2018-2022) whose strategic Axis 1 aims at “establishing a logistics hub of excellence and a world-class business center in the sub-region”. Axis 1 positions the implementation of major investments in logistics and infrastructure as the main source of growth in the short term, notably by improving existing infrastructure and multimodal connectivity and ICTs.

17. The project fully supports the recent Bank’s Regional integration and cooperation assistance strategy for the period 2018-2023 in Africa whose Priority 1 is: “Generate economic dynamism along regional economic corridors”. This priority focuses on selected transnational economic corridors where integration could be realized, and where financing for regional physical infrastructure connectivity would be complement by policy reforms to address barriers to value addition and facilitate greater trade. Such approach would include creating an enabling environment for private sector to invest along these corridors, thus responding to the RI priorities of the RECs and countries and the expectations of the private sector in terms of connecting and growing markets. Lomé-Ouagadougou was identified as a priority corridor by a multi-disciplinary team of the WBG’s Africa region in 2017; while Lomé-Niamey offers an alternative corridor to Cotonou-Niamey for the landlocked Niger.

18. The Bank supports ECOWAS and WAEMU Priority Corridors through a holistic, program approach. The focus of Bank’s assistance to regional integration in West Africa region is on the main international transit and logistics corridor network connecting the landlocked countries of Mali, Burkina Faso and Niger to the gateway countries of Senegal, Guinea, Ivory Coast, Ghana, Togo, Benin and Nigeria; as well as the transversal corridors linking the hinterland and/or the gateway countries among themselves (see map in Annex 1). While the transit corridors are important for the region’s international trade with the rest of the world, the transversal corridors also serve the intra-regional trade and connect agriculture, mining and other resource-rich zones to domestic consumers. This support, central to the WBG’s mission of poverty reduction and shared prosperity, aims at connecting people to economic and social opportunities and increasing efficiency of mobility solutions in landlocked countries, while stimulating a healthy competition among the transit countries to attract traffic from the hinterland. The Bank is or will be supporting a set of comprehensive transport services and transit reforms along with corridor road and other economic infrastructure on the Dakar-Bamako, Lomé-Ouagadougou-Niamey, Tema-Ouagadougou and other priority corridors. A West Africa Trade Facilitation Program of technical assistance (P168112), funded by a donors’ trust fund, aims at creating conducive trading environments in the region, finding practical and concrete solutions for traders along selected corridors, and strengthening the capacity of stakeholders. The program will finance various studies whose results and recommendations would be implemented within the corridor projects.

19. The Project follows the objectives of the Common Action Program on infrastructures and road transport (PACITR – Programme d’actions communautaire d’Infrastructures et de transport routiers) adopted in 2001 by the
members states of WAEMU (of which Togo, Niger and Burkina Faso are members), that promotes the development of harmonized road networks in sustainable conditions with the desired following impacts: (i) substantial reduction in the cost of transport, (ii) rapid growth of trade volumes, and (iii) acceleration of the sub-regional integration process. One key trigger of the PACITR is the implementation of Regulation 14 of WAEMU adopted in December 2005 on preventing and enforcing the overloading of trucks through awareness campaigns, weighing stations and enforcement. Recently, during a ministerial meeting in Niamey in June 2018, the members states assessed the progress made after more than 10 years. Progress includes a reduction of the average number of trucks overloaded (less than 50%), a reduction of the average weight of truck, and the reduction of the number of trucks extremely overloaded. However, there is more to do on the full implementation of Regulation 14, since trucks overloading is a practice of carriers in response to the decrease in the costs of transport.

20. The project supports the continued implementation of the ECOWAS Regional Road Transport and Transit Facilitation Program which includes the construction of joint borders Posts, axle load harmonization policy, the development of regional road corridors.

C. Proposed Development Objective(s)

21. The proposed PDO is to improve regional connectivity for Burkina Faso, Niger and Togo on Lomé–Ouagadougou–Niamey road corridors and improve economic activity along these corridors.

Key Results (From PCN)

22. The expected results are the increase of transit traffic and services, the reduction of the general costs of transport, the increase of cross border trade between the three countries, the creation of jobs especially for women, and improvement of road safety along the corridors.

23. Regional connectivity will be measured by (i) the truck travel time along the corridors (including at Lomé port if supporting activities are included in the project), at borders, on the road, and idle time; (ii) costs savings, to be derived from shorter transit time and reduced uncertainties, and (iii) annual volume of cross border trade (Niger to Burkina Faso; Niger to Togo). Trucking transport costs reduction would be measured by the increase in the average number of round trips per year (if number of annual round trips increases, fixed costs per trip decreases). Spillover effects will also be measured and will include number of jobs created, of which women beneficiaries. Women will be targeted, inter alia, by improving conditions for their small border trade, and creating small businesses in selected areas along the corridors (e.g. near touristic locations).

D. Concept Description

24. Except for Niger, where transport and transit reforms are lagging, the projects in Burkina Faso and Togo will be complementary to the activities financed by the ongoing Bank-financed national technical assistance operations: Burkina Faso Transport Sector Modernization & Corridor Trade Facilitation (P156892, 2016); and Togo Trade & Logistics Services Competitiveness (P158982, 2017).
25. The project will be designed around four main components to be implemented jointly or complementary by the three countries on the corridors: (1) Improvement of road and border infrastructure, and of logistics platforms along the project corridors; (2) Strengthening of road transport services; (3) Modernization of international transit procedures; and (4) Project and Corridor management. They are detailed as follows, based on information at this stage:

Component 1: Improvement of road and border infrastructure, and of logistics platforms along the project corridors (national and regional component) will include:

1.1 rehabilitation of key infrastructure along the Lomé-Ouagadougou and Lomé-Niamey corridors including: priority road sections (in Burkina Faso: on NR19 towards border with Togo; in Niger: National Road No. 6 Niamey - Torodi - border with Burkina Faso, about 119.4 km (reconstruction of highly deteriorated sections and rehabilitation of sections in poor condition); and in Togo: on RN1 towards the border with Burkina, about 50 km between Davie-Atakpame); truck rest areas/parking at key points along corridors (TBD) (e.g. a proposed truck parking at 10-20 km from the Port of Lomé); refurbishment or development of border posts facilities (e.g. between Togo and Burkina Faso at Ponio; and between Burkina Faso and Niger at Kantchari-Torodi); and acquisition and installation of weighbridges (possibly with weigh-in-motion filter prior to the weighbridge) at key locations (TBD, some ongoing studies will inform) along the corridors to reduce overloading and thus contribute to the preservation of the road network;

1.2 development of logistics platforms including: traffic management at the port of Lomé for regulating truck movement, and platforms at locations TBD along the corridors; industrial and/or access roads adding value to existing touristic areas and economic activities managed by or beneficial to women (e.g. on RN34 link to the Togolese part of the Lomé-Ouagadougou corridor in Northern Togo).

Component 2: Strengthening of road transport services (national and regional component) will include:

2.1 professionalization and formalization of transport and logistics sectors through (i) creation, adoption and implementation of legislation/regulations, as needed, on the truck driver profession (Niger); (ii) establishment of a joint database of authorized trucks (Burkina Faso, Niger and Togo); (iii) elaboration of criteria for access to the profession in the new traffic law (Niger); (iv) support to the trucking fleet modernization (Niger), (v) support to enforcement of standards compliance, such as axle load regulations (Burkina Faso, Niger and Togo); (vi) capacity building for relevant government institutions and the private sector, etc. (with focus on Niger, and complementary to the existing operations in Burkina Faso and Togo);

2.1 Restructuring of the road freight market through: (i) establishment of a freight exchange; (ii) electronic management of transport documents (Niger); (iii) digitalization of waybills, etc.

2.2 Support to corridors road safety through (i) elaboration of a road safety strategy(ies), (ii) drivers’ training, (iii) awareness raising among communities along the corridor, and (iv) strengthening vehicle inspection mechanisms (Niger, and Togo complementing the existing program).

Component 3: Modernization of international transit and clearance procedures (regional) will include:

3.1 Establishment of a single transit declaration regime on the corridors, including establishment of customs interconnectivity between Togo and Burkina Faso; and Togo and Niger based on ECOWAS’ PACIR specifications: acquisition of IT equipment (as required, and mainly for Niger, as Togo and Burkina Faso benefit from the support of PAMOSET and JICA), support the complete de-materialization of customs procedures including additional modules of currently used ASYCUDA ++ (Niger), training of customs officers on the use of new systems, and enabling
interconnection between the central posts (including harmonizing operating hours); scaling up and harmonizing the GPS system for truck monitoring; ensuring working internet connections at border crossings along the corridors; technical assistance to Customs, Guarantors and logistics operators for the implementation of the transit regime, single guarantee, and seamless monitoring of transit goods;

3.2 Harmonization of border procedures and cross-border cooperation through provision of equipment as needed, TA to create/improve operational manuals/procedures for joint processing, training of border officials. The subcomponent will support coordination between countries, and with the Regional Economic Communities (such as WAEMU) as key stakeholder for border facilities; 3.3 Improvement of clearance process through green channels and risk management will include: TA to Burkina Faso and Niger Customs, provision of training for Customs agents, logistics service providers and traders on risk management, establishment of trusted trader programs, and ethics and compliance.

Component 4: Project and Corridor management will include: costs associated with project management in each country; regional corridor performance monitoring and reporting; PMUs operating costs; and the competitive hiring of consultants, as needed, for support in project implementation.

SAFEGUARDS

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

The exact locations of the project intervention in the three countries are not yet defined; however, most likely the interventions will take place along the road corridors between Lome-Ouagadougou, Lome-Niamey via Burkina, and/or Ouagadougou-Niamey. At this stage, the following priority road sections were identified: (in Burkina Faso: on NR19 towards border with Togo; in Niger: National Road No. 6 Niamey - Torodi - border with Burkina Faso, about 119.4 km (reconstruction of highly deteriorated sections and rehabilitation of sections in poor condition); and in Togo: on RN1 towards the border with Burkina, about 50 km between Davie-Atakpame). They will include road rehabilitation and upgrading works within the right of way. Regarding the construction of road-side rest stops/parking areas for trucks, improvement of dry ports/logistics areas, and rehabilitation of border posts area including small construction of offices and utilities, the exact location remains unknown and will be decided after consultation with the relevant borrowers.

B. Borrower’s Institutional Capacity for Safeguard Policies

Despite the fact that all three countries’ proposed implementing agencies for potential road works and other infrastructure have previously implemented Bank-financed projects and are familiar with the existing environmental and social safeguards policies and instruments, an in-depth borrowers institutional capacity of each country will be undertaken. The three Governments have their own national environmental agencies with unequal technical and logistic capacity. In each country, the PMU will be strengthened with qualified environmental and social safeguards staff and/or consultants responsible for the preparation and implementation of project safeguards instruments (ESIAs, EMPs, RAPs), and supported as needed with gender specialists or NGOs that would help with implementation and/or monitoring of gender-related plans.

C. Environmental and Social Safeguards Specialists on the Team
D. Policies that might apply

<table>
<thead>
<tr>
<th>Safeguard Policies</th>
<th>Triggered?</th>
<th>Explanation (Optional)</th>
</tr>
</thead>
</table>
| Environmental Assessment OP/BP 4.01    | Yes        | This policy is triggered as the activities proposed under subcomponent 1.1 may have adverse negative risks and impacts on human population or the environment. It is anticipated that these impacts be limited in scale and site specific, so that in most cases mitigatory measures can be readily designed. The civil works activities proposed under subcomponent 1.1 are likely to produce potential health impacts and the risk of spreading HIV/AIDS in urban areas crossed by the project; potential safety issues (accidents related to site management, movement of machinery and road users, handling of explosives on quarry sites, etc.); adverse effects of waste generated by the workers' camp (garbage), maintenance of construction equipment, works-related noise and vibration; loss of vegetation due to the right-of-way required for efficient works management; consumption of natural spaces due to the working of borrow areas and quarry deposits, landscape alteration and soil erosion; increased pressure on natural resources of the area as a result of firewood and charcoal. The preliminary identified project locations in Burkina Faso and Togo indicate also that they may cross or be near national parks; however, since selection of road corridor sections is ongoing, an assessment is premature at this stage. Some noise, dust, and opening of quarries which may affect negatively the environment and daily life of populations in the project areas are also anticipated. However, creation of parking/rest areas for trucks is likely to have a positive impact on the safety and security of drivers, cargo and road users and will minimize chaotic parking along the road. It is expected that the road sections along corridors be identified before appraisal; for such known investments, specific plans (ESIA/ESMPs) will be prepared. In addition, an ESMF will be prepared for some of the other activities (e.g. rest stops/truck
<table>
<thead>
<tr>
<th>Performance Standards for Private Sector Activities OP/BP 4.03</th>
<th>TBD</th>
<th>If the project will identify economic opportunities for the private sector along corridors.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Natural Habitats OP/BP 4.04</td>
<td>TBD</td>
<td>This policy is TBD despite the fact that the preliminary identified project locations in Burkina Faso and Togo indicate that they may cross or be near national parks; however, since selection of road corridor sections is ongoing, an assessment is premature at this stage. The decision will be taken during the project preparation. In any case, relevant mitigation measures will be proposed in the ESMPs to avoid any degradation of critical natural habitats along the corridors.</td>
</tr>
<tr>
<td>Forests OP/BP 4.36</td>
<td>TBD</td>
<td>This policy is TBD as the exact location of the activities are not yet decided. Nevertheless, the project activities are not expected to affect negatively on the health and quality of forests. The project will avoid financing any activity that should have any negative impact in the natural forests. In any case, relevant mitigation measures will be proposed in the ESMPs.</td>
</tr>
<tr>
<td>Pest Management OP 4.09</td>
<td>No</td>
<td>This policy is not triggered as the project will not expect to increase the use of chemical pesticides which could have negative environmental and health impacts.</td>
</tr>
<tr>
<td><strong>Physical Cultural Resources OP/BP 4.11</strong></td>
<td>Yes</td>
<td>The policy is triggered as the rehabilitation activities proposed under Component 1 will involved earth movement mainly in the borrow areas and quarry deposits. During the development of the ESMF physical cultural resources will be taken into consideration and baselines defined. The ESMF will include clear procedures that will be required for identification, protection of cultural property from theft, and treatment of discovered artifacts, and will be included in standard bidding documents. All safeguards documents will be prepared, reviewed and disclosed in the country(ies) and the World Bank website prior to project appraisal.</td>
</tr>
</tbody>
</table>
The World Bank  
Lome-Ouagadougou-Niamey Regional Corridors (P168386)

<table>
<thead>
<tr>
<th>Policy</th>
<th>Yes/No</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indigenous Peoples OP/BP 4.10</td>
<td>No</td>
<td>There are no indigenous people along proposed corridors.</td>
</tr>
<tr>
<td>Involuntary Resettlement OP/BP 4.12</td>
<td>Yes</td>
<td>The reconstruction and/or road rehabilitation and/or enlargement works may affect populations along the corridors, and/or at border crossings as it may lead to displacement, restriction of access, or land acquisition. Therefore, to anticipate the potential social adverse impacts associated with investments for which the exact sites are not known, a Resettlement Policy Framework (RPF) will be prepared. However, if the segments on NR19 towards the border with Togo (in Burkina Faso), on NR 6 Niamey - Torodi towards border with Burkina Faso (in Niger), and on the RN1 towards the border with Burkina Faso (in Togo) are known and exact locations can be identified during preparation, in addition to the RPF, specific Resettlement Actions Plans (RAPs) will also be prepared. The RPF and/or RAPs will be prepared, reviewed and disclosed in country(ies) and at the World Bank website prior to appraisal. While building/rehabilitating truck rest stops/parking is expected to have positive (economic) impact, social adverse impacts may involve land acquisition, HIV/AIDS and gender-based violence (GBV) risk. A social impact assessment - in addition to the GBV that may be caused by the people concentration in and around these rest stops - will also be prepared prior to the implementation, as a mitigation tool for this high social risk. A GBV risk assessment will be conducted during the project preparation as part of the ESIA. A GBV assessment tool developed by the Bank will identify specific risks during preparation, along with mitigation measures and response capacity of the client.</td>
</tr>
<tr>
<td>Safety of Dams OP/BP 4.37</td>
<td>No</td>
<td>This policy is not triggered as the project activities will not involve the construction of a dam or being dependent upon an existing dam.</td>
</tr>
<tr>
<td>Projects on International Waterways OP/BP 7.50</td>
<td>No</td>
<td>This policy is not triggered as the project does not anticipating to finance new or rehabilitate irrigation schemes that could impact international waterways.</td>
</tr>
</tbody>
</table>
Projects in Disputed Areas OP/BP 7.60

| No | This policy is not triggered as the project does not anticipate any disputes in the targeted area. |

### E. Safeguard Preparation Plan

Tentative target date for preparing the Appraisal Stage PID/ISDS

Feb 20, 2020

Time frame for launching and completing the safeguard-related studies that may be needed. The specific studies and their timing should be specified in the Appraisal Stage PID/ISDS

The safeguard-related studies will be launched as soon as project preparation advances for each countries are requested and approved, and funds become available - in January/February 2019 at the earliest; and are to be completed before appraisal, estimated at end-February 2020.

### CONTACT POINT

**World Bank**

Anca Cristina Dumitrescu, Anne Cecile Sophie Souhaid, Cheick Omar Tidiane Diallo

Lead Transport Specialist

**Borrower/Client/Recipient**

Togo

Niger

Burkina Faso

**Implementing Agencies**
Ministry of Transport, Niger
Dan Issa Soumaila
Director General, Directorate of Road Transport
danissa_sam@yahoo.fr

Ministry of Planning and Development, Togo
Pierre Essobozou Awade, Directeur General de la Mobilisation
Director General, Aide Mobilization and Partnership
pierreawade@hotmail.com

Ministry of Transport Road Safety and Urban Mobility, Burkina Faso
Bernard Beba
General Secretary
bebabernard@yahoo.fr

FOR MORE INFORMATION CONTACT
The World Bank
1818 H Street, NW
Washington, D.C. 20433
Telephone: (202) 473-1000
Web: http://www.worldbank.org/projects

APPROVAL

<table>
<thead>
<tr>
<th>Task Team Leader(s):</th>
<th>Anca Cristina Dumitrescu, Anne Cecile Sophie Souhaid, Cheick Omar Tidiane Diallo</th>
</tr>
</thead>
</table>

Approved By

<table>
<thead>
<tr>
<th>Safeguards Advisor:</th>
<th>Maman-Sani Issa</th>
<th>11-Oct-2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Practice Manager/Manager:</td>
<td>Nicolas Peltier</td>
<td>18-Oct-2018</td>
</tr>
<tr>
<td>Country Director:</td>
<td>Deborah L. Wetzel</td>
<td>02-Apr-2020</td>
</tr>
</tbody>
</table>