

AFRICAN DEVELOPMENT FUND

LANGUAGE : ENGLISH
ORIGINAL : FRENCH



APPRAISAL REPORT

**ROAD REHABILITATION AND TRANSPORT FACILITATION
PROGRAMME ON THE SOUTHBOUND BAMAKO –DAKAR CORRIDOR**

MULTINATIONAL: WAEMU/MALI/SENEGAL

NB: This document contains errata or corrigenda (see Annexes)

**DEPARTMENT OF INFRASTRUCTURE
CENTRAL AND WEST REGIONS**

**OCIN
SEPTEMBER 2005**

TABLE OF CONTENTS

PAGES

PROGRAMME INFORMATION SHEET, CURRENCY EQUIVALENTS, ACRONYMS AND ABBREVIATIONS, LIST OF ANNEXES AND TABLES, BASIC DATA, PROGRAMME LOGICAL FRAMEWORK, EXECUTIVE SUMMARY. i-xi

I.	INTRODUCTION.....	1
1.1	Programme Origin and History.....	1
2.	TRANSPORT SECTOR	2
2.1	General	2
2.2	Overview of the Sector.....	3
2.3	Transport Policy, Planning and Coordination.....	6
3.	ROAD SUB-SECTOR.....	7
2.4	Road Network.....	7
2.5	Vehicle Population and Traffic.....	8
2.6	Road Transport Industry.....	9
2.7	Road Construction Industry	10
2.8	Road Network Management and Personnel Training.....	11
2.9	Road Maintenance	14
2.10	Financing of Investments and Road Maintenance	16
4.	THE PROGRAMME.....	17
4.1	Programme Design and Rationale	17
4.2	Project Area and Beneficiaries of PRI –I	19
4.3	Strategic Context	24
4.4	Programme Objectives	24
4.5	Programme Description.....	25
4.6	Environmental Impacts.....	30
4.7	Estimated Programme Cost	32
4.8	Financing Sources and Schedule of Expenditure	35
5.	PROGRAMME IMPLEMENTATION	39
5.1	Executing Agency.....	39
5.2	Institutional Arrangements	40
5.3	Implementation and Supervision Schedule	41
5.4	Procurement Arrangements	42
5.5	Disbursement Arrangements	45
5.6	Monitoring and Evaluation	46
5.7	Accounting and Financial Audit Reports	46
5.8	Aid Coordination	47
6.	PROGRAMME SUSTAINABILITY AND RISKS	48
6.1	Recurrent Costs	49
6.2	Programme Sustainability.....	49
6.3	Major Risks and Mitigating Measures	50
7.	PROGRAMME BENEFITS.....	51
7.1	Economic Analysis	51
7.2	Social impact Analysis	52
7.3	Sensitivity Analysis	53
8.	CONCLUSIONS AND ECOMMENDATIONS.....	54
8.1	Conclusions	54
8.2	Recommendations	54

This report was prepared by Messrs. B. TRAORE, Chief Transport Engineer at OCIN 3 (Ext. 2223), Mission Head, M. MBODJ, Transport Economist at OCIN. 3 (Ext. 2348), Programme Officer, L. JOOTTUN, Environmentalist at OCIN, O. and Mrs. I MAIGA, Gender Officer at PSDU following an appraisal mission they conducted to Mali and Senegal from 18 to 30 September 2005. The Director of OCIN Department is Mr. G. MBESHERUBUSA (Ext. 2034) and the Division Manager responsible is Mr. A. KIES (OCIN 3 Ext. 2282).

**AFRICAN DEVELOPMENT FUND
TRA-TUNIS
P.O.Box 323 TUNIS-BELVEDERE 1002
Tel.: (216) 71 333 511
Fax.: (216) 71 352 933**

PROGRAMME INFORMATION SHEET

Date : September 2005

The information given hereunder is intended to provide some guidance to prospective suppliers, contractors, consultants and all persons interested in the procurement of goods and services for the projects approved by the Boards of Directors of the Bank Group. More detailed information and guidance should be obtained from the Executing Agency of the Borrower.

1. COUNTRY : Multinational : WAEMU/Mali and Senegal
2. NAME OF PROGRAMME : Road Improvement and Transport Facilitation Programme on the Southbound Bamako-Dakar corridor (Kati-Kita-Saraya-Kedougou-Dakar)
3. PROJECT LOCATION : Mali and Senegal
4. BORROWERS : Mali and Senegal
5. DONEE : WAEMU Commission
6. EXECUTING AGENCIES : WAEMU Commission through the Department of Regional Development, Infrastructure, Transport and Telecommunications for general monitoring of the Programme, Rue Agostino Neto, Ouagadougou, Burkina Faso ; 01 BP 543, Tel : (226) 50318873/76, Fax : (226)50318872 ;mail: commission@uemoa.int

For programme monitoring at the national level
(i) National Highways Directorate of the Ministry of Equipment and Transport of Mali, P.O. Box 1758, Bamako, Mali, Tel : (223) 222-40-96/222-29-02, Fax.(223) 223-60-92, e-mail :dntp@cefib.com ; and

(ii) Agence Autonome des Travaux Routiers (AATR) supervised by the Ministry of Infrastructure, Land Transport Facilities and Internal Maritime Transport (MIETTTMI) ; rue David DIOP x F, Fann Résidence; P.O. Box 25242, Dakar (Senegal) ; Tel : (221) 869-07-51; Fax : (221) 864-48-33; email : aatr@sentoo.sn

7. PROGRAMME DESCRIPTION

The programme components are as follows:

A - IMPROVEMENT AND/ OR STRENGTHENING OF THE ROADS OF THE CORRIDOR

- A.1 - Improvement and asphaltting of the Kati-Kita to Senegal border stretch (429 km)
- A.2 - Construction of a bridge over the Bafing (248 lm), a bridge over the Bale (80 lm) and a bridge over the Faleme (250 lm)
- A.3 - Asphaltting of the Mali border-Saraya-,Senegal stretch (51 km)
- A.4 - Rehabilitation of the Saraya-Kedougou stretch in Senegal (61 km)
- A.5 - Rehabilitation of the Tambacounda-Birkilane stretch in Senegal (235 km)
- A.6 - Environmental impact mitigation works and measures including compensation for expropriation.
- A.7 - Sensitization to HIV/AIDS, malaria, road safety, environmental protection, excision etc.
- A.8 - Control and supervision of works

B - RELATED WORKS

- B.1. Detailed study of rural roads and boreholes
- B.2. Improvement of rural roads (100 km)
- B.3. Drilling of boreholes (18 boreholes)
- B.4. Rehabilitation of social infrastructure (10 health huts and fences of 3 schools)
- B.5. Construction of 3 cattle destressing and quarantining areas and rest areas for truckers every 150km
- B.6. Control and supervision of works

C - TRANSPORT AND TRANSIT FACILITATION ACTIONS AND MEASURES

- C.1 - Study on radio communication and juxtaposed checkpoint
- C.2 - Construction of an equipped juxtaposed checkpoint
- C.3 - Supply and installation of axle-load scales on the corridor and a scanner at the border between the two countries.
- C.4 - Supply and installation of radio communication system
- C.5 - Control and supervision of works
- C.6 - Training / seminars / study trips/Sensitization

D - PROGRAMME MANAGEMENT

- D.1 - Functioning of programme coordination at the level of WAEMU and the JTC
- D.2 - Monitoring and Evaluation (8 reports)
- D.3 - Financial and accounting audit

8. TOTAL COST

Programme Cost	: UA 200.80 million
i) Foreign exchange cost	: UA 159.72 million
ii) Local currency cost	: UA 41.08 million

9. ADF LOAN/GRANT

- ADF Loan : UA 58.16 million
- ADF grant : UA 7.90 million

10. OTHER FINANCING SOURCES

- WADB : UA 15.30 million
- JBIC : UA 5.89 million
- WAEMU : UA 0.74 million

- Private : UA 0.15 million
 - IDB, EU, KFW, JAPAN : UA 95.41 million
 - Governments : UA 17.24 million
11. LOAN APPROVAL DATE : December-2005
12. ESTIMATED DATE OF PROGRAMME START-UP/ DURATION : Feb-2006 /47 months
13. PROCUREMENT OF WORKS, GOODS AND SERVICES
- PROCUREMENT OF GOODS AND WORKS : The procurement of road works and construction of the juxtaposed check point at the border will be done through international competitive bidding. The procurement of goods (radio communication and axle-load scales will be through international competitive bidding. The procurement of related works will be through national competitive bidding.
 - REQUIRED CONSULTANCY SERVICES AND STAGE OF SELECTION : Consultancy services required for studies, works control and supervision, accounting and financial audit, sensitization, monitoring and evaluation and training will be procured through shortlisting. For road works, control and supervision the drawing-up of the shortlist will be preceded by a prequalification procedure.
14. ENVIRONMENTAL CATEGORY OF PROGRAMME : I

CURRENCY EQUIVALENTS

(September 2005)

UA 1	= CFAF 785.036
UA 1	= US\$ 1.45984

FISCAL YEAR

1 January - 31 December

WEIGHTS AND MEASURES

1 kilogramme (kg)	=	2.205 lbs
1 metre (m)	=	3.29 feet (ft)
1 kilometre (km)	=	0.621 mile
1 square kilometre (km ²)	=	0.3861 sq mile
1 hectare (ha)	=	2.471 acres

ACRONYMS AND ABBREVIATIONS

AATR	:	Road Works Agency (Senegal)
ADB	:	African Development Bank
ADF	:	African Development Fund
AFD	:	French Development Agency
AR	:	Highways Authority
CET	:	Common External Tariff
CFAF	:	CFA Franc
CFP	:	Training Centre
CILSS	:	Permanent Interstate Committee on Drought Control in the Sahel
COSCAP	:	Cooperative Development of Operational Safety and Continuing Airworthiness Programme
DAI	:	Department of Regional Development and Infrastructure
DATC	:	Territorial Management Directorate,
DTT	:	Department of Transport and Telecommunications
ECOWAS	:	Economic Community of West African States
EDF	:	European Development Fund
EPA	:	Extended programme area
EPPS	:	Survey on the Perception of Poverty in Senegal
EU	:	European Union
FRDC	:	ECOWAS Regional Development Fund Development
GAINDE	:	Computerized Management of Customs and Economic Information of Senegal
HA	:	Hunting Areas
ICB	:	International Competitive Bidding
ICTARN	:	Instructions for the Technical Design and Rehabilitation of National Highways
IDA	:	International Development Association
IPA	:	Immediate programme area
IRI	:	International Roughness index
IRR	:	Internal Rate of Return
IRT	:	Interstate Road Transit
LPA	:	Limited programme area
MET	:	Ministry of Equipment and Transport in Mali
MIETTTMI	:	Ministry of Infrastructure, Land Transport Facilities and Inland Maritime Transport
NCB	:	National Competitive Bidding
NEPAD	:	New Partnership for Africa's Development
NH	:	National Highway
OMAO	:	Maritime Organisation of West and Central Africa
PACITR	:	Community Infrastructure and Road Action Programme
PIP	:	Public Investment Programme
PW	:	Public Works
RDF	:	Road Development Fund
REC	:	Regional Economic Community
RM	:	Road Maintenance
SCD	:	Single Customs declaration
SIAM	:	System of advance information on goods
SME	:	Small and Medium Sized Enterprise
STAP	:	Short-term Action Plan for Infrastructure
SYDAM	:	Computerized System of Customs Clearance of Goods (Côte d'Ivoire)

SYDONIA	:	Computerized Customs System
TIE	:	Inter-State Transport
TK	:	Tonne kilometre
TSP	:	Transport Sector Programme
UNCTAD	:	United Nations Conference on Trade and Development
Veh/d	:	Vehicles per day
VWS	:	Village water supply
WADB	:	West African Development Bank
WAEMU	:	West African Economic and Monetary Union

LIST OF ANNEXES

<u>N°</u>	<u>TITLE</u>	<u>Nbr of Pages</u>
1.	Map of the Programme Area	1
2.	Organization Chart of Programme Executing Agency	1
3.	Estimated list of Goods and Services of the Entire Programme	1
4.	Programme Implementation Schedule	1
5.	Economic Analysis	1
6.	List of Bank Commitments	5
7.	Summary of Terms of Reference of Programme Coordinator	2
8.	List of Programme Implementation Documents	2
9.	Programme Preparation Schedule	1

LIST OF TABLES

<u>No.</u>	<u>TITLE</u>	<u>PAGE</u>
Table 4.1 :	Summary of Estimated Cost by Component of the Entire Programme.....	32
Table 4.2 :	Summary of Estimated Cost by Component of the ADF Programme.....	33
Table 4.3 :	Summary of Estimated Cost by Expenditure Category of the Entire Programme.....	34
Table 4.4 :	Summary of Estimated Cost by Expenditure Category of ADF Programme.....	34
Table 4.5 :	Financing Source of the Entire Programme	36
Table 4.6 :	Financing Source of ADF Programme	36
Table 4.7 :	Financing Source by Expenditure Category of the Entire Programme.....	37
Table 4.8 :	Expenditure Schedule by Component of the Entire Programme	38
Table 4.9 :	Expenditure Schedule by Component of ADF Programme	38
Table 4.10 :	Expenditure Schedule by Financing Source of the Entire Programme.....	39
Table 4.11 :	Expenditure Schedule by Financing Source of the ADF Programme	39
Table 5.1 :	Implementation Schedule.....	41
Table 5.2 :	Estimated Supervision Schedule	42
Table 5.3 :	Procurement Arrangements.....	43

MULTINATIONAL : WAEMU/MALI/SENEGAL
Road Improvement and Transport Facilitation on the Southbound Bamako-Dakar Corridor
Programme Logical Framework

Start-up date February 2006
 Completion date December 2009
 Design team Messrs. M.,MBODJ, B. TRAORE, L. JOOTTUN, OCIN and Mrs. L. MAIGA, PSDU

HIERARCHY OF OBJECTIVES	EXPECTED OUTCOMES by sector and corresponding themes	SCOPE	PERFORMANCE INDICATORS Source and method	TARGET INDICATORS AND TIME-FRAME	ASSUMPTIONS/ RISKS
<u>SECTOR GOAL</u> 1.1. Contribute to the strengthening of economic integration and sub-regional cooperation among member countries of WAEMU and ECOWAS and opening up of hinterland countries	1.1. Intra-community and external trade has grown	1.1. ECOWAS (WAEMU) community area	1.1. Level of intra-community trade and hinterland countries foreign trade <u>Source:</u> ECOWAS (WAEMU) statistics <u>Methods:</u> Statistics drawn up by member countries	1.1. Intra-community trade level increase from 10% in 2005 to 30% in 2015 1.2. Level of external trade increase by 10% by 2015. <u>Source:</u> ECOWAS (WAEMU) statistics <u>Methods:</u> Statistics drawn up by member countries	1.1. Resolution of conflicts in West Africa 1.2. Pursuit of the policy of integration by states
<u>PROJECT OBJECTIVES</u> 1. Create a permanent good service level road link through the South between Senegal and Mali and remove the constraints on movement in order to reduce general transport costs and promote economic exchange between the two countries. 2. Improve the sustainability of investments by controlling axle loads. 3. Improve the living conditions of project area dwellers.	1. (i) the missing road links of the corridor are completed and the corridor is maintained, (ii) check points are reduced to two per country and the time spent on border crossing formalities is reduced by half 2. Axle load limits and technical road norms are harmonized and applied. 3. Socio-economic infrastructure of the PA is constructed and/ or rehabilitated	The two countries (Mali and Senegal)	1. (i) proportion of road lengths in a good state on the corridor, (ii) time spent on goods removal at the port, crossing the territories and customs formalities at the border of the two countries 2. Instruments governing axle load and instituting control of the said loads 3. Rate of school attendance and distances covered on foot to fetch water <u>Sources:</u> MET in Mali and MIETTTMI in Senegal, Customs DG in both countries, DPA, WAEMU and corridor management committee <u>Methods:</u> Statistics provided, surveys on the corridor	1. (i) percentage of good roads on the corridor increases from 50% in 2005 to 90% by 2010, (ii) by 2010: Goods removal time at Dakar port drops from 7 days in 2005 to 2 days, the Senegalese territory crossing time reduces from 3 days in 2005 to 1 day and border crossing time between the two countries reduces from 1 day in 2005 to 2 hours. 2. Orders governing axle load issued in Mali in 2004 and in Senegal in 2006; axle load scale installed on the corridor in 2008. 3. School attendance rate improved by 10%; distance to fetch water reduces from 5km to less than 1km. <u>Sources:</u> MET in Mali and MIETTTMI in Senegal, DG of Customs in both countries, DPA, corridor management committee, local councils and authorities <u>Methods:</u> Statistics drawn up, surveys on the corridor	1. The second generation Road Fund fully operational in Mali and set up in Senegal. 2. The instruments governing transit traffic and axle load control on the corridor are enforced
<u>ACTIVITIES AND IN-PUTS</u> 1. Construction and /or strengthening of the corridor roads (UA 184.71 million) 2. Construction and / or rehabilitation of socio-economic infrastructures (UA 2.78 million) 3. Transport facilitation and transit measures and actions (UA 11.96 million) 4. Programme management (UA 1.35 million)	1. The south corridor has good quality built or rehabilitated roads 2. Socio-economic infrastructure is built or rehabilitated along the corridor 3. The free movement of goods and people and access to the sea for hinterland countries are facilitated; an efficient monitoring system of transit traffic is put in place in the corridor 4. Project implementation is facilitated; the population of the PA and corridor users are sensitized to HIV/AIDS, malaria, road safety, environmental protection, female genital mutilation, girl-child education etc.	Area covered by Bamako-Dakar South corridor	1. Length of road constructed or rehabilitated 2. Number of socio-economic facilities built or rehabilitated. 3. Number of juxtaposed control posts built, number of facilities put in place, number of persons sensitized to the exploitation and utilization of the corridor, number of participants at seminars and corridor management case study trips. 4. Number of socio-economic surveys on the corridor; quantity of equipment provided to the AATR and DNR for monitoring the programme. Number of persons sensitized to HIV/AIDS, malaria, road safety, environmental protection, female genital mutilation, girl child education; number of reports produced; number of coordinators, project officers and members of the JTC <u>Sources:</u> DTAC/WAEMU, AATR/MIETTTMI, DNR/MET <u>Methods:</u> monthly reports and periodic reports, surveys.	1. 162 Km of road improved between Kati and Kita; 259 km of road improved between Kita and Faleme; 51 km of road improved between Faleme and Saraya; 61 km of road rehabilitated between Saraya and Kedougou; 235 km of road rehabilitated between Tambacounda and Birkilane; 2 bridges of a total length of 328 m built in Mali; a 250 lm viaduct built on the Faleme at the border between the two countries. 2. 100 km of rural roads provided; 10 boreholes drilled in Mali and 8 in Senegal; 1500 desks provided to schools in Kita; 10 health posts built and equipped of which 5 in Mali and 5 in Senegal; 2 destressing areas (1 in each country) for cattle built and a quarantine park built at the border; rest areas for drivers built on the corridor, etc. 3. An equipped juxtaposed check point built at the border between the two countries including / scanner, radio equipment installed on the corridor; 50 workers trained; 1000 users sensitized on the corridor; 4. 8 corridor monitoring and evaluation surveys; 2 vehicles provided to project officers appointed at the AATR and the DNR to monitor the programme and 1 vehicle purchased by WAEMU for the programme coordinator; 1 million persons sensitized to HIV/AIDS, etc.; 4 audit reports produced; 2 project officers appointed; 1 coordinator recruited at WAEMU; JTC of 11 members created to monitor the programme. <u>Sources:</u> DTAC/WAEMU, AATR/MIETTTMI, DNR/MET <u>Methods:</u> monthly reports and periodic reports, surveys.	

EXECUTIVE SUMMARY

1. PROGRAMME ORIGIN AND HISTORY

1.1. The two Transport and Telecommunications decades in Africa (1978-1998) decreed by the United Nations General Assembly on the one hand, and the Sectoral Meeting of Ministers charged with Public Works of WAEMU States, held in Dakar from 27 to 31 August 2001 on the other hand, prioritized the construction of the Kati-Kita – Saraya highway. WAEMU drew up a Community Infrastructure and Road Action Programme (PACITR), which was approved by the Ministerial Council of the Union and development partners in 2002. The cost of the Action Programme which spans 10 years is estimated at CFAF 1,400 million comprising notably an investment component and a transport facilitation component.

1.2. In the PACITR, the Kati-Kita-Saraya highway which is of community interest listed as Cu-2b according to WAEMU classification, is one of the major highways necessary for the preservation and improvement of land trade between trans-boundary populations. The improvement and asphaltting of this highway remains a fundamental objective of the Union.

1.3. That is why Senegal and Mali, thanks to a subsidy from the Islamic Development Bank (IDB) conducted economic feasibility studies and preliminary engineering designs on the remaining Kati-Kita – Saraya road stretch and an update of this study in 2005 financed by ADF. Conscious of the need for the completion of this road link whose socio-economic impact is beneficial to the two States as well as neighbouring countries such as Guinea, Guinea Bissau, Mauritania and Burkina Faso, the Governments of the Republic of Mali and the Republic of Senegal decided to join efforts to create a synergy of actions in order to carry out this project. To that end, requests for financing were submitted to donors including ADF. The programme was prepared in a participatory process conducted mainly among the riparian population, transport sector operators and government services (customs, police, gendarmerie) involved in the transport chain. The programme benefited from the results of various meetings initiated since 2002 within ECOWAS, leading to the adoption of a regional road transport and transit facilitation program. It also benefits from the progress noted in the implementation of such facilitation under the 1st programme financed by the Bank and other donors (WAEMU/ Ghana: PR -1) approved in December 2003.

2. LOAN AND GRANT PROPOSAL

The ADF loan of UA 58.16 million representing 28.97% of the total programme cost exclusive of taxes will be used to finance 33.19% of the programme cost in foreign exchange and 12.54% in local currency. The ADF grant of UA 7.9 million representing 3.93% of total programme cost exclusive of taxes will be used to finance 4.21% of programme cost in foreign exchange and 2.87% in local currency.

3. SECTOR GOALS AND SPECIFIC OBJECTIVES OF THE PROGRAMME

At the sectoral level, the goal of the programme is to contribute to the strengthening of economic integration and sub-regional cooperation among WAEMU and ECOWAS member countries and to the opening up of hinterland countries. The specific objective is to establish a permanent good service level highway link through the South, between Mali and Senegal and remove constraints on movement so as to reduce overall transport costs and

foster economic exchanges between the two countries; (ii) improve the sustainability of investments by controlling axle loads; and (iii) improve the living conditions of project area dwellers.

4. PROGRAMME OUTPUTS

To attain the above-mentioned objectives, the following outputs are expected:

- (i) 162 km of road improved between Kati and Kita in Mali; 259 km of road improved between Kita and Faleme in Mali; 2 bridges of a total length of 328 m constructed in Mali; a bridge of 250 lm built on the Faleme at the border between the two countries; 51 km of road improved between Faleme and Saraya in Senegal; 61 km of road rehabilitated between Saraya and Kedougou in Senegal; and 235 km of road rehabilitated between Tambacounda and Birkilane in Senegal;
- (ii) 100 km of rural roads connected to the major highway provided in the two countries; 10 boreholes drilled in Mali and 8 boreholes drilled in Senegal; 1500 desks supplied to Kita schools in Mali; 5 health posts built and equipped in Mali and 5 in Senegal including the training of 20 matrons and 10 community health workers; 2 destressing areas for cattle built (1 in each country) and 1 quarantine area built at the border;
- (iii) 1 equipped juxtaposed control post built at the border between the two countries, fixed axle load scales and radio equipment supplied and installed; 1 scanner installed at the border etc. 50 workers from the two countries trained; 1000 users sensitized to the corridor concept.
- (iv) 8 corridor monitoring and evaluation surveys conducted; 1 million persons sensitized to HIV/AIDS, etc; 3 audit reports produced, 1 coordinator recruited and two project officers appointed : 1 JTC of 11 members put in place to monitor the programme.

5. PROGRAMME COST

The estimated cost exclusive of taxes and customs duties of the entire programme is UA 200.80 million, of which UA 159.72 million in foreign exchange and UA 41.08 million in local currency. The estimated cost of the components jointly financed by ADF is UA 98.15 million of which UA 77.6 million in foreign exchange and UA 20.55 million in local currency.

6. FINANCING SOURCES

6.1 The programme will be jointly financed by ADF, private operators of the interstate transport sector in beneficiary States, WADB, Japan Bank for International Cooperation (JBIC), WAEMU Commission and the Governments of Mali and Senegal and at the same time by other donors (IDB, EU, KFW, Japan). The ADF grant will be used to finance the component “transport facilitation” and “programme management”. The ADF loan will be used to finance part of: (i) the works and control of construction works on the 221 km of the Sekokoto-Faleme road stretch in Mali, (ii) the works and control of construction of the 51 km

between Faleme and Saraya and the works and control of strengthening works on the 61 km of the Saraya-Kedougou road stretch in Senegal; (ii) works and control of related works and mitigation of the negative impacts on the environment in the two countries; and (iii) sensitization to road safety, malaria, HIV/AIDS, environmental protection, the practice of excision. The total contribution from ADF of UA 66.06 million represents 37.40% of the foreign exchange cost and 15.42% of the local currency cost of the entire programme.

6.2 WADB will provide its contribution to the financing of part of (i) the works and control of the improvement works on the 221 km of the Sekokoto-Faleme road stretch in Mali, (ii) the works and control of improvement works on the 51 km between Faleme and Saraya and the works and control of strengthening works on the 61 km of the Saraya-Kedougou road stretch in Senegal. JBIC will contribute to the financing of part of (i) the works and control of improvement works on the 51 km between Faleme and Saraya and the works and control of strengthening works on the 61 km of the Saraya-Kedougou road stretch in Senegal. The contribution of private transport sector operators will be used to finance the installation of radio receivers for their inter-state transport vehicles. WAEMU will contribute to the financing of the “transport facilitation” and “programme management” components, notably the complete financing of the coordinator and the functioning of the Joint Technical Committee and the partial financing of the studies as well as the works and control of construction works on the juxtaposed check point, supply and installation of axle-load scales and the radio communication system. Contributions from the two Governments will be used to finance part of the works and control of related road and environmental protection works, as well as sensitization and total financing of the costs of project officers.

6.3 Japan’s contribution will be used to finance the works and control of construction works on the two bridges in Mali, and the bridge over the Faleme shared by the two countries. The contribution of the other donors (IDB, KFW, EU) will be used to finance the works and control of road works on the road stretches of the corridor in the two countries as well as the supply and installation of the scanner (EU) envisaged at the juxtaposed check point at the border between the two countries.

7. PROGRAMME IMPLEMENTATION

The programme will run from February 2006 to December 2009, that is 47 months.

8. CONCLUSIONS AND RECOMMENDATIONS

8.1 Conclusions

8.1.1 The implementation of the programme will permit the opening up of the high potential areas in Mali and Senegal and contribute to strengthen regional cooperation and economic integration by reducing non-tariff barriers and invisible costs. It will permit the development of business activities along the corridor on account of the savings generated by the reduced illicit charges along the corridor.

8.1.2 The programme will contribute to poverty reduction, training of transport chain operators and stakeholders of the corridor. The formulation of the programme also benefited from lessons learnt from our interventions in the two countries, from Road Programme 1 (WAEMU/ Ghana) as well as those of other donors.

8.1.3 The programme has been well studied technically and benefited from detailed road studies. Its negative impacts on the environment have been defined and mitigating measures taken into account. The programme is economically viable, with an average economic rate of return of 15.2%. The sustainability of investments is guaranteed thanks to the strengthening of axle load and gross weight of vehicles designed for inter-State transport, and to the technical strengthening solutions adopted.

9. RECOMMENDATIONS

In light of the foregoing, it is recommended that an ADF loan not exceeding UA 58.16 million be awarded to the Republic of Mali and the Republic of Senegal and an ADF grant not exceeding UA 7.9 million to the WAEMU Commission. The ADF loan will be broken down as follows: UA 49.81 million to the Government of the Republic of Mali and UA 8.35 million to the Republic of Senegal. This loan and grant will be used for implementation of the programme as designed and described in this report and will be subject to the conditions specified in the loan agreement and the grant memorandum of understanding.

1. INTRODUCTION

1.1 Programme Origin and History

1.1.1 The area comprising the eight Member States of the West African Economic and Monetary Union (Benin, Burkina Faso, Côte d'Ivoire, Guinea Bissau, Mali, Niger, Senegal, Togo) has over 74 million inhabitants, representing nearly 30% of the total population of West African States. This population generates approximately 33% of the Gross Domestic Product (GDP) of the West African sub-region. The total surface area of the community space is 3.5 million square kilometres, that is an average population density of 19.6 inhabitants per km². The economic strengths of the Union are based mainly on agriculture which employs nearly 65% of the labour force. Together, the countries of the Union have agricultural, mining, fishing and human resource potential which should significantly contribute to the development of its member countries.

1.1.2 The Treaty instituting WAEMU and its subsequent instruments envisage the definition and implementation of a harmonized transport infrastructure development plan in phase I and, in Phase II, the implementation of a common transport sector policy aimed at a harmonious balance of the community area. Furthermore, one of the fundamental objectives of the Union is the free movement of people and goods within the Community area. To that end, WAEMU in 2001 developed a community infrastructure and road action plan (PACITR), which was approved by the Council of Ministers of the Union and development partners in 2002. The programme of action spans 10 years with an initial cost estimated at CFAF 1,400 million. It comprises various aspects, namely studies, road strengthening and construction, road transport and transit facilitation actions and measures, road safety and programme management support. The Kati-Kita – Saraya road is a major axis contributing to the prevention and improvement of land trade between trans-border populations of the two countries. In the PACITR, the improvement and asphaltting of this community road listed as Cu-2b according to WAEMU classification, remains a fundamental objective of the Union.

1.1.3 Furthermore, the two Transport and Telecommunications decades in Africa (1978-1998) decreed by the General Assembly of the United Nations, on the one hand, and the Sectoral Meeting of Ministers in charge of Public Works of WAEMU member states, which was held in Dakar from 27 to 31 August 2001, on the other hand, prioritized the completion of the Kati-Kita- Saraya road. The road forms part of the unpaved stretch of the Dakar – Port Sudan trans-African highway.

1.1.4 Senegal and Mali, thanks to a subsidy from the Islamic Development Bank (IDB) conducted economic feasibility studies and preliminary engineering designs on the missing Kati-Kita- Saraya road link in 2001. In 2005, an update of that study was financed from an ADF grant extended to WAEMU as part of Road Programme 1 financed by ADF and other donors. Aware of the need to construct this road link whose socio-economic impact benefits the two States as well as neighbouring countries such as Guinea, Guinea Bissau, Mauritania and Burkina Faso, the Governments of the Republic of Mali and the Republic of Senegal decided to pool their efforts to create a synergy of actions for the implementation of this project. To that end, requests for financing were submitted to different donors including the ADF. The programme was prepared in a participatory process mainly involving the riparian population, transport sector operators, government services (customs, police, gendarmerie) involved in the transport chain. The programme benefited from the outcomes of various meetings initiated since 2002 within ECOWAS, which led to the adoption of a regional road

transport and transit facilitation. It also benefits from the progress noted in the implementation of such facilitation under the first programme financed by the Bank and the other donors (WAEMU/ Ghana: PR-I which covers the Bamako- Ouagadougou –Accra corridor).

1.1.5 Following this request, the Bank in June 2005 conducted a Kita-Saraya – Kedougou road project preparation mission. This mission noted: (i) obstacles to the traffic flow on the asphalted road stretches of the links through the North and through the South between Dakar and Bamako with their repercussions such as the congestion of Dakar port; (ii) the non-enforcement of inter-State transit agreements such as TRIE and TIE signed by all States of the Union and of ECOWAS; and (iii) non-compliance with axle load regulations. These were the reasons for adopting the Bamako-Dakar corridor through the South Corridor approach in the form of a programme which incorporates the transport facilitation aspect rather than the standard road project approach (Kati-Saraya –Kedougou road project).

1.1.6 This report has been prepared on the basis of: (i) strategy studies, priority investments of the PACITR of WAEMU formulated using a participatory approach and detailed economic, social, environmental and technical studies of the road stretches to be improved or rehabilitated; (ii) various preparatory reports and documents of the programme, notably all updated studies, (iii) information gathered during discussions held by the preparation missions in June 2005 and appraisal missions in September 2005 with the authorities and services concerned, (iv) recent information on the evolution of the strategy in the transport sector in the States of the Union, notably in Mali and Senegal; (v) meetings with the country Directorates in charge of transport and donors supporting the transport sector in the two countries, and (vi) project documents of IDB which in 2003 had already approved the amount of US D 20 million for the financing of the works on this corridor.

1.1.7 The entire programme is in conformity with the objectives of the New Partnership for Africa's Development (NEPAD) and is part of its short-term plan of action on infrastructures. Furthermore, its proposed financing by ADF is consistent with the ADF strategy in Mali and Senegal. In fact, it is consistent with Pillar II of the 2005-2009 CSP for Senegal and Pillar I of the 2005-2009 CSP for Mali. Similarly, it is in line with the strategic vision of the Bank which prioritizes strengthening the integration of sub-regional economies.

2. TRANSPORT SECTOR

2.1 General

2.1.1 The transport sector in WAEMU States plays a key role in building the economic integration of States of the Union and in the development of the economic activities of these States. It contributes on average nearly 60% of the Gross Domestic Product (GDP) of countries of the Union. The principal constraint on the transport sector remains regional disparities in transport infrastructure.

2.1.2 The modes of transport existing in Mali are road, railway, river and air while the waterways of neighbouring countries are used for its trade. Senegal has five main modes of transport. The overall functioning of the transport system has improved considerably in the two countries as a result of the implementation of successive transport sector projects (PAST completed and TSP 2 ongoing in Senegal and TSP.1 completed in 2004 and Transport Corridors Improvement Project (PACT) ongoing in Mali). However, there are still a number of constraints, notably insufficient road maintenance resources, low level of investment planning and programming activities.

2.2 Overview of the Sector

Road Transport

2.2.1 Road transport in the WAEMU area constitutes the principal mode of movement of people and goods covering nearly 90% of domestic passenger and goods transport. Urban, peri-urban and interurban transport in States of the Union is provided in general by small operators using minibuses or in some countries, motorcycle taxis. One of the major constraints on road transport is the mismatch between supply and demand, the non-organization of the profession, but above all, the numerous check points and financial charges on highways which undermine the system's viability. At the regional level, road transport represents nearly 73% of inter-State goods transport demand. In Mali, road transport covers an average 64% of goods traffic and over 80% of passenger traffic. In Senegal, the share of road transport is estimated at over 90%.

Rail Transport

2.2.2 The countries of the Union have a rail network of a total length of 3,918 km of railway, of which more than half is in an advanced state of obsolescence with a very restrictive layout design. These railway lines are not interconnected. Among these networks, three lines are of a regional vocation, namely: (i) the Abidjan, Bob-Dioulasso-Ouagadougou-Kaya line which is 1,261 km long and managed by a private company SITARAIL which, prior to the Ivorian crisis, recorded an increase in its total goods traffic over a five-year period, from 250 000 tonnes to one million tonnes, while passenger traffic reduced by half; (ii) the Bamako-Dakar line (1,233 km) transferred in September 2003 to TRANSRAIL a French – Canadian private company whose international freight traffic is nearly 350 000 tonnes per year; and (iii) the Cotonou – Parakou line which is 448km long and extended to Niger by a road transport system after trans-shipment at Parakou and managed by Office du Chemin de fer Benin – Niger (OCBN), whose freight traffic has been on the decline for a few years, owing to the poor performances of Cotonou port and the old railway facilities of OCBN. The two States have undertaken to privatize this line.

2.2.3 In Mali and Senegal, the state-owned companies put in place to operate railways have been unable to stem the steady decline in traffic despite various restructuring measures.. Goods traffic fell from 566,000 tonnes in 1998 to 38,000 tonnes in 2002 and passenger traffic from 790,000 in 1998 to 551,000 in 2002 with a network and rolling stock of which 84% is over 40 years old. Accordingly, in 2003 and 2004, the two countries decided to concession the operation of the Bamako-Dakar international line. In October 2003, the concession was awarded to a group led by a subsidiary of Canadian Railways, Canac, for a period of 25 years. The new company which is headquartered in Bamako went into operation on 1 October 2003. The goods traffic of 425,830 tonnes recorded in 2004 is deemed satisfactory according to the company's 2004 activity report. The operation of the other domestic lines has been abandoned, except those serving some mining industries (phosphates at Taïba, Senegal) and le Petit Train Bleu serving suburban Dakar.

Waterways Transport

2.2.4 WAEMU states have six sea ports (Cotonou, Abidjan, San Pedro, Dakar, Lome and Bissau) and in addition, currently use the ports in Ghana and to a lesser extent, the ports of Conakry and Nouakchott. These ports handle the bulk of international traffic between

countries of the Union and the rest of the world. The handling and storage capacities of these ports seem sufficient to meet the Union's current needs. Most of these ports provide warehousing facilities to the landlocked countries of the Union (Burkina, Niger, Mali) in order to attract transit traffic which in 2002 represented approximately 4.2 million tonnes. However, despite the containerization effort made, the port transit and turn-around time costs in the ports used by countries of the Union remain high, according to a study conducted in 1997 and 2000. This is due to (i) non-harmonization of computerized customs and port billing systems in spite of the existence of computerized customs clearance system (Sydam) in Côte d'Ivoire, the software for Automated Management of Customs and Economic Information (Gainde) in Senegal and the Automated Customs System (Sydonia) developed and maintained by UNCTAD in the other countries of Union; (ii) the non-establishment of a true one-stop shop; and (iii) harbour controls requiring much space remain a concern.

2.2.5 With a coastline of over 700 km, Senegal has a deep sea port in Dakar and three secondary ports at Saint-Louis, Kaolack and Ziguinchor. Secondary port activities remain marginal compared to that of the Dakar port authority (PAD). With a convenient availability rate of its equipment pool, PAD recorded a goods traffic volume of 10,963,000 tonnes in 2003 as against 7,193,000 tonnes in 1999. To improve its performances, the Dakar port (customs) currently has a fixed scanner capable of screening in 33 to 55 seconds, the contents of a container and will be equipped under the axle-load scale programme. It is also being equipped with a mobile scanner. Mali uses the ports of west coast countries including Senegal. In Dakar port, it has an area reserved exclusively for goods coming from or bound for Mali known as EMASE (Entrepôts Maliens au Senegal or Malian Warehouses in Senegal) and would like to expand the surface area.

2.2.6 Regarding navigable waterways, they remain insignificant in the transport system of the Union. The territory of the Union is crossed by two major river basins, namely the Senegal and the Niger. Navigability of these rivers is limited along most stretches owing to significant differences in seasonal flow-rates. Traffic is not well-known, but these rivers are expected to play a role in intra-community trade as indicated in the NEPAD short-term action plan for infrastructure. Projects are in the pipeline at the River Senegal development organization and Office du Niger to make the Niger and Senegal rivers navigable. In Mali, river transport is seasonal in the River Niger basin on the Koulikoro-Mopti – Gao-Ansongo downstream reach, the Bamako – Kouroussa upstream reach and the canals of the Office du Niger, and in the River Senegal basin on the Kayes – Senegalese border section. This situation led to the near-bankruptcy of Compagnie Malienne de Navigation (COMANAV) which handles most of the traffic in this subsector. These different river sections form a navigable network of 2610km with many minor ports of call. Concerning Senegal, river transport remains marginal, despite the existence of navigable waterways and a minimum of port infrastructure along the major rivers (Senegal, Saloum and Casamance).

Air Transport

2.2.7 The Union has 14 international class airports situated in the capitals and over 45 secondary airports used essentially for domestic flights. The capacities range from 10,000 to 3,000,000 passengers and 2,000 to 40,000 tonnes of freight. The infrastructure and equipment of international airports of the countries of the Union are generally in good condition, thanks to an appropriate policy of maintenance and renewal of airport installations. The secondary airports have landing strips of varying characteristics (asphalted or laterite runways) and are poorly maintained. Domestic air transport demand is relatively low. The 1999 Yamoussoukro

Decision to liberalize the African skies in August 2002 at the latest, has led to the emergence in West Africa of several air carriers whose survival is still uncertain, and worsened by the liquidation of Air Afrique. Under NEPAD, the COSCAP project which was approved in 2005 by ADF will support States to strengthen their air safety supervision capacities by setting up three regional air navigation safety agencies.

2.2.8 To meet national and international demand, Mali has 2 airports of international status (Bamako and Gao) accessible to different categories of aeroplanes, 10 major airports of which six are asphalted and whose capacity is limited to average carriers: 22 secondary aerodromes which are restricted to seasonal use and open to aircraft of less than 6 tonnes; 4 private aerodromes designed for small craft. The airport infrastructure improved considerably during preparations for the African Nations football tournament in 2002, notably with the construction of 2 airports (Sikasso and Kayes) and the rehabilitation of the Mopti and Timbuktu airports. Although passenger traffic has significantly improved at Bamako airport (423 506 in 2003 compared to 337 750 in 2002), freight traffic has been irregular 14 586 tonnes in 2004, 2595 tonnes in 2002 and 5219 tonnes in 1994. Concerning the supervision of air navigation safety, the Civil Aviation Directorate does not have sufficient capacities and is not yet autonomous.

2.2.9 Senegal has one international airport at Dakar, four airports of average importance at Saint-Louis, Ziguinchor, Cap Skiring and Tambacounda, and twelve secondary airports. The service level of Dakar airport is satisfactory on the whole and that of the other airports rather average. Appropriate interventions, notably in the area of rehabilitation and maintenance are envisaged under TSP 2. State divestiture has led to the privatization of Air Senegal and greater management autonomy to Leopold Sedar Senghor airport in Dakar. These institutional measures are likely to improve the efficacy and competitiveness of the airports. In 2003, the traffic recorded at Dakar airport was 1,374,533 broken down as follows: international traffic (73%), regional traffic (24%) and domestic traffic (3%).

Competitiveness of the Different Corridors

2.2.10 Landlocked countries of the Union have, for their external trade, existing road corridors (Ivorian, Togolese, Ghanaian and Beninese) or under construction (Senegalese, Guinean and Mauritanian), as well as railroads (Cotonou-Parakou, Bamako- Dakar and Ouagadougou – Abidjan). These States are claiming a right of access to the sea and healthy competition of the corridors constitutes one of the elements that can enable this. The elements influencing the competitiveness of transit corridors are mainly: (i) port transit costs and times (ii) travel time and transport conditions on the corridors, (ii) bilateral agreements on transport and transit; and (iii) the availability and state of truck pools owned by transporters in each of the States.

2.2.11 Studies conducted between 1997 and 1999 show that without the berthing-related costs of ships, each of the ports in the sub-region has comparative advantages. For instance, the ports of Abidjan and Dakar are better equipped, but have higher port transit costs owing to the equipment and the pilotage and dredging (for Abidjan port) costs. The ship charges are generally cheap (1/3 of those of Antwerp for example). Tema port is the most competitive from this standpoint. Goods charges are extremely high (10 times more than those of Marseille). The offshore handling (stevedoring) and on-shore handling (lighterage) charges are also extremely high in the sub-region. Dakar, Abidjan and Tema are cheaper and approach the charges levied in Europe. In general, the port turnaround times (at least 7 days) are largely above agreed time-frames (72 hours).

2.2.12 Transportation distances are not the only basis of evaluation. Port performances, the state and geometry of roads and obstacles to traffic are elements of evaluation. The application of a single convention TRIE such as that signed by all States of ECOWAS is an indispensable element for the competition among the different transit corridors. Under NEPAD, the objective is to reduce by half by the year 2006, the time-frame for container clearance and implement road transport and transit facilitation measures on at least two of the regional economic community corridors. Dakar port has just been equipped with a mobile scanner with a view to reducing port transit time. All ports of the subregion are being equipped and providing more facilities to countries without a coastal front. Such awareness has been raised by the Ivorian Crisis, which has thus revealed that the competition on transit traffic is a powerful factor fostering improvement and innovation in port operations and more generally overall efficiency of transit corridors.

2.2.13 Mali with one of the most extensive territories in West Africa is the least linked to Coastal countries among the three landlocked countries of this part of Africa. It has therefore suffered greatly as a result of the Ivorian crisis, as its transport costs have soared by 30% to 40%. This situation is slowly changing since road links with Guinea and Mauritania are being completed. With Senegal, construction works on the road link through Kayes in the North should be completed by 2007. The Bamako-Dakar railroad situated in some places over 300 km away from the South highway, but whose long-term objective is to transport 500,000 tonnes, is picking up following its concessioning. Complementarity or even healthy competition will be established for transit transport with the South highway, which is the purpose of this programme, and which is about 200 km shorter than that of the North, situated in areas with more bodies of water and which has some of the most significant mining and agricultural potential of Mali and Senegal. The opening up of this zone would permit the exploitation of potential and economic development. Economic studies conducted show that with the internal dynamic of the project area only, the south highway, without taking into account diverted or converted traffic is definitely a viable project. Consequently, apart from the captive traffic of each alternative transport mode or road axis, complementarity or even a healthy competition will be established for transit transport from Mali to or from notably Dakar port, but also from the port of Gambia and the South-East zones of Guinea.

2.3 Transport Policy, Planning and Coordination

2.3.1 Since the end of the 80s, sectoral policies in the domain of transport, adopted by the governments of States the Union seek to gradually eliminate resistance and dysfunctions in the sector which adversely affect transport costs. These policies concern: (i) improvement of the state and service level of existing road transport networks; (ii) establishment of an enabling environment conducive to the development of private investment in the sector and improvement of the economic efficiency of operators; (iii) improvement and strengthening of the management and planning capacities of institutions intervening in the sector; and (iv) improvement of the collection of infrastructure charges, notably through tolls or user fees.

2.3.2 Planning, coordination and implementation of these policies are primarily the responsibility of Ministries in charge of roads and transport in States of the Union which depend on the National Directorates to administer the different subsectors, as notably in Mali or Road agencies as in Senegal (AATR). The Ministries in charge of planning and finance play the role of mobilizing and managing the financial resources of the sector. The Ministries in charge of rural development and town planning or regional and local authorities are

responsible for everything concerning respectively part of rural roads and urban roads. For States that have set up 2nd generation road funds (Benin, Côte d'Ivoire, Mali, Togo, Niger and Guinea Bissau), the mobilization and management of financial resources for road maintenance is the responsibility of an autonomous structure with a Board of Directors, which has improved the quality and management of road maintenance.

2.3.3 Under NEPAD, the regional investment programmes must be sponsored by Regional Economic Communities (REC). In West Africa, the coordination of planning and programming of these programmes come under the ECOWAS Secretariat which depends on subregional organizations. At the preparatory meeting ahead of the regional road transport and transit facilitation workshop organized from 04 to 06/08/03 at Ouagadougou, jointly by ECOWAS and WAEMU, it was agreed that the WAEMU Commission would be responsible for coordination and monitoring of regional programmes situated entirely in the WAEMU area and that it could, in consultation with ECOWAS, perform the same tasks for the same projects straddling the WAEMU area and the second ECOWAS area. Accordingly, for this programme, WAEMU is the executing agency as concerns general coordination.

2.3.4 Considering the insufficient capacities of the RECs, the short-term action plan of NEPAD provides that they will be supported in order to build their capacities. This programme will provide targeted support in the transport sector during the period of its implementation, pending the establishment of much larger mechanisms to support the RECs in all sectors covered by NEPAD.

3. ROADS SUB-SECTOR

3.1 Road Network

3.1.1 The road network of the eight WAEMU countries totals 165860 km of which 24870 km are asphalted, that is 15% of the total length. The remaining 85% is made up of earth roads. The network is unevenly distributed over Community territory. The five coastal countries (Benin, Côte d'Ivoire, Guinea Bissau, Senegal and Togo) of a total surface area of 688,592 km² that is 20% of that of the Union, have approximately, 117,760 km of road, representing 71% of the total length of the community network. Hinterland countries (Burkina, Mali and Niger) total 48,100 km of road, representing only 29% of the network. They therefore have a relatively weaker road service than coastal countries.

3.1.2 The average density of the Union network is 4.7km of roads per 100 km and 2.4 km of road for 1000 inhabitants. The table below shows the density for each WAEMU country.

WAEMU Member States		Network density	
		Km/1000 inhbits	Km/100km ²
1.	Benin	2.6	13.5
2.	Burkina	1.1	4.5
3.	Côte d'Ivoire	5.5	25.2
4.	Guinea-Bissau	2.8	9.5
5.	Mali	1.4	1.3
6.	Niger	1.4	1.1
7.	Senegal	1.6	7.4
8.	Togo	1.5	14.2
Total WAEMU		2.4	4.7

N.B: For Africa the average is 4.2km/100km²

3.1.3 The network of classified roads of the Union composed of inter-state roads and national roads has a total length of 148,600 km, that is about 90% of the total road network of the Union. Slightly over 15% only of network is asphalted (22530 km). The Community network of a length of approximately 20,930 km, comprising coastal roads and link-up corridors for hinterland countries or road transit corridors serve as a link between coastal countries and landlocked countries, on the one hand, and between hinterland countries themselves on the other.

3.1.4 In Mali, the road network was classified in 1971. It has a total length of 13,004km broken down into National Roads (NR) of 5696 km, Regional roads (RH) of 5595 km and local roads (LR) of 1713 km. This network has evolved to reach a current total road length of 14766km of which about 3,657 km of asphalted roads, 1,116 km of earth roads and 10,002.3 km or rural roads. 25% of this network is in a good and/ or fairly good state, 26% in a fair state and 49% in a poor State. The network has improved slightly since 1998 when only 5% was in a good state and over 57% was in a poor state. This positive development is due to maintenance programme as well as reforms undertaken within the framework of transport sectoral programmes completed in 2002. The TSP was launched in 1994.

3.1.5 The classified road network of Senegal comprises 14576 km of roads. It is divided into national roads (3.361 km of which 2.619 km are asphalted), regional roads (1 194 km, of which 563 km are asphalted), departmental roads (5 575 km of which 769 km are asphalted, urban roads (230 km, totally asphalted); and listed rural roads (4 216 km of which 84 km are asphalted). The state of the classified network is a cause for concern despite rehabilitation and maintenance programmes undertaken under PAST, and completed in 1999, and under TSP 2 covering the period 2000-2006. However, the institutional reforms and road infrastructure rehabilitation and maintenance programmes undertaken under TSP 2 contributed to significantly improve the situation of the classified network. The overall situation of the network in 2002 was as follows: (i) asphalted roads in a good state 21%, average state, 36%; poor state, 28%; and very poor state 15%; (ii) that of earth roads in a good state, 1%, average state, 13%; poor state 57% and very poor state, 29%. That situation at the end of 2004, following network repair programmes undertaken in 2003 and 2004, resulted in 71% of asphalted roads in a good and average state and 29% in a poor state; 24% of each road in a good and average state and 76% in a poor state. The state of the network should improve further with the implementation of the road maintenance project for which the Bank on 29 June 2005 approved a loan of UA 29 million. Under this project, 338 km of earth roads and 116 km of asphalted roads will be rehabilitated. Also, 28 km of new asphalted roads will be constructed.

3.2 Vehicle Population and Traffic

Vehicle Population

3.2.1 The vehicle population of the WAEMU zone is currently estimated at approximately 800,000 vehicles, not including motorcycles. The percentage of heavy vehicles varies across countries from 5 to 38%. The increase in the number of second-hand vehicles in use in the country is accelerating the ageing of the pool and considerably raising vehicle operating costs and the number of accidents. The countries are currently examining measures aimed at strengthening vehicle inspection and renewing goods transport vehicles.

3.2.2 In Mali, according to data available in 2004, there were over 76000 vehicles, not including motorcycles. The vehicle population is rapidly growing (over 13% per year) thanks to a policy of liberalization of trade introduced in the country in the mid-80s, and the importation of many second-hand vehicles. As a result, the average age of vehicles in the country is high (over 10 years). Since 2003, Mali has put in place a mechanism of tax exemption for new vehicles in order to foster renewal for inter-State goods transportation.

3.2.3 In Senegal, the data published in January 2004 by the Department of land transport (DTT) shows a motor vehicle population of 204,937 (not including tractors, very specialized vehicles and motorcycles), of which 75% are light vehicles and 25% heavy vehicles. Vehicles aged above 10 years represented 77%. To check this trend, the government prohibited the importation of vehicles aged above 5 years. Conversely, the vehicle inspection system is archaic. A bilaterally financed study is underway and its findings will enable the setting up of a modern vehicle inspection system designed to raise the road safety level.

Road Traffic

3.2.4 Road use on the network of WAEMU States is marked by major disparities between geographical zones and itineraries. The annual traffic increase varies from 3 to 6% according to the countries and categories of vehicles. Trade between landlocked countries of the Union represented about 4.2 million tonnes in 2004 of which 2 million tonnes for Mali. Imports represent 85% of tonnage. The main ports currently serving the WAEMU countries without a coastal front (Tema, Dakar and Lome) recorded increased traffic between 2002 and 2004 owing to the Ivorian crisis, but above all to the availability of alternative corridors which stimulate competitiveness.

3.2.5 In Mali, the national road network in 2004 absorbed traffic estimated at 2.5 billion passenger-kilometres for passengers. 3 billion tonne-kilometres for goods. Given the general state of the network deemed fair and the relative obsolescence of the motor vehicle population, it seems that goods and passenger transport conditions are far from optimal, even if there are some improvements as a result of the implementation of the TSP. Traffic breakdown by road type shows marked disparities between asphalted roads, engineered earth roads and improved rural roads. In fact, asphalted roads absorb between 100 and 600 vehicles per day with a peak of over 1000 vehicles per day on the Sevare-Mopti section, while on the engineered earth roads, traffic is generally between 20 and 100 vehicles per day; improved rural roads which are used to evacuate farm produce carry traffic not exceeding 20 vehicles per day.

3.2.6 For Senegal, the most used asphalted roads absorb between 2000 and 5000 vehicles per day, and the least used between 200 and 400 vehicles per day, whereas for all non-asphalted roads, a small part, that is 6%, carries traffic of over 200 vehicles per day.

3.3. Road Transport Industry

3.3.1. Road transport organization in the WAEMU zone has since the 80s witnessed major changes that have led, among others, to the abolition of interurban goods transport monopolies and the total liberalization of urban transport. The markets of the sector which are open and very competitive are thus flooded by small private and artisanal operators. Access to the profession is free and charges are deregulated. To defend their interests and protect their profession, professional transporters have formed national unions or trade unions and regional cooperatives of transporters. However, on the markets, there is some *laissez-faire* encouraged by the artisanal transporters.

3.3.2. In the ECOWAS zone in general and in that of WAEMU, the road transport industry is facing problems, namely (i) obsolescence of its vehicle population and its inadequacy for use in Inter-State transport creating an artificial surplus capacity as against overall freight demand heightened by the traffic sharing rule (known as the 1/3 and 2/3 rule); and (ii) the low profit margin owing to the lack of professionalization and numerous invisible costs which add to transport costs, notably the charges levied at the numerous check points.

3.3.3. Regarding invisible costs, a study conducted in 1999 estimates them at the border post between Burkina Faso and Togo at nearly CFAF 12 billion per year and double payments stand at over CFAF 24 billion per year at the same post. If the financial cost of the escort (CFAF 20.000 per vehicle) and the illicit charges on the entire corridor were added, the said costs would be between CFAF 80 and 100 billion on a single corridor. The greatest constraint on this industry is the numerous check points within states. The objective pursued by this programme is a 20% reduction of these invisible costs by limiting checks for transit transport by container, by tanker and under certain conditions by trucks sealed at the departure point, at borders and at the arrival point. The proof of the transposition and implementation in each of the two countries of the Directive concerning the reduction of road check points on the corridors of the WAEMU area and on the Bamako-Dakar corridor by the South is one of the loan conditions under this programme.

3.3.4. The road transport industry in Mali is an open market which attracts numerous individual operators and a few private companies. The majority of individual transporters are grouped in regional cooperatives or trade unions. These professional and trade union groups are very active in protecting the profession and defending the interests of the corps. Each operator runs a fleet of six vehicles on average for urban and interurban transport. The major constraint on the road transport industry in Mali is the extremely high number of goods transport vehicles compared to the overall freight demand, leading to increasing surplus capacity of the vehicle population despite its obsolescence, and a low productivity of the system of freight transportation by road. The reduction of this surplus capacity is one of the objectives of the new policy in this sector.

3.3.5. For Senegal, the market which is open to nationals of WAEMU member countries is dominated by a host of individual operators operating one or more vehicles. Competition on most routes is therefore very keen leading to a reasonable level of charges. Apart from a few structured enterprises, the mode of management is predominantly artisanal, which does not enable most of the operators to assess their operating results and draw up the renewal plan of the fleet that they operate, nearly 80% of which are in an advanced state of obsolescence (over ten years of age).

3.4. Road Construction Industry

3.4.1. In general, in WAEMU States, the road construction industry offers a competitive market open to all qualified firms. The divestiture of the States from the execution of road maintenance works having led to the privatization of all works and services to be performed as part of road maintenance has resulted, in these States, in a mushrooming of enterprises in the road construction industry sector. However, this industry is affected by the lack of efficient public works enterprises to reduce maintenance supply and undertake major transport infrastructure works. Local SME promotion policies have not yielded the expected results despite the efforts made within the framework of Transport Sectoral Programmes to support SMEs to organize themselves and to train their personnel.

3.4.2. To remove the constraints on the emergence of local SMEs, it is envisaged that competitive bidding for minor annual maintenance works will be replaced by competitive bidding for average volume works on a multi-year maintenance basis, but with an obligation upon the contractor to implement his public works equipment acquisition plan as indicated in his bid. Regarding local consulting firms, the promotion is being conducted satisfactorily since the establishment of second-generation road funds and the creation of labour-intensive works agencies. It is increasingly gaining ground with the emergence of regular collaboration with foreign firms for road studies and more complex control works. Such collaboration is exercised through sub-contracting or grouping together and concerns a few dozen national firms, which in the long term, augurs well for the development of skills among a greater number of national firms capable of performing much bigger contracts on their own.

3.4.3. In Senegal, following privatization of road maintenance in the 90s, the construction industry boomed substantially. About ten large national enterprises developed and regularly carry out major works. To that end, foreign firms which participate in international as well as national competitive bidding are also contacted. Similarly, large national enterprises participate in competitive bidding and win major contracts in the sub-region. Road studies, control and supervision of works are conducted either by foreign consulting firms or by local firms which are becoming more numerous and more highly qualified. These local firms are capable of conducting studies of average scope or complexity and of controlling similar works, alone or in a group, notably as concerns earth roads.

3.4.4. Similarly, the construction industry in Mali has experienced a boom. There are about twenty SMEs that are eligible for routine maintenance works. For construction or rehabilitation works of a certain scope, at least five national enterprises are capable of undertaking works on earth roads, and for asphalted roads, five international enterprises are present in the country. Concerning the conduct of studies or control of works, there are over a hundred consulting firms in the area of civil works of which some twenty in the roads sub-sector. These firms often partner with foreign firms in competitive bidding.

3.5 Road Network Management and Personnel Training

Road Network Management

3.5.1. Road network management in WAEMU countries is the responsibility of Ministries in charge of roads. In that capacity, these Ministries are responsible for road maintenance and construction. In Mali, for instance, the management of classified roads is the responsibility of the Ministry of Equipment and Transport (MET) and in Senegal, it is the Ministry of Infrastructure, Equipment, Land Transport and Internal Maritime Transport (MIETTTMI). These Ministries use their technical services which are the National Roads Directorate (DNR), the Road Authority and Ag route in Mali, the Public Works Department (DTP) and the Autonomous Road Works Agency (AATR) in Senegal.

3.5.2. Within the framework of the privatization of road maintenance which has been effective since July 2002, the DNR of Mali is in charge of planning and programming road maintenance programmes. It continues to design and monitor construction or rehabilitation works. Decree No. 03-081/P-RM of 13 February 2003 lays down the organization and functioning of the DNR. It comprises two Divisions: The Studies and Planning Division

(DEP) and the Works, Control and Technology Division (DTCT). The DEP, which has two sections (Studies and Planning) has, as its main tasks: formulating road policies, road system analysis, conduct of general studies and detailed technical studies, development of short, medium and long term road network development strategies, programming of road investment and maintenance works, and budget evaluation. The DCTC which also comprises two sections (Works as well as Technology and Research), is essentially charged with the implementation of road projects. To that end, it sees to strict compliance with road construction norms and constant improvement of norms through research actions. Its main tasks are to: act as contracting authority for road construction works, launch, monitor, control and evaluate road projects, conduct research on road technology, set road standards, draft regulations and follow-up their enforcement, advise regional and local authorities.

3.5.3. Besides these two Divisions, the National Directorate of Roads comprises an attached service known as the Road Data Service (SDR). The SDR comprises a Road Data Division and a Road Data Exploration Division charged with: collecting and updating road data; analyzing and exploring road data; preparing and updating technical documents on the road network; producing and providing users with information on road data; drawing up the road maintenance programme. The DNR is represented at the regional and local level by Regional Directorates for Roads (9 in number) and Roads Subdivisions (21 in number).

3.5.4. The other structures involved in road maintenance in Mali are the Emergency Road Works Unit (CETRU), the Roads Authority (AR) and Agéroute which was recently created in December 2004. CETRU which is attached to the Secretariat General of MET is charged with: carrying out minor construction works needed for use by emergency service points, repairing roads and structures damaged by the elements and disasters, carrying out road maintenance in all geographical zones where road network maintenance is not carried out by private enterprises. The AR, which is an autonomous body is responsible for financing routine maintenance. It acts as a road fund.

3.5.5. In Senegal, the administration of the roads sub-sector is the responsibility of the Ministry of Infrastructure, Equipment, Land Transport and Internal Maritime Transport (MIETTTMI). To that end, MIETTTMI has three main organs: the Department of Public Works (DTP), the Department of Land Transport (DTT) and the AATR. By presidential decree No. 2000.686 of 3 August 2000, the Roads Board (CR) and the AATR were set up. After functioning for three years, a decree was signed on 6 February to abolish duplication and merge them into a single structure known as the AATR, within which coexist an executive organ (Director General) and a decision-making, supervision and control body (CR), each in its own sphere having its own prerogatives. AATR in general is responsible for the road network management for the State as well as for acting as delegated contracting authority for road works on the said network, in accordance with the mission statement and annual targets given it. In particular, it is responsible for programming and implementing road construction and maintenance works on the classified road network borne by the State. The Roads Board, besides its role of supervision and control of the AATR is a consultative body charged with advising the government on road issues. It has 10 (ten) members representing public authorities, users, private sector operators and an independent personality and is assisted by a permanent Secretariat.

3.5.6. Following the creation of the AATR, the DTP is charged with: (i) defining a coherent policy of management of all road infrastructure and monitoring its implementation; (ii) planning the national road network development; programming investments to be made

and compiling the technical documents necessary for mobilizing funds; (iii) drafting regulations and setting national road standards; (iv) coordinating the implementation of the national rural transport strategy; (v) the acquisition, operation and maintenance of ferries, etc.

3.5.7. The AATR is a public body with financial and management autonomy. However, it is under dual supervision financially and technically by the Ministries in charge of finance and roads. Its management is private with State control and an obligation for its accounts to be audited annually by independent auditors. The resources of the AATR comprise among others, an overall budget allocation from the State according to the priority objectives of the Government, in the domain of road works, funds made available by development partners, by virtue of loan agreements concluded with the Government and designed for road works, etc. For its activities, it receives annually from the Ministry in-charge of roads, a mission statement defining its annual programme to be implemented and on which its performance is based.

3.5.8. Under the authority of the Director General, AATR comprises three departments, an administration and human resources department (DARH), a finance department and a technical department (DT). The DARH is in charge of personnel management and administration. The Finance and Accounting Department (DFC) is responsible for accounting. The DT for its part, comprises three divisions and is responsible for studies, competitive bidding and monitoring the execution of works. The DT manages a roads data bank which was transferred to the DTP. The AATR is represented at the regional level by six branches which are attached to the DT. The creation of the Agency is to ensure that road infrastructure is managed by a truly independent body vis-à-vis the central administration and which is also answerable to the users represented on the Roads Board. To rationalize its activities and ensure efficient control thereof, the Agency has been provided with a procedures manual elaborating its missions, working methods and system of control of its activities. The setting up of the Agency is one of the fundamental reforms undertaken under TSP2.

Training

3.5.9. Training in WAEMU countries is provided by schools of engineering and public works training and further training centers (CFP). There are engineering schools within the Union, notably the Yamoussoukro polytechnic (ENSTP) in Côte d'Ivoire, Mali, Senegal and Togo. Regarding training, the WAEMU programme has adopted three types of actions: (i) establishment of an ongoing training programme at the regional level in the domain of management for SMEs; (ii) implementation of an on-going training programme at the regional level in the domain of programming and management of inter-State roads; and (iii) establishment of an ongoing training programme at the regional level in the domain of socio-economic appraisal of inter-State road projects.

3.5.10. In Mali, the Public Works Training Center (CPTP) which became the national institute for equipment and transport training (INFET) is a public scientific and technical establishment responsible for retraining and further training of MET and private sector personnel. With the policy of road maintenance by the private sector, the center has trained personnel of SMEs that are concerned with the roads sub-sector. INFET has broadened its field of competence by offering training in road use (road safety, driving, etc.) and building maintenance. However, INFET faces the problem of lack of teaching equipment, specialized technical documents to meet private sector needs. Furthermore, training or further training in

advanced road maintenance are still out of its reach. Requests have been made to certain donors, notably BADEA, to support it. In the area of capacity-building, although all of its requests are not fully met, MET received an amount of Euro 500 million from the EU to finance an institutional support component which has a training and retraining aspect. Similarly, under the TSP, training activities were initiated for SMEs and continue to be carried out against payment by INFET. In this regard, since 1 January 2005, INFET has initiated training on worksites for over 180 civil works SMEs.

3.5.11. In Senegal, training and further training of road maintenance workers is provided by the public works training and further training center (CFTP) created in 1961. The total privatization of road maintenance has led to the reorientation of CFTP activities to meet the needs of the training market, notably for SMEs. To that end, the CFTP under TSP2 benefited from a programme of revival of its activities financed essentially by the IDA. Hence, the center was able in 2003 and 2004, to organize training sessions and host seminars for road maintenance actors (DTT, SME and AATR) and unemployed graduates in collaboration with the National Agency for Youth employment. However, the Centre's ambition is to better structure and equip itself to cope with the training needs of the roads sub-sector. It has defined a plan of action along with a priority investment programme which would permit it to cope with the training needs of SMEs. This plan of action could be examined as part of the studies, ahead of the launching of TSP3. The AATR has benefited from EDF-financed specific training for its employees during the last three years. This assistance also covered study trips, seminars and the setting up and equipment of a specialized library. It is currently in the process of setting up a roads data bank under technical assistance financed by the European Union. Concerning the services charged with defining network development policy, notably DTP, their training needs concern the area of planning, programming and implementation of these policies in compliance with their current role as defined in the framework of privatization of maintenance works. This training will be provided under the road maintenance project approved by the Bank on 29 June 2005.

3.6. Road Maintenance

3.6.1. In the WAEMU area, annual road maintenance (RM) programmes are prepared by the Central Departments or Agencies in charge of roads or directly by using the regional directorates or services, or with the support of consultants. These programmes are examined by Ministries in charge of roads or Boards of Directors of road funds for countries with "second generation" road funds. The works and their control in most of these countries are totally entrusted to private operators, except in Benin where there are State controlled works which annually stand at a ceiling of CFAC 1 billion, but which will be on the decrease according to the development of the capacities of local SMEs. For rural roads, the countries are experimenting a participatory strategy of involving beneficiary populations in the design and implementation of a number of reforms to ensure sustainable road maintenance. These reforms essentially concern the reorganization of the services in charge of roads and the allocation of sustainable resources to road maintenance. In the two countries, road maintenance works are entrusted to private enterprises and directorates in charge of public works have been restructured.

3.6.2. The AATR is in its fifth year of operation and is performing its assigned tasks satisfactorily. It draws up a three-year rolling programme (TRPTRP) which is updated each year. The TRPTRP component concerning routine maintenance is financed entirely from the road fund. Periodic maintenance or rehabilitation works are financed by the Government

from the consolidated investment budget and by donors. In fact, the latter intervened in the financing of periodic maintenance and the rehabilitation of the classified network within the framework of PAST 1989-1999 and the TSP2 2000 – 2006 given the Government's limited means and in order to permit the upgrading of the said network which was affected prior to these two interventions by a chronic insufficiency of maintenance. The AATR prepares competitive bidding documents-related contracts, ensures approval of contracts and supervises works. The control and supervision of routine, periodic maintenance and rehabilitation works are carried out by national and international consulting firms.

3.6.3. The envisaged creation in 2006 by the Government of a second- generation road fund is an appropriate solution to the present situation marked by insufficiency of road maintenance resources and irregularity in provision. This is due to the fact that the resources earmarked for maintenance come exclusively from the extremely tight State budget. Furthermore, greater involvement of users and private actors of the transport system will be a more effective means of ownership for the control and use of the resources of this Fund. These provisions and the obligation of result imposed on the ATR for its annual performance enabled the improvement in 2004 of: (i) the annual budget implementation rate; (ii) availability of resources at the appropriate time and (iii) the quality of road maintenance operations programming. However, for year 2005, the first funds were only made available to the AATR in June (CFAF 4 billion). This is not likely to favour the rate of performance of contracts signed since the month of March 2005. Hence, the need to set up a second generation road fund instead of the current budgetary allocation. The study on a second-generation road fund is underway. Its conclusions and recommendations should be implemented in 2006. This implementation already constitutes one of the conditionalities of the loan for the road maintenance project approved by the Board on 29 June 2005.

3.6.4. In Mali, the Road Authority was set up in 2001 to make road maintenance more effective and abolish the irregularity of availability of resources for its financing. Moreover, the Malian Government restructured the DNTP (by creating the DNR in 2002) to gear it towards the Government's tasks of planning and programming works and managing the road network. The DNR is also responsible for new works, periodic maintenance and rehabilitation. For maintenance works, it is planning to delegate contracting authority powers to a road Agency (Agéroute) which was set up in December 2004 and which is being put in place. Other contracting authorities for road maintenance are the Agency for the execution of rural infrastructure and equipment works (AGETIER) and the Agency for public interest works (AGETIP) which are private-type structures. They were created to play the role of delegated contracting authority charged with ensuring the more rapid execution of public or public interest works, to supply public interest goods and services for public entities and regional and local authorities and public interest associations.

3.6.5. In Mali, privatization of road maintenance is effective since 1 July 2002. However, road maintenance faces problems related to the capacity and limited number of SMEs capable of coping with the volume of works and the insufficiency of public works equipment in the country. SMEs face problems of management and insufficient finances. The Government in May 2005 organized in collaboration with the National Employers' Council of Mali (CNPM) the general forum on civil works. This meeting made recommendations relating to: fiscal measures to enable SMEs to acquire equipment, the creation of equipment leasing companies, approaching local banks to provide lines of credit for SMEs, grouping of SMEs for competitive bidding, multi-year contracts, et. Some of these recommendations should be implemented by the end of 2005.

3.7. Financing of Investments and Road Maintenance

3.7.1. WAEMU has convergence criteria for economic performances of Member States which recommend, in particular, that at least 20% of public investments from domestic resources should be covered by fiscal revenue. The programming of road maintenance in the States of the Union is based on a sliding three-year programme. Furthermore, investments relating to the facilitation of road transport and transit on the axes and corridors are partly financed from own resources of the Union and recovery would be borne by users. Private enterprises will be consulted for toll gate concessions and structures related to road transport and transit facilitation (juxtaposed check points at borders, radio communication, tollgates/weigh stations, etc.). These measures presuppose a prior improvement of the road checking system which could this facilitate cost recovery, with no additional financial pressure on users.

3.7.2. For the financing of heavy investments (new and rehabilitation works) and part of periodic maintenance, the States resort to development partners. Hence, the majority of bilateral and multilateral financing institutions represented in Mali and Senegal intervene actively in the road sub-sector by drawing up programmes and financing projects and programmes. Such donors are, among others,: ADF, IDA, EU, Arab Fund, IDB, OPEC Fund, Japanese Cooperation, KFW, GTZ, ADF. The previous commitments of these partners mainly concerning road reconstruction and rehabilitation had reached on average approximately (i) CFAF 176 billion in Mali in the 1994-1998 period covering the TSP and (ii) CFAF 211 billion in Senegal in the period 2000-2006 covering the TSP. WAEMU's PACITR programme was updated in 2004 during a Steering Committee meeting held in Cotonou. It revealed that road works concern about 11500km for a total cost estimated at CFAC 1400 billion and that CFAF 393 billion is already secured for works on 3800km. The main donors involved in this programme are ADF, WADB, IDA, EU and IDB.

Financing of Road Maintenance

3.7.3. The complete financing of routine maintenance from own resources is an internal conditionality of PACITR. To find sustainable resources for the financing of road maintenance expenditure (routine and periodic), it was decided that 2nd generation road funds would be generalized and a system of toll gates and weighing at harmonized rates would be instituted on community roads.

3.7.4. For some years, road maintenance has been entirely privatized in the WAEMU area. The financial resources put in place by States of the Union for financing maintenance are not sufficient and most are not secured. The setting up of so-called "second generation" road funds seems to be a solution to this problem.

3.7.5. In Mali the Road Authority (AR) is a 2nd generation road fund and its organs has been put in place. A road fee has been instituted. The maintenance budget is derived from own resources representing about 15% of this budget (mainly the fuel tax) and a budgetary allocation representing 85%. The Malian authorities have undertaken to raise the road maintenance budget to CFAF 11.5 billion for 2006 and CFAF 13 billion for 2007 and the share of own resources to 30% as from 01/01/2006. These commitments by the Government are those contained in the 9th EDF and the transport corridor improvement programme (PACT) of the World Bank approved in 2004. To make the AR more operational, it is recommended that own resources should be paid directly into the account of the road

authority without passing through an intermediate account. This provision is being discussed between the Government and the World Bank within the framework of the preparation of the First Development Policy Credit (DPC I). The putting in place of this mechanism notably the direct payment of “own resources” into the account of the AR and the raising of the share of the said “own resources” compared with the “road maintenance budget” will also constitute a conditionality of the loan for this programme.

3.7.6. In Senegal, road maintenance resources (CFAF 15 billion in 2005 of which 3 billion is designed for the functioning of the structures responsible for maintenance) currently comes from the State budget. The Senegalese authorities have undertaken to maintain the CFAF 15 billion for 2006 and raise the road maintenance budget to CFAF 18 billion for 2007. These resources are insufficient given the road maintenance needs (about CFAF 30 billion per year) and have obtained various results in their mobilization. A study to put in place a 2nd generation road fund is underway. The creation of this 2nd generation road fund is a suspensive condition for disbursements for the road maintenance project approved on 29 June 2005 by the Board. Consequently, the creation and putting in place of the 2nd generation road fund will be a condition for the first disbursement of the loan for this programme. The increase of the resources of the road fund to 18 billion in 2007 is also a condition for the loan under this programme.

4. THE PROGRAMME

4.1. Programme Design and Rationale

4.1.1. The PACITR as defined in Chapter I was submitted in March 2002 to the donor community which drew up a five-year programme of a cost of CFAF 586 billion on which it plans to concentrate its efforts as a first step. This programme concerns the rehabilitation/construction of roads and the implementation of transport facilitation measures within the WAEMU area. The Bank which participated in the donors’ meeting of March 2002, following a request of the Union and the countries concerned, undertook the financing of the PACITR giving priority, in agreement with the other donors, to the approach of opening up the landlocked countries of the Union, that have no coastal front. Hence, a first programme known as “WAEMU/Ghana: road programme I” (PR-I) was approved in December 2003 by ADF. This programme concerns the Tema-Ouagadougou-Bamako corridor. It comprises road and facilitation studies, road and related works, transport and transit facilitation on the corridor, etc. Its total cost is UA 182.39 million and it is co-financed by the European Union, World Bank, WADB, DANIDA, WAEMU, transporters, the Governments of the three countries and ADF. ADF intervention amounts to UA 68 million of which UA 3.5 million is a grant to WAEMU. This grant will be used to finance the components relating to studies, facilitation measures and programme management.

4.1.2. PR-I is being implemented, road studies have been completed, and this will enable the launching of the competitive bidding for road works before the end of 2005. These works will start in the second half of 2006, according to the implementation schedule. Similarly, ongoing facilitation measures are being implemented, notably with the adoption of instruments by the three beneficiary countries of the loan for the limitation of axle-loads and reduction of checks on the corridor. Furthermore, the Ministers in charge of transport on 14 October 2005 in Ouagadougou adopted draft community instruments for the reduction of checks on the corridors harmonization of axle-load controls, institution of tag on trucks checked, etc. These draft instruments will be submitted to the Council of Ministers of Finance for approval by the end of 2005.

4.1.3. Studies on the un-constructed Kita-Saraya road stretch as well as on the initially asphalted Saraya-Kedougou link were conducted in 2005 under PR-I. They concern the updating of the technical studies on the Kita-Saraya road conducted in 2001 with IDF funding and the supplement of the environmental and social impact assessment of the same road stretch as well as studies on the rehabilitation of the Saraya-Kedougou stretch. These studies were recommended by the preparation mission of the Kita-Saraya road project conducted by the Bank in June 2002. The Kita-Saraya link is 310km long of which 51km are on Senegalese territory and 259 km in Mali. The Saraya-Kedougou road is 61km long.

4.1.4. Supplementary studies permitted the upgrading of roads to ECOWAS standards, analysis of several technical road development options and the choice by road stretch of the most appropriate technical solution to the current traffic and its evolution. Roads will thus have a pavement width of 7 linear metres with two shoulders 1.5lm each. The laterite used as a sub-base course and base course in Mali will be reinforced with cement for the base course in Senegal in order to take into account the poor quality of this material according to the results of the supplementary study. Similarly, the solution of a double layer surface dressing chosen for asphalted roads and dense bituminous mix for rehabilitation.

4.1.5. In June 2005, the Bank conducted a preparation mission of the Kita-Saraya-Kedougou road project. This mission permitted the following points to be noted. (i) obstacles to traffic flow on the asphalted stretches of the links by the North and the South between Dakar and Bamako with their impact on congestion at Dakar port; (ii) the non-enforcement of the road transport and transit agreements between States, such as TRIE and TIE signed by all States of the Union and ECOWAS; and (iii) non-compliance with axle-load requirements. These different observations led to the choice of the corridor (Bamako-Dakar by the South) approach which fits into the transport facilitation rather than the traditional road project (Kita-Saraya-Kedougou project) approach. Discussions with the two Administrations and WAEMU as well as meetings with the local populations and authorities enabled agreement on the programme objectives, identification of impact indicators and means of measuring, defining the components and building financing scenarios based on technical solutions. Hence, the programme will comprise road works and the construction of socio-economic infrastructures to meet certain immediate needs of roadside dwellers and transport and transit facilitation measures.

4.1.6. As designed, this programme is fully in keeping with the PACITR of WAEMU. Furthermore, the corridor approach takes into account in the programme, the improvement works of the Kati-Kita road stretch which is 162km long and financed by the EU and KFW as well as the rehabilitation of the Tambacounda-Birkilane section which is 235 km long and EU-financed. Works on the Kati-Kita section officially started in June 2005 and the competitive bidding for the Tambacounda-Birkilane stretch will be launched by end-2005. The consulting firms for the control of works were selected in September 2005. Given the importance of the programme from the economic as well as investments standpoint, other donors have been approached and have expressed their interest in co-financing it. These are the IDB which had already evaluated and approved two loans for two road stretches (one in each country on the Kita-Saraya highway), WADB, Japan and the Japanese Bank for international cooperation (JBIC).

4.1.7. The asphaltting of unpaved stretches of the southbound Bamako-Dakar corridor as well as the rehabilitation of asphalted stretches that are severely damaged will contribute to improve the general condition the Dakar-Port Sudan trans-Sahelian highway which passes

through Bamako, Ouagadougou Niamey and N'Djamena. Furthermore, the socio-economic impact of this link will benefit Mali as well as neighbouring countries, namely Guinea, Guinea Bissau, Mauritania and Burkina Faso, some regions of which will be opened up and/or will be able to carry out cross-border trade as a result of this corridor.

4.1.8. The programme was prepared using a participatory approach mainly involving the riparian populations, transport sector operators and government services (customs, police, gendarmerie) involved in the transport chain. At the request of the riparian populations on certain road stretches of the corridor and in a bid to contribute more effectively to poverty reduction, by improving the living conditions in villages served by the road, the programme has envisaged the rehabilitation or improvement of certain grassroots socio-economic infrastructures. Similarly, HIV/AIDS, road safety and environmental protection campaigns among the populations are envisaged. The implementation of the programme will provide Mali or Burkina with alternative choices of their right of access to the sea. These alternative choices are decisive factors in the implementation of the road transit facilitation actions.

4.1.9. The programme was based on the outcomes of various meetings initiated since 2002 within ECOWAS, leading to the adoption of a regional road transport and transit facilitation programme and also the progress recorded in the implementation of such facilitation under the 1st programme financed by the Bank and other donors (WAEMU/Ghana; PR-I). Most of the development partners of the transport sector (ADF, IDA, EU, ADF, WADB, IDB, FRDC and USAID) participated in the first of these meetings following which, the principle of progressive implementation of the regional facilitation programme was adopted.

4.1.10. The programme design also benefited from the experience from multinational projects already implemented or underway, namely the Kankan-Kouremale-Bamako road between Guinea and Mali and the on-going PR-1. In these two projects, the setting up of a joint technical committee helped facilitate consultation between countries and resolve coordination problems. WAEMU as general coordinator of PR-1 strove to implement this programme and acquired useful experience. Lastly, it is generally noted in the two countries through various projects that road maintenance faces problems of insufficient resource mobilization. The creation and effective implementation of a 2nd generation road fund in Senegal and an increase of the share of own resources of the road authority in Mali as well as direct payment these resources into the account of the AR are envisaged solutions to these problems.

4.1.11. The programme design is in line with the Bank's vision and is part of the short-term action plan of NEPAD. The programme will contribute to poverty reduction and training/sensitization of corridor transport stakeholders and operators. The programme as defined is based, on the one hand, on the principle of entrenching the right of access to the sea sustainably for landlocked countries of the area through the diversification of possibilities of such access, and on the other hand, the principle of developing trade between the different countries.

4.2. Project Area and Beneficiaries of PR-I

Definition and Characteristics of the Zone

4.2.1 The road works envisaged under the present programme concern road stretches located within the districts of Kemeba, Kita and Kati in Mali and the Departments of Kedougou, Tambacounda and Kaffrine in Senegal. These districts and departments are the

limited programme areas (LPA). The extended programme area (EPA) related to the indirect impacts of the project and facilitation measures concern primarily the two countries (Senegal and Mali) and secondly the other UAEMU countries, given that part of the overseas trade of these two countries using this corridor (food products, building materials, cotton, fruit, etc.) leave from or go to other regions.

4.2.2 The LPA covers a surface area of about 120 000km², that is 8% of the area of the two countries (1,438,000Km²) targeted by this programme. The climate in the LPA ranges from the Sudano-Sahelian to the Sudano-Guinean semi-humid climate between Kita and Dialokoto. Along the corridor the vegetation is quite varied with tree cover. The LPA is marked by variable rainfall distributed unequally between 600 and 2500mm of rainfall per year. The area is characterized by topsoil composed of loam and rock alteration soils. The relief in the IPA is relatively flat in the southern part and has vertical drops as one approaches the northern part. Its hydrographic network comprises the Faleme and Gambia Rivers and their tributaries.

4.2.3 In 2004, the population of the LPA was estimated at about 1.2 million inhabitants, that is 6% of the two countries' total population. The LPA has a number of modern socio-economic facilities (hospitals, markets, schools, banks, cotton industries) located in urban centers, and generating traffic. The programme area is marked by a disturbing level of poverty.

4.2.4 In Mali, poverty affects 63.8% of the total population, of whom nearly one-third live in extreme poverty. 88% of the poor live in rural areas and poverty affects women (64.2%, EDS III 2001) more than men. Access to drinking water remains one of the major problems in the area in spite of good rainfall; thus increasing the trekking distances for women and children who are generally responsible for fetching water. Sexually transmitted infections and the AIDS pandemic are a constant concern for the country. HIV/AIDS prevalence among the population is estimated at 1.7%. The most frequent diseases are malaria, which represents 41% of consultations in the LPA as against 33% at the national level, and acute respiratory infections (ARI) which represent 15% of diseases. In 2003 only 46% of the population had access to health services within a 5km - radius. The female genital mutilation (FGM) rate in Mali is estimated at 93.7% and the LPA is one of the most affected areas. The main constraints in the area are its internal and external landlockedness, rural-urban migration, low health, school and communication coverage rate, drinking water problems, etc. The different mortality indices are remain a cause for concern (in 2000, neonatal mortality stood at about 63.66%, maternal mortality at 577%, maternal infant mortality at 123%, and infant/child mortality at 131%). The project area is under equipped in health infrastructure. Most of the health centers are found in Kita town. Regarding education, the shortage of school facilities gives the Kenieba Districts the lowest school enrolment rate, which stands at 47.48% in Kenieba as against 69.05% in Kita, and 56.8% in the Kayes region. Kita District has the highest school enrollment rate with 69.05%, above the national average. Kenieba District is at only 47.48%, below the national average. The lack of infrastructure is among the constraints to be removed in order to achieve the objectives of reducing the poverty incidence, set by the Government. The gross enrolment (GER) ratio was estimated at 70.5% in 2003-2004, it is 81% for boys as against 59.9% for girls, and the male/female parity is 1.36. The literacy rate has increased from 31% in 2002 to 41% in 2003, and 45% in 2004. In 2002, 63% of women were illiterate as against 76% in 1997.

4.2.5 In Senegal, poverty is largely found in rural areas. This concentration of poverty in rural areas is also confirmed by the EPPS (2002). Indeed, the poverty incidence varies across rural areas between 85% and 88%, while in urban areas it is between 44% and 59%. According to the perception survey (EPPS, 2001) the poverty prevalence rate is 67.4% among households headed by men and 58.8% among households headed by women. This result does not however mean that women are poorer. Malaria is the leading cause of morbidity with nearly 25% of reported cases in health units. In the Saraya area, of a population of 24,000 inhabitants, there are three health posts (Saraya, Nafadji and Missirah). HIV/AIDS infection is increasing despite a low prevalence rate. The prevalence rate in Tambacounda is estimated at 0.80%. The prevalence rate among population aged 15 to 49 years (considered sexually active) is thus estimated at 1.4% and the population is mostly localized in rural areas where the poverty incidence may vary between 72% and 88%, while in urban areas it varies between 44% and 59%. The school enrolment rate stands at 20% in Tambacounda as against a national average of 73.9% for boys and 64.8% for girls. Remoteness is one of the major constraints to be removed in order to attain the objectives of reducing the poverty incidence as set by the government. In the education sector, the gross school enrolment rate reached 75.8% in 2003 as against 70% in 2001. The health sector is characterized by a marked insufficiency of health and social infrastructure and service provision, with a severe shortage of health personnel. Only 39% of households have access to a maternity and 31.8% to a health post. These deficiencies translate into alarming results for the sector. Of 100,000 women who give birth to a child, 510 die (450 in urban areas and 950 in rural areas).

Gender Situation

4.2.6 The gender situation in Mali and Senegal is marked by significant poverty which is an aggravating factor in a situation characterized by disparities at all levels, notably: (i) low access to education, training, and guidance and to factors and means of production; (ii) participation mostly in the informal economy and low competitiveness on the labour market. Discrimination against women as regards access to resources has a strong impact on the household economy, given that it reduces labour productivity. Several constraints impair the achievement of gender equity, including: (i) insufficient enforcement of pro-gender laws, (ii) insufficiency of information on women and the high level of female illiteracy, (iii) persistence of social and cultural setbacks on the status of women and (iv) weak economic status of women and their low representation in decision-making circles.

4.2.7 The main constraints on women and more particularly in the LPA is, in a nutshell, the lack of drinking water, insufficiency of social and economic infrastructure and health personnel, the problem of illiteracy, the lack of intermediate transport means and the poor state and/or lack of rural roads to evacuate patients and produce. The difficulties of farming in the dry season and problems of sanitation are constant concerns to them. During meetings which the mission had with many women in attendance, the beneficiaries expressed many grievances which are due to the lack of income-generating activities and the significant contribution of women to family expenditure.

4.2.8 Concerning the constraints and difficulties identified in the different domains of development of the area, support has been sought by the population. The mission while specifying that the programme will not be able to address all the grievances expressed, indicated that it will notably examine the grievances relating to the rehabilitation of social

infrastructure (health posts, schools not situated far from the road, etc.), the supply of water (drilling), sensitization to HIV/AIDS, malaria, excision, early marriages and those concerning rural feeder and link-up roads.

Production and Marketing

4.2.9 The LPA is heavily dependent on agriculture and mining (gold, iron, marble). About 250km², or 9% of the project area is arable. The agricultural activities undertaken for the 2000-2001 season resulted in the effective development of 255,786ha of various types of crops, that is 20.4% of the sown area at the national level. Total production in this period represented 316878 tonnes of which 202141 tones of food crops and 114738tones of cash crops (cotton and groundnuts) representing 29.7% of national production (3,421,894 tones). The key cash crops of the LPA are sorghum (54178tones), maize (50307 tones), cassava (27 800 tones) and water melon (20 966 tonnes).

4.2.10 Industries are confined to the agro-food sector with the cotton ginning plant of (Société exploitation des ressources animales) and the cotton ginning factory in Kita. However, mention should be made of the activities of the Kita rural integrated development project, 2004-2008 (PDRIK) and PEDIAM which cover the entire Kita District and which envisage the development of about 1800 hectares and a good part of which is used to develop rice farming. In the Kenieba District, the AGIR project financed by the European Union is at the studies phase for agricultural developments, notably concerning rice farming. The various ongoing programmes in the Senegalese section of the project have recorded mixed results, notably the dairy belts programme which seeks to increase stockbreeders incomes, and the banana sub-sector promotion programme to increase the income of producers and improve the diet of the population and households of the region.

4.2.11 The LPA has substantial agricultural and mining potential. Indeed the cotton producing area of Kita District covers 39,875 ha with a production of 44 660 tonnes. Conversely, in Kenieba District, cotton production currently concerns only 167 ha with a production of 150 tonnes, while according to Compagnie Malienne des Textiles (CMDT), the arable land in Kenieba District represents 960,000 ha of which 40% are suitable for cotton growing. The cotton sub-sector is facing great difficulties on account of non-profitable world prices. However, the initiative of major clothing brand names which are proposing, as part of fair trade practices, “equitable” cotton could mitigate these problems. Indeed, the price differential between the equitable price of seed cotton and that of the traditional market is 70% in Mali and 40% in Senegal and today, 70 producer groups have been certified, notably in Mali. Concerning mining resources, there are a number of mines, notably of iron with Miferso, gold in Kedougou Department and the Kayes and Kenieba districts with Ashanti Gold Field, Rand gold and Tamico-Nevsun and marble. On account of the area’s remoteness, such potential remains untapped.

4.2.12 Apart from cash crops, most of the production is consumed locally or marketed through rural daily and weekly markets. Contacts between different localities of the zone is through tracks that are impassable during a good part of the year. The provision of basic infrastructure, notably roads and water infrastructure envisaged in the five-year development programme will increase production activities by 25% and business activities in the LPA by 20%.

Current Situation

4.2.13 The southbound Bamako-Dakar corridor which is 1200km long is a road axis of which 472km are not asphalted. The technical characteristics of the road stretches are therefore different. Throughout the corridor, the situation is as follows: 15% of the length of the corridor is in a very good state, 20% of it is in a fairly good state, but requires periodic maintenance in the medium term and 65% is in a very poor state. The state of these different axes is as follows:

Country	Road Stretch	Length in Km	Situation and implementation status
Mali	Bamako-Kati	7	Paved road in a good condition (two entry axes are available; the former axis and the by-pass road). The former axis would require heavy periodic maintenance in the near future.
Mali	Kati-Kita	162	Engineered road in poor condition, comprehensive study completed in 2003, works officially launched on 26 June 2005 with EU and KFW Financing
Mali	Kita - Sekokoto	38	Earth road in poor condition, supplementary study to 2001 study to be completed in July 2005, procurement process underway and works start-up scheduled for 2006. Financed by IDB
Mali	Sekokoto-Bafing	65	Earth road in a very poor condition, supplementary studies to 2001 study completed in July 2005 proposed for ADF and WADB co-financing
Mali	2 bridges over the Bafing and Bale		Total length of 328 km with Japanese funding
Mali	Bafing-Faleme (border with Senegal)	156	Earth road in a very poor state, supplementary studies to 2001 study completed in July 2005 proposed for co-financing by ADF and BOAD
Mali/ Senegal	Bridge over the Faleme		250 ml long financed by Japan
Senegal	Faleme- Saraya	51	Earth road in a very poor state, supplementary studies to 2001 study completed in 2005, proposed for co-financing by ADF, JBIC, BOAD and IDB
Senegal	Saraya-Kedougou	61	Paved road in a poor condition, technical rehabilitation studies completed in July 2005, proposed for co-financing by ADF, JBIC and BOAD
Senegal	Kedougou-Tambacounda	235	Road in a fairly good condition but requiring periodic maintenance
Senegal	Tambacounda-Kaolack	269	Paved road with the Tambacounda-Birkilane section in a very poor condition to be rehabilitated with EU funding
Senegal	Kaolack- Dakar Port	192	Paved road in a good condition, rehabilitation and/or extension works completed between 1999 and 2004. However, heavy congestion at all times recorded on the 25km between Rufisque and Dakar. Interchange construction works underway and projects for the construction of alternative roads (Dakar-Diam-Niadio motor ways and extension of the North cross town artery) are advanced.
	Total	1206	

4.2.14 Regarding road transport and transit facilitation, there are persistent obstacles to traffic flow, council tax collection points set up by Senegalese local authorities at entries into their areas and non-enforcement of Inter-State transport and transit conventions, such as TRIE and TIE signed by all States of the Union and ECOWAS. These obstacles which add to transport costs partly account for the congestion at Dakar port, which is why Entrepôts Maliens au Senegal (EMASE) is requesting far more space as a result of long delays at the port (20 to 30 days for a container) pending the availability of a coach on a train which is more competitive and more secure in spite of the eight hours of waiting at the Kidira border. Furthermore, there is no axle load control on the corridor.

4.2.15 However, measures are underway or envisaged under this programme to cope with these deficiencies. The Senegalese Government has for instance decided to prohibit illicit collection of taxes by local authorities. National bodies (Chamber of Commerce, insurance companies etc.) and ECOWAS customs have decided to apply the single log book as from 1 January 2006 on the community territory. Furthermore, Mali has acquired axle-load scales

for the major highways and a study is underway in Senegal to do the same. The programme envisages the putting in place of fixed and mobile axle-load scales on the corridor and limitation of control at departure, at the border of the two States and at arrival. Draft instruments on axle load control and limitation of controls on the corridors of the PACITR were validated on 14/10/05 by WAEMU Ministers in charge of roads and transport in a meeting attended by the Bank and other donors. These instruments will be submitted for approval by statutory Ministers of WAEMU in December 2005. The transposition to the national level and enforcement of these instruments form part of the programme impact monitoring indicators and constitutes a loan condition under this programme.

4.3. Strategic Context

4.3.1. The Governments of Mali and Senegal are implementing strategies aimed at improving food security in their countries and reducing poverty. This entails, among others, strengthening the integration of their economies and their cooperation in economic and social spheres. These two countries are very active in ECOWAS and WAEMU to implement credible and well-targeted reform programmes that would permit the utilization, among others of HIPC resources for the building of local capacities, participation of the populations in local development-related decisions and trade development through sub-regional integration.

4.3.2. The States of the Union without a coastline including Mali complain notably of the administrative and customs red-tape at ports and harassments along the corridors. They claim the right of unimpeded access to the sea. Putting the different corridors and ports into competition would permit the claims of these countries to be met.

4.3.3. The programme as proposed should contribute to the achievement of these objectives and to poverty reduction by: (i) reducing overall transport costs including the complete elimination of invisible costs, thus constituting an input for all other economic and social activities of these countries; (ii) improving the mobility of factors of production and putting in place attractive conditions for increased production; and (iii) fostering the emergence of sound competition among corridors. The programme is in this regard in conformity with the vision of the Bank, the PRSPs and CSPs of the two countries. Indeed, it is in keeping with the operations strategies of the Bank in the two countries, notably with Pillar II of CSP 2005-2009 of Senegal and Pillar I of CSP 2005-2009 of Mali. Similarly, it is in line with the major priorities of NEPAD which seek to generate economies of scale through major integrated groupings. The development of infrastructure and putting in place of corridors without impediments and barriers constitute a major step towards achieving this objective.

4.4. Programme Objectives

4.4.1. The programme sector goal is to contribute to strengthen sub-regional economic integration and cooperation among WAEMU and ECOWAS Member States, and to the opening up of hinterland countries. Its specific objective is to: (i) create a permanent good service level road link through the south between Mali and Senegal and remove the constraints on traffic in order to cut overall transport costs and promote trade between the two countries, (ii) improve the sustainability of investments by controlling axle loads; and (iii) improve living conditions of project area dwellers. The indicators for these objectives will be elaborated in the chapter below on monitoring and evaluation.

4.5. Programme Description

4.5.1. To attain the above-mentioned objectives, the following outputs are expected from the programme:

- (i) 162km of road improved between Kati and Kita in Mali, 25km of road improved between Kita and Faleme in Mali; 2 bridges of a total length of 328m built in Mali; a 250 lm bridge built over the Faleme at the border between the two countries, 51km of road improved between Faleme and Saraya in Senegal, 61 km of rehabilitated road between Saraya and Kedougou in Senegal; and 235km of rehabilitated road between Tambacounda and Birkilane in Senegal;
- (ii) 100km of engineered rural roads connected to the main road constructed in the two countries; 10 boreholes drilled in Mali and 8 boreholes in Senegal; 1500 desks provided to schools in Kita, Mali; 5 health posts built and equipped in Mali and 5 in Senegal including the training of 20 matrons and 10 community health workers; 2 cattle destressing areas constructed (1 in each country) and 1 quarantine area built at the border;
- (iii) 1 equipped juxtaposed check point constructed at the border between the two countries, fixed axle-load scales and radio equipment supplied and installed; 1 scanner installed at the boundary etc.; 50 employees from the two countries trained; 1000 users sensitized to the corridor concept;
- (iv) 8 corridor monitoring and evaluation surveys conducted; 1 million persons sensitized to HIV/AIDS, etc; 3 audit reports produced, 1 coordinator recruited and two project officers appointed; 1 JTC of 11 members put in place to monitor the programme.

4.5.2. The road component has been subdivided into two sections, namely: Section 1: Birkilane-Tambacounda-Kedougou-Saraya-Faleme comprising the Birkilane-Tambacounda, Kedougou-Saraya and Saraya-Moussala roads to the Mali border and Section 2: Faleme-Kati comprising the Faleme-Kita and Kita-Kati roads as well as the civil engineering structures comprising two bridges on the Bale and the Bafing and the bridge on the Faleme.

4.5.3. The components envisaged for the programme are:

- A.1 Asphaltting of the Kati-Kita road stretch
- A.2 Construction of an asphalted road from Kita to Sekokoto in Mali
- A.3 Construction of an asphalted road from Sekokoto to Faleme including the Kita town bypass road in Mali.
- A.4 Construction of two bridges in Mali (Bafing and Bale)
- A.5 Construction of a bridge over the Faleme.
- A.6 Construction of an asphalted road from Saraya to Kadougou in Senegal
- A.7 Rehabilitation of the Saraya-Kidougou stretch in Senegal
- A.8 Rehabilitation of Tambacounda Birkilane stretch in Senegal
- A.9 Environmental impact mitigation measures
- A.10 Sensitization to HIV/AIDS, malaria, etc...

A.11 Control and supervision of road works.

B. Related Works

- B1 - Detailed studies of earth roads and boreholes
- B2 - Construction of rural roads
- B3 - Drilling of boreholes
- B4 - Rehabilitation of social infrastructure
- B5 - Construction of cattle “destressing” areas and truck drivers rest areas
- B6 - Control and supervision of related works

C. Transport and Transit Facilitation Actions and Measures

- C-1 Study of radio-communication system and juxtaposed check point
- C2- Construction of the juxtaposed check point at the border with equipment
- C3- Supply and installation of a scanner at the juxtaposed check point and axle-load scales on the corridor
- C4- Setting up of the radio communication system
- C5- Control and supervision of facilitation works
- C6- Training/sensitization seminars/study trips

D. Programme Management

- D-1 Recruitment of a coordinator
- D-2 Functioning of a programme coordination at WAEMU and the JTC
- D-3 Monitoring and Evaluation
- D-4 Financial and accounting audit

4.5.4. ADF-financed components concern all the components except for sub components A1, A2, A4, A5 and A8. It will intervene partially in sub-components A6 and C3.

4.5.5. As specified in paragraph 4.5.2, above the project has been subdivided into the sections. The works within the sections will be divided into lots to facilitate financing by different donors. Section 1 concerns the Birkilane-Tambacounda, Kedougou-Saraya road stretches (235km and 61km long respectively) and the portion of road in the state of a rural road situated exclusively in Senegal and which runs from the end of the Kedougou-Saraya asphalted road to the center of this locality up to the left bank of the Faleme. It is 51km long. The Birkilane-Tambacounda and Kedougou-Saraya roads were asphalted in the 1990s. They are in an advanced state of degradation due to the lack of appropriate maintenance.

4.5.6. Section 2 runs from the right bank of the Faleme to Kati town center plus an 8km ramp for heavy vehicles to by-pass Kita town. This link road was recommended by a supplementary environmental impact assessment in order to avoid nuisances that could be caused by heavy vehicles crossing the downtown area: (i) expropriation of homes during construction, hence significant population displacement, and (ii) noise during exploitation of the road. Section 2 is 429km long. The civil engineering structures comprise the 250m bridge on the Faleme and 2 bridges of a certain size on the Malian side of the road. These two structures have lengths of 80m (over the Bale) and 248m (over the Bafing).

Road Improvement and/or Strengthening

4.5.7. Rehabilitation works on the different road axes of the corridor essentially in Senegal (Saraya-Kedougou and Tambacounda-Birkilane stretches) consist in redoing pavements that are more or less severely degraded. Base courses will be redone in cement-improved laterite to better respond to the type of traffic. Surface paving will be replaced by bituminous concrete or dense graded bituminous mixes. Earth road sections of the corridor will be improved using the basic solution with the pavement in cement improved laterite in Senegal and laterite in Mali, and double-layer surface dressing. The shoulders will have single-layer surface dressing.

4.5.8. Roadbed works will entail a 7-metre wide asphalted pavement and 1.5m shoulders on either side in accordance with ECOWAS norms. Road drainage will be improved and appropriate road signs placed. Furthermore, measures to mitigate the environmental impact of the programme will be included in the works. Special construction works (parking areas, cross-roads) will be undertaken in the settlements in Kita, Kenieba, Saraya and Kedougou in particular, in order to avoid bottlenecks caused by occupation of the pavement by traders and parking of heavy vehicles on the pavement.

4.5.9. The works have been divided into 9 lots of which 5 are in Mali (Kati-Kita, Kita-Sekokoto, Sekokoto-Bafing including a by-pass ramp at Kita, Bafing-Faleme, bridges over the Bafing and the Bale), 3 in Senegal (Saraya-PK38, Kedougou-Saraya/PK38-Faleme and Tambacounda-Birkilane) and 1 lot for the bridge over the Faleme which concerns both countries.

Population Sensitization

4.5.10. Sensitization campaigns are designed to inform the poor and vulnerable populations of the opportunities and risks that would be created by road works so that they may adopt responsible behaviour which would contribute to improve their living standards. At least 1,000,000 people will benefit directly from sensitization, notably on local radio stations, televised messages and posters. The sensitization of roadside dwellers will focus on environmental protection, HIV/AIDS, malaria prevention and road safety. In certain areas, it will also concern the negative practices of excision and early marriages of young girls and the need for their school enrolment. Consultants or specialized NGOs will be recruited in each of the two countries for such services.

Related Works

4.5.11. Related works entail the rehabilitation/provision of the socio-economic facilities requested by roadside populations during discussions held with them as part of the participatory approach. Hence, schools situated less than 100 metres from the road will be fenced and their facilities improved, where necessary, with supply of desks and construction of latrines. Similarly, health facilities located close to the road will be improved and others created with the support of the populations, in accordance with the policy of the Governments in that domain. This concerns essentially health posts to be managed by villagers. Boreholes will be drilled for water supply and market gardening in certain localities, and link-up roads will be opened, etc. Furthermore, the boreholes which will be drilled by contractors to supply water to the project sites will be equipped upon completion of the works for water supply to the populations of the area concerned. Similarly, the living quarters will be used upon completion of works for social infrastructure needs. The areas where these facilities (boreholes and living quarters) will be located must take into account their future use.

4.5.12. Concerning earth roads, the works will entail the preparation of a 7-10 m roadbed, a laterite surface course of 10 to 15cm thick and 4 to 5m wide following a cross section, the provision of culverts and the placing of vertical road signs at the appropriate places. Critical spots will be treated as a priority by constructing minor drainage works. Minor changes may be made lengthwise to increase visibility and safety.

4.5.13. Mali's livestock population represents approximately 21 million head (cows, goats, sheep, horses, camels) and 25 million birds and constitutes the 3rd export after gold and cotton. Cattle on the hoof constitute one of the main exports of Mali to Senegal and this cattle is transported under rather difficult conditions. Some of the cattle often die on the way causing substantial losses. The WAEMU area does not yet have any regulations governing animal transportation as in the European Union. The project will finance "destressing" areas for cattle.

4.5.14. In general, parking areas would be provided along road stretches of the corridor whose strengthening works are financed by ADF to limit congestion of the pavement and enable truckers to observe the resting time under good safety conditions. Concerning water points which will be created as well as access roads to certain socio-economic facilities which will be provided, the beneficiary populations will be involved in their construction, in accordance with the policy in force in that domain in the two countries. This involvement will concern their contributions in cash or kind at the time of constructing these facilities as well as the financing of recurrent maintenance and renewal costs relating thereto. The consultant who would be responsible for sensitizing road side populations will supervise the populations concerned in the management of the said facilities.

Actions and measures of sensitization and road transport and transit facilitation

4.5.15. To facilitate inter-State road transport and transit on the corridor, the programme will focus on a segment of this transport, namely transport by container, by tanker and under certain conditions, transport by sealed trucks. To limit control for these transport categories at the departure points, border and arrival points, it is envisaged under the programme: (i) to install a system of communication by radio on the 1200km of the corridor from Dakar to Bamako to facilitate communication between transport operators and of traffic and road managers; (ii) construct a juxtaposed check point at the border between the two countries on a site specified by WAEMU in consultation with the two countries with computer equipment and a scanner in order to reduce the border crossing time; (iii) install axle-load scales on the corridor (iv) facilitate the use of the single log-book for inter-State road transit (TRIE) for a single trips on the corridor; (v) sensitize transport system actors to the objectives and expectations of the programme, and (vi) organize seminars, study trips, train transport stakeholders (transporters, customs officers, security forces, truckers, etc.) At least 1000 persons will be sensitized and/or trained in corridor practices. The use of the (TRIE) single notebook on the corridors of ECOWAS will be compulsory as from 1 January 2006. Similarly, the WAEMU Directive relating to controls on the corridors will enter into force in 2006. Lastly, the legal status of juxtaposed check points at the borders of the States is being drafted by WAEMU and ECOWAS. These instruments will supplement the memorandums of understanding established between the two countries in the domain of road transport and transit. The corridor management committee comprising private sector operators will be responsible, among others, for verifying and controlling the effective implementation of facilitation measures.

Programme Management

4.5.16. The implementation of the entire programme (PACITR) involves several stakeholders in each country and several donors. To implement the strategy and community programme, a programme Steering Committee (SC) has been set up. This committee is chaired by the Commission in charge of DATC comprises representatives of the 8 (eight) WAEMU member countries (one from each of the national directorates in charge of roads and transport and the road fund), BCEAO, WADB, ECOWAS, representatives of the Commission and representative of donors. It is envisaged that the SC should meet two times a year to review the status of implementation of the community strategy and of the PACITR and to draw up draft guidelines, regulations and updated investment programme. It held its first meeting at the beginning of July 2003 in Cotonou, Benin. The technical secretariat of the SC is charged with managing the different components of the PACITR in conjunction with correspondents of various Member States, following up community in-depth studies of the strategy, putting in place a regional databank and developing a monitoring and evaluation system for each of the components of the PACITR. Furthermore, national road transport and transit facilitation committees (NFC) have been or are in the process of being set up in the States of the Union. Such is the case for Mali whose NFC is operative. Senegal should do same. Furthermore, “observatories” of highway practices should be put in place in the two countries.

4.5.17. The programme management component will strengthen the institutional mechanisms put in place. It comprises capacity building support through (i) technical assistance to WAEMU in the form of a programme coordinator, (ii) the functioning of the JTC and the coordination, (iii) monitoring and evaluation of the programme which will be carried out in the form of a survey on practices and behaviour of transport chain stakeholders and on attainment of the programme objectives on the corridor, and (v) audit of the component of the programme managed directly by WAEMU.

Control services (for road, related and facilitation works)

4.5.18. Control services and supervision of works will be carried out by consultants recruited to that end. They will be subdivided into several lots to take into account the type of works and the allotment of works. Furthermore, the consultants will use the services of a specialized and approved Laboratory for geo-technical control of services. They will provide logistics to the AATR and DNR for work site monitoring. The latter will essentially entail the supply of two vehicles for the two project officers who will be appointed in these two structures. The consultants will be responsible for the quality, proper conduct and compliance with deadlines for completion of the works by the contractor. Their responsibility shall also entail the survey statements of works, drawing up certificates of payment and drafting of progress reports and works completion reports.

4.5.19. Regarding monitoring, each works control and supervision team will comprise an environment expert who will serve on a part-time basis throughout the duration of the programme. In collaboration with environmentalists of the environment unit attached to the Directorate in charge of roads of each country, it will monitor the implementation of the environment and social management plan (ESMP), project site management, implementation of specific environmental and social works and the search for specific environmental problems.

4.6 Environmental Impact

4.6.1 At the environmental level, the project is classified under Category 1 given its location, its status of multinational programme, its scope and its potential direct and indirect impacts. In conformity with the Bank's environmental policy requirements and those of Mali and Senegal, the requirements of environmental policies and guidelines, an environmental and social impact assessment (ESIA) was conducted and the summary of this study was published in the Public Information Centre of the Bank on 3 August 2005 and circulated to the Board of Directors of the Bank on 4 August 2005. It should be noted that the road alignment will follow the original itinerary, except in specific cases relating to safety, preservation of the environment and the living conditions of the populations. The environmental and social impact assessment was conducted in a participatory process, with a team of experts from Mali and Senegal, all affiliated or members of approved or recognized consulting firm in the countries concerned, in accordance with the regulations of the two countries. The ESIA was made available to the public by the Ministries in charge of the environment of Mali and Senegal, for information and any comments.

Positive Impacts

4.6.2. The impacts of the project will be generally positive, on both the Kita-Faleme stretch or on the Faleme-Saraya-Kedougou highway. Indeed, the implementation of the project will contribute to better opening up the areas concerned with facilitation of access, communication, trade and free movement of people and goods. For more details see paragraphs 7.22 and 7.23.

Negative Impacts

4.6.3. In the construction phase, the negative impact on the natural and biological environment are due largely to the noise and pollution caused by the heavy equipment of the project and the handling of building materials which may affect the tranquility of wild life, cause the blockage of photosynthesis mechanisms of plants and constitute sources of soil and water resources pollution, thereby affecting the health of the populations and increasing the prevalence of lung diseases. These impacts will be particularly felt in the Bafing reserve and the hunting zone. Furthermore, the heavy pressure on water resources can generate potential conflicts, especially in the dry season in certain severely disadvantaged localities such as Niarakira, Kourouboda, Oulara (around Bafing), Faraba, Badioula and Kedougou (around Saraya). The opening of the right-of-way, exploitation of materials sites and quarries could translate into clearing that would lead to loss of plant cover and forest species, disturbance and loss of wild life habitats and soil weakening and degradation, disturbance of the natural landscape and disfiguring of the natural morphology. These impacts will be particularly pronounced on the Kita-Faleme road and the Faleme-Saraya road and will affect to a lesser extent the Saraya-Kedougou stretch. Negative impacts on wildlife are likely, in particular: (i) poaching which will be very pronounced owing to the massive presence of road workers who are better equipped with hunting guns and could try to harvest game meat; (ii) risks of collision with project vehicles. Such impacts would be particularly felt at Bafing and in the hunting zone.

4.6.4. The Saraya bypass will entail the demolition of 5 low-class homes. The same applies to Kenieba and Kita where 8 homes and part of a fruit-tree plantation of 5ha will be affected. The compensation measure envisaged for this purpose and which will be paid

before work begins will largely offset the damages caused affected persons will be moved only a few metres away and will be resettled in their homelands. It is noteworthy that deviations in the open country will not entail any expropriation as they will be located on State land. The expropriation and displacement of populations have been treated in accordance with Bank policy in that domain.

4.6.5. In the operational phase, the potential impacts are exacerbation of the phenomenon of run-off in the low lying areas (in the rainy season) owing to increased asphalted surfaces. This phenomenon will be particularly pronounced in villages with extremely clayey soils such as Kokofata, Dalama, Baenda (around Bafing) and Moussala, Faraba and Badrioula (around Saraya). These impacts will be limited elsewhere, thanks to the hardpan covering the surface formations. Improvement of the quality of road stretches will translate into a higher traffic frequency and velocity. This could constitute a factor of risks and potential accidents, not only for roadside dwellers (in Kita, Kenieba, Saraya, Kedougou) and road users, but also domestic animals and wild life at road crossings in protected areas and human settlements.

4.6.6. Thanks to the quality of the road which will henceforth be passable all year round, populations could flock in various places (other countries of the sub-region) to engage in all types of activities, business, tourism, trekkers, holidaying, etc. all of which could entail increased pressure on the natural resources, cause socio-cultural disturbances and conflicts, undermine local morals and destabilize customs and practices. These potential impacts could also affect sensitive areas such as Bafing, Niokolo Koba and the hunting zone.

4.6.7. With the construction of the juxtaposed checkpoint at the border between the two countries, business and social activities which were conducted in the present separated checkpoints will be concentrated on one location. Socio-cultural and economic problems could arise as a result of competition among operators, shady activities, internal jealousies, dissolution of customs and practices and moral values, language differences etc. Furthermore, uncontrolled developments as a result of this programme could lead to non-rational exploitation of available resources which could aggravate poverty in the areas.

Mitigating Measures

4.6.8. During the construction phase, mitigating measures will comprise: (i) prior to commencement of works and during the works it is envisaged that information and sensitization campaigns will be organized for technical services, the population, traditional rulers, users, transporters' unions and local authorities on problems concerning; safety, risks, hygiene and health (prevention of STI and HIV) and preservation of natural resources, cultural sites and monuments; (ii) before the installation and establishment of the living quarters and project sites, contractors will submit for prior approval by the control mission, a worksite installation plan and the methodology of implementation of the environmental mitigation plan in accordance with environmental guidelines and the applicable laws in the country, (iii) the establishment of living quarters around major centers (Kita, Kenieba, Saraya, Kedougou) with a view to the localities assuming ownership of such facilities when the works are completed; (iv) recovery of oils, grease and lubricants in containers and giving them to local communities which often use them for their day-to-day activities (treatment of wood against rodents, mixing with clay for house repairs, treatment of construction timber, etc.); (v) erection of road signs in agglomerations, deviations and danger zones and speed limits (80km/h in the open country and 40km/h in agglomerations), installation of rumble strips in critical areas. All these measures will be included in the specifications of the contractor for implementation.

4.6.9. The cost of environmental protection, related works and compensation included in the programme cost are: (i) CFAF 270 million, for monitoring of the implementation of environmental and social measures, (ii) CFAF 285 million for the preservation of natural resources, including the establishment and equipment of 4 forest posts and sensitization/IEC; (iii) CFAF 700 million for related works to improve the living environment and conditions of the populations; and (iv) CFAF 300 million for compensation for expropriation of property of which 160 million for houses and 140 million for plantation and farm lands. To that, should be added the rehabilitation of quarries and borrow pit areas or their development as water storage facilities for wild life and cattle, road signs, restoration of living quarters and work sites, etc are included in the cost of the works. Implementation of populations affected by the road works of the corridor is one of the loan conditions under the programme.

4.7. Estimated Programme Cost

4.7.1. The estimated cost net of taxes and customs duties of the entire programme is UA 200.8 million, of which UA 159.72 million in foreign exchange and UA 41.08 million in local currency. The cost estimate of the components proposed for ADF financing is UA 98.15 million of which UA77.6 million in foreign exchange and UA 20.55 in local currency. The provision for physical contingencies is 10% of the base cost. The provision for compound price escalation is equal to 8.27% of the base cost plus physical contingencies. The summary of the cost estimate by component of the entire programme and the ADF programme (part of the programme jointly financed by ADF, WADB, JBIC, private transporters, WAEMU and Governments) are given respectively in tables 4.1 and 4.2 below.

Table 4.1:
Summary of cost estimate by component of the entire programme

Components	CFAF Million			UA Million		
	FE	LC	Total	FE	LC	Total
A – Road improvement and rehabilitation						
- Malian stretches	44 719.59	11 179.90	55 899.49	56.97	14.24	71.21
- Senegalese stretches	40 728.00	10 182.00	50 910.00	51.88	12.97	64.85
- Bridges over Bafing and Bole in Mali	2 937.60	734.40	3 672.00	3.74	0.94	4.68
- Bridges over Faleme	1 688.00	422.00	2 110.00	2.15	0.54	2.69
- Environmental impact mitigating measures	963.20	603.30	1 566.50	1.23	0.77	2.00
- Control and supervision of works	5 689.77	1 445.10	7 134.87	7.25	1.84	9.09
- Sensitization	364.00	91.00	455.00	0.46	0.12	0.58
B – Related road works						
- Detailed technical studies of earth roads and boreholes	41.60	10.40	52.00	0.05	0.01	0.07
- Earth road works	960.00	240.00	1 200.00	1.22	0.31	1.53
- Rehabilitation of existing infrastructure	240.00	60.00	300.00	0.31	0.08	0.38
- Construction of boreholes	80.00	20.00	100.00	0.10	0.03	0.13
- Construction of cattle “destressing” and rest areas	56.00	14.00	70.00	0.07	0.02	0.09
- Control and supervision of works	86.10	21.53	107.63	0.11	0.03	0.14
C- Transport Facilitation						
- Seminar/study trips/sensitization	264.00	66.00	330.00	0.34	0.08	0.42
- Study Radio Communication and juxtaposed check point	200.00	50.00	250.00	0.25	0.06	0.32
- Construction of equipped juxtaposed check point	1 600.00	400.00	2 000.00	2.04	0.51	2.55
- Axle-load scales	700.00	175.00	875.00	0.89	0.22	1.11
- Supply installation of scanner of scanner at the juxtaposed check point	2 160.00	540.00	2 700.00	2.75	0.69	3.44
- Studies radio communication and equipped juxtaposed check point	1 040.00	260.00	1 300.00	1.32	0.33	1.66
- Control and supervises of works	343.75	85.94	429.69	0.44	0.11	0.55
D – Management and monitoring						
- Surveys, Monitoring and Evaluation	240.00	60.00	300.00	0.31	0.08	0.38
- Coordinator and project officer		187.94	187.94		0.24	0.24
- Operation		183.63	183.63		0.23	0.23
- Training	80.00	20.00	100.00	0.10	0.03	0.13
- Financial and accounting audit	96.00	24.00	120.00	0.12	0.03	0.15
Base cost	105 277.61	27 076.13	132 353.74	134.11	34.49	168.60
Physical contingencies	10 527.76	2 707.61	13 235.37	13.41	3.45	16.86
Price escalation	9 579.69	2 463.78	12 043.48	12.20	3.14	15.34
TOTAL COST	125 385.07	32 247.52	157 632.59	159.72	41.08	200.80

Table 4.2:
Summary of Estimated Cost of the ADF Programme

Components	CFAF Million			Million UA		
	FE	LC	Total	FE	LC	Total
A – Road improvement and rehabilitation						
- Malian stretches	30,479.59	7 619.90	38 099.49	38.83	9.71	48.53
- Senegalese stretches	10,808.00	2 702.00	13 510.00	13.77	3.44	17.21
- Bridges over Bafing and Bole in Mali						
- Bridge over Faleme						
- Environmental impact mitigating measures	963.20	603.30	1 566.50	1.23	0.77	2.00
- Control and supervision of works	2 640.67	682.82	3,323.50	3.36	0.87	4.23
- Sensitization	364.00	91.00	455.00	0.46	0.12	0.58
B – Related road works	41.60	10.40	52.00	0.05	0.01	0.07
- Detailed technical studies of earth roads and boreholes	960.00	240.00	1 200.00	1.22	0.31	1.53
- Earth road works	240.00	60.00	300.00	0.31	0.08	0.38
- Rehabilitation of exist infrastructure	80.00	20.00	100.00	0.10	0.03	0.13
- Construction of boreholes	56.00	14.00	70.00	0.07	0.02	0.09
- Construction of cattle “destressing” and rest areas	86.10	21.53	107.63	0.11	0.03	0.14
- Control and supervision of works						
C- Transport Facilitation	264.00	66.00	330.00	0.34	0.08	0.42
- Seminar/study trip/sensitization	200.00	50.00	250.00	0.25	0.06	0.32
- Study Radio Communication and juxtaposed	1 600.00	400.00	2 000.00	2.04	0.51	2.55
- Construction of equipped juxtaposed check point	700.00	175.00	875.00	0.89	0.22	1.11
- Axle-load scales						
- Supply & installation of scanner at the juxt. check point	1 040.00	260.00	1 300.00	1.32	0.33	1.66
- Setting radio communication system	208.75	52.19	260.94	0.27	0.07	0.33
- Control and supervise of work						
D – Management and monitoring	240.00	60.00	300.00	0.31	0.08	0.38
- Surveys Monitoring and Evaluation		187.94	187.94		0.24	0.24
- Coordinator and Project Officer		183.63	183.63		0.23	0.23
- Operation	80.00	20.00	100.00	0.10	0.03	0.13
- Training	96.00	24.00	120.00	0.12	0.03	0.15
- Financial and according audit	51 147.91	13 543.70	64 691.62	65.15	17.25	82.41
Base cost	5 114.79	1 354.37	6 469.16	6.52	1.73	8.24
Physical contingents	4 654.18	1 232.40	5 886.59	5.93	1.57	7.50
Price escalation	60 916.89	16 130.48	77 047.37	77.60	20.55	98.15
TOTAL COST						

4.7.2. The summary of cost by category of expenditure of the entire programme as well as that of the ADF Programme are given respectively in Tables 4.3 and 4.4 below.

Table 4.3:
Summary of Cost by expenditure category of the entire programme

Categories	In CFAF million			In CFA millions		
	FE	LC	Total	FE	LC	Total
A – Goods						
- Radio Communication Equipment	1 040.00	260.00	1 300.00	1.32	0.33	1.66
- Scanners	2 160.00	540.00	2 700.00	2.75	0.69	3.44
- Axle load scales	700.00	175.00	875.00	0.89	0.22	1.11
Total goods	3 900.00	975.00	4 875.00	4.97	1.24	6.21
B – Works						
- Road works	85 447.59	21 361.90	106 809.49	108.85	27.21	136.06
- Earth Road Works	960.00	240.00	1 200.00	1.22	0.31	1.53
- Construction of bridges	4 625.60	1 156.40	5 782.00	5.89	1.47	7.37
- Construction of equipped juxtaposed check-points	1 600.00	400.00	2 000.00	2.04	0.51	2.55
- Rehabilitation of social infrastructure	240.00	60.00	300.00	0.31	0.08	0.38
- Boreholes	80.00	20.00	100.00	0.10	0.03	0.13
- Mitigation of environ. impact and cattle “destressing”	1 019.20	617.30	1 636.50	1.30	0.79	2.08
Total works	93 972.39	23 855.60	117 827.99	119.70	30.39	150.09
C – Consultancy Services						
- Project coordinator and project officer		187.94	187.94		0.24	0.24
- Control and supervision of work	6 119.62	1 552.56	7 672.19	7.80	1.98	9.77
- Studies on earth roads and boreholes	41.60	10.40	52.00	0.05	0.01	0.07
- Studies on Radio Communication and check point	200.00	50.00	250.00	0.25	0.06	0.32
- Surveys, Monitoring and Evaluation	240.00	60.00	300.00	0.31	0.08	0.38
- Training	80.00	20.00	100.00	0.10	0.03	0.13
- Sensitization	364.00	91.00	455.00	0.46	0.12	0.58
- Financial and accounting audit	96.00	24.00	120.00	0.12	0.03	0.15
Total consultancy services	7 141.22	1 995.90	9 137.13	9.10	2.54	11.64
D – Miscellaneous						
- Operation		183.63	183.63		0.23	0.23
- Seminar/study trips/sensitization	264.00	66.00	330.00	0.34	0.08	0.42
Total miscellaneous	264.00	249.63	513.63	0.34	0.32	0.65
Base cost	10 527.76	2 707.61	13 235.37	13.41	3.45	16.86
Physical contingencies	10 527.76	2 707.61	13 235.37	13.41	3.45	16.86
Price escalation	9 579.69	2 463.78	12 043.48	12.20	3.14	15.34
Total	125 385.07	32 247.52	157 632.59	159.72	41.08	200.80

Table 4.4:
Summary of Cost by Expenditure Category of the ADF Programme

Category	In million CFA.F			In million UA		
	FE	LC	Total	FE	LC	Total
A – Goods						
- Radio Communication Equipment	1 040.00	260.00	1 300.00	1.32	0.33	1.66
- Scanners	700.00	175.00	875.00	0.89	0.22	1.11
- Axle load scales	1 740.00	435.00	2 175.00	2.22	0.55	2.77
Total goods						
B – Works	41 287.59	10 321.90	51 609.49	52.59	13.15	65.74
- Road works	960.00	240.00	1 200.00	1.22	0.31	1.53
- Earth Road Works						
- Construction of bridges	1 600.00	400.00	2 000.00	2.04	0.51	2.55
- Construction of equipped juxtaposed check-points	240.00	60.00	300.00	0.31	0.08	0.38
- Rehabilitation of social infrastructure	80.00	20.00	100.00	0.10	0.03	0.13
- Boreholes	1 019.20	617.30	1 636.50	1.30	0.79	2.08
- Attenuation of environ. impact and cattle “destressing”	45 186.79	11 659.20	56 845.99	57.56	14.85	72.41
Total works						
C – Consultancy Services						
- Project coordinator and project officer	2 935.52	756.54	3 692.06	3.74	0.96	4.70
- Control and supervising of work	41.60	10.40	52.00	0.05	0.01	0.07
- Studies earth roads and boreholes	200.00	50.00	250.00	0.25	0.06	0.32
- Studies Radio Communication and check point	240.00	60.00	300.00	0.31	0.08	0.38
- Surveys, Monitoring and Evaluation	80.00	20.00	100.00	0.10	0.03	0.13
- Training	364.00	91.00	455.00	0.46	0.12	0.58
- Sensitization	96.00	24.00	120.00	0.12	0.03	0.15
- Financial and accounting audit	3 957.12	1 199.88	5 157.00	5.04	1.53	6.57
Total consultancy services						
D – Miscellaneous						
- Operation	264.00	183.63	183.63		0.23	0.23
- Seminar/study trip/sensitization	264.00	66.00	330.00	0.34	0.08	0.42
Total miscellaneous	51 147.91	13 543.70	64 691.62	65.15	17.25	82.41
Basic cost	5 114.79	1 354.37	6 469.16	6.52	1.73	8.24
Physical contingencies	4 654.18	1 232.40	5 886.59	5.93	1.57	7.50
Price escalation	60 916.89	16 130.48	77 047.37	77.60	20.55	98.15
Total						

4.8 Financing Sources and Schedule of Expenditure

4.8.1 The programme will be jointly financed by ADF, private inter-State transport sector operators, WADB, JBIC, WAEMU Commission and the Governments of Mali and Senegal and at the same time other donors (IDB, EU, KFW, Japan). The ADF grant will be used to finance the “transport facilitation” and “programme management”. The ADF loan will be used to finance part of: (i) construction works and control of the 221kms of the Sekokoto-Faleme road stretch in Mali; (ii) construction works and control of 51kms between Faleme and Saraya and works and control of strengthening works on the 61kms of the Saraya-Kedougou road in Senegal; (iii) works and control of related works and mitigation of negative impacts on the environment in the two countries; and (iv) sensitization to road safety, malaria, HIV/AIDS, environmental protection, and excision practices. The ADF loan of a total amount of UA 58.16 million representing 28.97% of total programme cost net of all taxes will be used to finance 33.19% of programme cost in foreign exchange and 12.54% of programme cost in local currency. The ADF grant of UA 7.9 million representing 3.93% of the total programme cost net of all taxes will be used to finance 4.21% of programme cost in foreign exchange and 2.87% of the programme cost in local currency.

4.8.2 WADB will contribute to the financing of part of: (i) improvement works and control of the 221kms of the Sekokoto-Faleme road in Mali; (ii) improvement works and control of 51kms between Faleme and Saraya and works and control of strengthening works on the 61kms of the Saraya-Kedougou road in Senegal. JBIC will contribute to the financing of part of the construction works and control of 51kms between Faleme and Saraya and works and control of strengthening works on the 61kms of the Saraya-Kedougou road in Senegal. The contribution of private transport operators will be used to finance the installation of radio receivers on board their inter-State transport vehicles.

4.8.3 The contribution of Japan will be used to finance the works and control of construction works of the two bridges in Mali and the bridge over the Faleme common to the two countries. The contribution of the other donors (IDB, KFW, EU) will be used to finance the works and control of road works on the road stretches of the corridor in the two countries as well as the supply and installation of the scanner (EU) envisaged at the juxtaposed check point at the border between the two countries. The financing agreements were signed in 2003, and works on the Kati-Kita road stretch in Mali started in July 2005 and the competitive bidding for the other road stretches that they are financing are underway. The proof of commitment of donors (BOAD, JBIC, IDB, EU, KFW, Japan) to contribute to the financing is a loan condition under this programme.

4.8.4 WAEMU will contribute to the financing of the “transport facilitation” and “programme management” components, notably the total financing of the coordinator and the functioning of the joint technical committee and partial financing of studies as well as works and control of construction works of the juxtaposed check point, the supply and installation of axle load scales and of the radio communication system. The proof of programming and budgeting of the WAEMU counterpart to the financing is a loan condition under this programme.

4.8.5 The contributions of the two Governments will be used for the partial financing of the works and control of road works, related works and environmental protection as well as sensitization and the total financing of project officers.

4.8.6 The financing plan by financing source of the entire programme and that of the ADF programme are shown in Tables 4.5, 4.6 and 4.7 below:

Table 4.5:
Source of Financing of Entire Programme
(in UA Million)

Source	FE	LC	TOTAL	%
ADF Loan	53.01	5.15	58.16	28.97%
ADF Grant	6.72	1.18	7.90	3.93%
BOAD	12.71	2.59	15.30	7.62%
JBIC	5.16	0.73	5.89	2.93%
Private		0.15	0.15	0.08%
WAEMU		0.74	0.74	0.37%
JAPAN	7.74	1.94	9.68	4.82%
IBD, EU 7 KFFW	74.38	11.36	85.74	42.70%
Mali Government	0.00	10.16	10.16	5.06%
Senegal Government		7.08	7.08	3.53%
Total	159.72	41.08	200.80	100.00%

Table 4.6:
Financing Source of ADF Programme
(in UA Million)

Source	FE	LC	LC Total	%
ADF Loan	53.01	5.15	58.16	59.26%
ADF Grant	6.72	1.18	7.90	8.05%
WADB	12.71	2.59	15.30	15.59%
JBIC	5.16	0.73	5.89	6.00%
Private		0.15	0.15	0.15%
WAEMU		0.74	0.74	0.75%
Malian Government	0.00	7.21	7.21	7.35%
Senegal		2.80	2.80	2.85%
Total	77.60	20.55	98.15	100.00%

Table 4.7:
Financial Source by Expenditure Category of Entire Programme
(in million)

Category	ADF Loan			ADF Grant			WADB			JBIC			Private			WAEMU			IBD, UE, KFW, JAPAN			GOVs			Total		
	FE	LC	Total	FE	LC	Total	FE	LC	Total		FE	LC	Total	FE	LC	Total	FE	LC	Total	FE	LC	Total	FE	LC	Total		
A – Goods																											
- Radio Communication Equipment				1.32	0.13	1.45								0.13	0.13		0.08	0.08							1.32	0.33	1.66
- Scanners																			2.75	0.69	3.44				2.75	0.69	3.44
- Axle Load Scales				0.89	0.17	1.06											0.06	0.06							0.89	0.22	1.11
B – Works																											
- Road Works	38.47	3.50	41.98				10.04	2.05	12.09	4.08	0.58	4.65							56.25	8.58	64.83	12.51	12.51	108.85	27.21	136.06	
- Earth Road Works	1.22	0.14	1.36																			0.17	0.17	1.22	0.31	1.53	
- Construction of Bridges																			5.89	1.24	7.13	0.23	0.23	5.89	1.47	7.37	
- Construction of Equipped Juxtaposed Checkpoints				2.04	0.38	2.42											0.13	0.13							2.04	0.51	2.55
- Rehabilitation of Social Infrastructure	0.31	0.03	0.34																			0.04	0.04	0.31	0.08	0.38	
- Boreholes	0.10	0.01	0.11																			0.01	0.01	0.10	0.03	0.13	
- Mitigation of Environmental Impact (cattle distressing)	1.30	0.29	1.59																			0.50	0.50	1.30	0.79	2.08	
C – Consultancy Services																											
- Project Coordinator & Project Officer																	0.15	0.15				0.09	0.09		0.24	0.24	
- Control and Supervision of Works	2.59	0.25	2.84	0.27	0.04	0.31	0.63	0.13	0.76	0.25	0.04	0.29					0.02	0.02	4.06	0.66	4.71	0.85	0.85	7.80	1.98	9.77	
- Studies on Earth Roads & Boreholes	0.05	0.01	0.06																			0.01	0.01	0.05	0.01	0.07	
- Studies on Radio Communication & Checkpoints				0.25	0.06	0.31											0.01	0.01							0.25	0.06	0.32
- Surveys, Monitoring & Evaluation				0.31	0.08	0.38																			0.31	0.08	0.38
- Training				0.10	0.03	0.13																			0.10	0.03	0.13
- Sensitization	0.46	0.10	0.56																			0.02	0.02	0.46	0.12	0.58	
- Financial & Accounting Audit				0.12	0.03	0.15																			0.12	0.03	0.15
D – Miscellaneous																											
- Operation																	0.18	0.18				0.05	0.05		0.23	0.23	
- Seminar/Study Trip/Sensitization				0.34	0.08	0.42																			0.34	0.08	0.42
Base Cost	44.51	4.33	48.84	5.64	0.99	6.63	10.67	2.18	12.85	4.33	0.61	4.94	0.13	0.13	0.62	0.62	68.95	11.16	80.11	14.48	14.48	134.11	34.49	168.60			
Physical Contingencies	4.45	0.43	4.88	0.56	0.10	0.66	1.07	0.22	1.28	0.43	0.06	0.49	0.01	0.01	0.06	0.06	6.90	1.12	8.01	1.45	1.45	13.41	3.45	16.86			
Price Escalation	4.05	0.39	4.44	0.51	0.08	0.60	0.97	0.20	1.17	0.39	0.06	0.45	0.01	0.01	0.06	0.06	6.27	1.02	7.29	1.32	1.32	12.20	3.14	15.34			
Total	53.01	5.15	58.16	6.72	1.18	7.90	12.71	2.59	15.30	5.16	0.73	5.89	0.15	0.15	0.74	0.74	82.12	13.29	95.41	17.24	17.24	159.72	41.08	200.80			

4.8.7 The expenditure schedule by component of the entire programme as well as that of the ADF programme are shown in Tables 4.8 and 4.9 below.

Table 4.8:
Expenditure Schedule by Component of Entire Programme(in million UA)

Components	2005	2006	2007	2008	2009	Total
A – Road construction and rehabilitation						
- Malian stretches	3.16	15.82	22.94	23.74	5.54	71.21
- Senegalese stretches		12.97	19.46	25.94	6.49	64.85
- Bridges over Bafing and Bole in Mali			1.87	2.34	0.47	4.68
- Bridge over Faleme			0.54	1.34	0.81	2.69
- Environmental impact mitigating measures		0.80	0.60	0.60		2.00
- Control and supervision of works	0.20	1.92	2.83	3.34	0.81	9.09
- Sensitization		0.12	0.17	0.23	0.06	0.58
B – Related road works						
- Detailed technical studies of earth roads and boreholes			0.07			0.07
- Earth road works			0.31	1.22		1.53
- Rehabilitation of existing infrastructure			0.08	0.31		0.38
- Construction of boreholes			0.03	0.10		0.13
- Construction of cattle “destressing” and rest areas		0.02	0.03	0.04	0.01	0.09
- Control and supervision of works			0.03	0.11		0.14
C- Transport Facilitation						
- Seminar/study trip/sensitization		0.08	0.13	0.17	0.04	0.42
- Study Radio Communication and juxtaposed checkpoint		0.16	0.16			0.32
- Construction of equipped juxtaposed check point			0.51	1.27	0.76	2.55
- Axle-load scales				0.33	0.78	1.11
- Supply & installation of scanner for juxtaposed checkpoint				1.03	2.41	3.44
- Installation of radio communication system			0.50	1.16		1.66
- Control and supervision of work			0.06	0.24	0.25	0.55
D – Management and monitoring						
- Surveys, Monitoring and Evaluation		0.08	0.11	0.15	0.04	0.38
- Coordinator and project officer		0.02	0.07	0.07	0.07	0.24
- Operation		0.02	0.07	0.07	0.07	0.23
- Training		0.03	0.05	0.04	0.01	0.13
- Financial and accounting audit			0.05	0.05	0.06	0.15
Base cost	3.36	32.03	50.64	63.90	18.67	168.60
Physical contingents	0.34	3.20	5.06	6.39	1.87	16.86
Price escalation	0.31	2.91	4.61	5.81	1.70	15.34
Total	4.00	38.15	60.31	76.10	22.24	200.80
Total in %	2%	19%	30%	38%	11%	100%

Table 4.9:
Expenditure Schedule by Component of ADF Programme(in million)

Components	2006	2007	2008	2009	Total
A – Road construction and rehabilitation					
- Malian sketches	9.71	14.56	19.41	4.85	48.53
- Senegalese sketches	3.44	5.16	6.88	1.72	17.21
- Bridges over Bafing of Bole in Mali					
- Bridges over Faleme					
- Environmental impact mitigating measures	0.80	0.60	0.60		2.00
- Control and supervision of works	0.85	1.27	1.69	0.42	4.23
- Sensitization	0.23	0.17	0.17		0.58
B – Related road works					
- Detailed technical studies of earth roads and boreholes		0.07			0.07
- Earth road works		0.31	1.22		1.53
- Rehabilitation of exist infrastructure		0.08	0.31		0.38
- Construction of boreholes		0.03	0.10		0.13
- Construction of cattle “destressing” and rest areas .	0.02	0.03	0.04	0.01	0.09
- Control and supervision of works		0.03	0.11		0.14
C- Transport Facilitation					
- Seminar/study trip/sensitization	0.08	0.13	0.17	0.04	0.42
- Study Radio Communication and juxtaposed checkpoint	0.16	0.16			0.32
- Construction of equipped juxtaposed check point	0.38	1.27	0.64	0.25	2.55
- Axle-load scales			0.33	0.78	1.11
- Supply & installation of scanner at the juxtaposed checkpoint					
- Installation of radio communication system		0.50	1.16		1.66
- Control and supervision of work	0.02	0.11	0.13	0.06	0.33
D – Management and monitoring					
- Surveys, Monitoring and Evaluation	0.08	0.11	0.15	0.04	0.38
- Coordinator and project officer	0.02	0.07	0.07	0.07	0.24
- Operation	0.02	0.07	0.07	0.07	0.23
- Training	0.03	0.05	0.04	0.01	0.13
- Financial and accounting audit		0.05	0.05	0.06	0.15
Base cost	15.84	24.81	33.35	8.40	82.41
Physical contingencies	1.58	2.48	3.33	0.84	8.24
Price escalation	1.44	2.26	3.03	0.76	7.50
Total	18.87	29.55	39.72	10.01	98.15
Total in %	19%	30%	40%	10%	100%

4.8.8 The schedule of expenditure by financing source of the entire programme as well as that of ADF.

Table 4.10:
Expenditure Schedule by Financing Source of Entire Programme
(in million UA)

Source	2005	2006	2007	2008	2009	Total
ADF loan		11.16	17.27	24.16	5.58	58.16
ADF Grant		0.87	2.76	2.84	1.43	7.90
WADB		3.06	4.59	6.12	1.53	15.30
JBIC		1.18	1.77	2.35	0.59	5.89
Private			0.05	0.11		0.15
WAEMU		0.29	0.22	0.22		0.74
KFW. JAPAN. IDB. EU	3.80	20.98	30.52	32.47	7.64	95.41
Governments	0.20	0.61	3.13	7.83	5.47	17.24
Total	4.00	38.15	60.31	76.10	22.24	200.80
Total in %	2%	19%	30%	38%	11%	100%

Table 4.11:
Expenditure Schedule by Financing Source of ADF Programme
(in million UA)

Source	2006	2007	2008	2009	Total
ADF loan	11.16	17.27	24.16	5.58	58.16
ADF Grant	0.87	2.76	2.84	1.43	7.90
WADB	3.06	4.59	6.12	1.53	15.30
JBIC	1.18	1.77	2.35	0.59	5.89
Private		0.05	0.11		0.15
WAEMU	0.29	0.22	0.22		0.74
Governments	18.87	29.55	39.72	10.01	98.15
Total in %	19%	30%	40%	10%	100%

5. PROGRAMME IMPLEMENTATION

5.1 Executing Agency

5.1.1 The WAEMU Commission through the Department of Community Regional Development, Infrastructure, Transport and Telecommunication (DATC) will be responsible for the general coordination of the programme and all the procurements concerning the components relating to the facilitation and general sensitization and monitoring and evaluation of the programme. The DATC will rely on the Technical Directorates which are Directorate for Regional Development and Infrastructure (DAI) and the Directorate of Transport and Telecommunications (DTT).

5.1.2 The Ministry of Equipment and Transport of Mali through the National Directorates of Roads and Transport and the Ministry of Infrastructure, Equipment, Land Transport and Internal Maritime Transport (MIETTMI) of Senegal through the Agence Autonome des Travaux Routiers (AATR) and the Directorate of Land Transport (DTT) will play their usual

role of executing agency of the works and control of road construction and rehabilitation works and related works and the monitoring of the implementation of transport facilitation each in its territory.

5.2 Institutional Arrangements

5.2.1 The coordination aspect of the programme and that concerning the components relating to facilitation, general sensitization, studies and capacity building will be directly managed by DATC, while those concerning the works and control of road works and related works will be managed by AATR and DNR. The programme will finance the recruitment of a coordinator at the DATC of WAEMU and two project officers will be appointed, one at the DNR in Mali and the other at the AATR in Senegal who will be responsible for the administrative and technical monitoring of the implementation of the programme with the support of the accountants of these accounting and financial monitoring organs. The coordinator and project officers will be evaluated periodically on the basis of the TOR and performance measurement indicators. The recruitment of the coordinator by WAEMU is a condition for the programme grant. The prior transmission to ADF for approval of profiles and experience of project officers as well as their TOR and the evaluation indicators of their performances is a condition for the programme loan.

5.2.2 To ensure proper coordination of programme activities, the setting up of a Joint Technical Committee (JTC) is envisaged. It will comprise Directors of Roads, land transport and the environment of each of the two countries or their representatives, the Directors of the DAI and DTT of WAEMU, the programme coordinator and project officers. This Committee will be coordinated by the DATC of WAEMU. The JTC's mission will be to coordinate programme implementation, resolve any problems that may arise and ensure a smooth implementation of the programme in the countries. It will be meeting at least four times a year successively in one of the two countries and related costs will be included in the programme cost. The creation of the JTC by decision of WAEMU and the appointment of its members in each country by order of the Minister in charge of roads is a condition for this programme's grant .

5.2.3 As part of the WAEMU transport strategy, it has been decided that each country will put in place a National Facilitation Committee (NFC) and an observatory of Abnormal Practices (OPAN). Mali has already put in place a national facilitation committee which is operative. The process is underway in Senegal. Similarly, the two countries are in the process of setting up the Observatory of Abnormal Practices in accordance with the TOR drawn up to that end by the WAEMU Commission. Furthermore before the end of the implementation of programme activities, WAEMU and the two countries will put in place a corridor management committee. This committee will comprise representatives of private operators of the transport sector, WAEMU and the two States.

5.2.4 Experienced and qualified consulting firms will be recruited for the control and supervision of works of the different lots. Their teams will comprise environmental experts for the parallel implementation of environmental protection measures. Furthermore, these firms will use the services of specialized and approved laboratories for all geo-technical aspects of the works. Under the authority of the two executing agencies, they will monitor the conduct of works in the field; the technical quality and environmental control, the recording of the works implemented and their billing and lastly, will draft the implementation reports.

5.3 Implementation and Supervision Schedule

5.3.1 The implementation of the programme components financed by ADF will run from February 2006 to December 2009 that is a period of about 47 months. The corresponding implementation schedule presented in annex is summarized as follows:

Table 5.1:
Implementation Schedule

ACTIVITIES		
1. PRELIMINARY ACTIVITIES		
Approval of loan and grant	ADF	December 2005
Signature of loan and grant	ADF/WAEMU/Govts	January 2006
Publication of general procurement notice	ADF/Govts/WAEMU	February 2006
2. SENSITIZATION CAMPAIGNS AND MONITORING AND EVALUATION		
Approval of TOR, BDs and shortlists	DNR/AATR/WAEMU	May 2006
Launching of competitive bidding	DNR/AATR/WAEMU	June 2006
Submission of bids	DNR/AATR/WAEMU/Consultants	August 2006
Analysis of bids and signature of contracts	DNR/AATR/WAEMU/CTM/ADF	Nov. 2006
Commencement of sensitization and monitoring and evaluation	DNR/AATR/WAEMU/Consultants	Dec.2006
End of sensitization and monitoring and evaluation	DNR/AATR/WAEMU/Consultant/ADF	Sept.2009
3..STUDIES-RADIO COMMUNICATION AND JUXTAPOSED CHECK POINT		
Approval of TOR, BDs and shortlists	WAEMU/ADF	Feb. 2006
Launching of competitive bidding	WAEMU	March 2006
Submission of bids	WAEMU/Consultant	July 2006
Analysis of bids and signature of contracts	WAEMU/JTC	Aug. 2006 & Feb .2007
Commencement and end of studies	WAEMU/Consultant	
4. RELATED WORKS		
Preparation and approval of BDs	DNR Mali & AATR Senegal/ADF	April 2007
Launching of competitive bidding	DNR Mali & AATR Senegal/ADF	May 2007
Submission of bids	DNR Mali & AATR Senegal/ADF	July 2007
Analysis of bids and signature of contracts	DNR Mali & AATR Senegal/ADF contractors	Oct. 2007
Commencement of Works	DNR MALI & AATR Senegal/AD/ contractors	Nov. 2007
End of related work	DNR Mali & AATR Senegal contractors	May 2009
5. Construction of juxtaposed checkpoint		
Preparation and approval of BDs	WAEMU/DNR/AATR/ADF	February 2007
Launching of competitive bidding for civil works	WAEMU/DNR/AATR	May 2007
Submission of bids	Contractors/ WAEMU	Aug. 2007
Analysis of bids and signature of contracts	WAEMU/JTC/ADF	Nov. 2007
Commencement of construction works of the check point	WAEMU Contractors	Dec.2007
End of works		Dec.2008
6. ROAD WORKS		
Preparation and approval of BDs	WAEMU/DNR/AATR/ADF	February 2006
Launching of competitive bidding	WAEMU/DNR/AATR	March 2006
Submission of bids	Contractors/DNR/AATR	May 2006
Analysis of bids and signature of contracts	DNR/AATR/WAEMU	Sept.2006
Commencement of road works	Contractors/DNR/AATR	Oct.2006
Commencement of non-ADF road works	DNR/ Contractors	Feb.2006
End of road works	DNR/AATR/Contractors	April 2008
7. SUPPLY AND INSTALLATION OF EQUIPMENT		
7.1. Radio Communication		
Launching of CB for equipment and installation of radio communication	WAEMU	May 2007
Submission of bids		
Analysis of bids and signature of contracts	Suppliers/WAEMU	August 2007
Commencement of supply and installation	WAEMU/JTC	Nov. 2007
End of supply and installation	Suppliers	July 2008
	Suppliers/WAEMU	Oct. 2009
7.2 Axle-load scales		
Preparation and approval of BDs for procurement of axle-load scales	WAEMU/ADF	May 2007
Launching of competitive bidding		
Submission of bids	WAEMU	July 2007
Analysis of bids and signature of contracts	Suppliers/WAEMU	Oct. 2007
Commencement of supply and installation	WAEMU/JTC/ADF	Jan. 2008
End of supply and installation	Suppliers/WAEMU/AATR/DNR	Sept. 2008
	Suppliers/WAEMU/AATR/DNR	Sept. 2008
8. WORKS CONTROL AND SUPERVISION		
Drawing up and approval and shortlist and BDs+ pre-qualification	WAEMU/DNR/AATR/ADF	February 2006
Launching of competitive bidding for civil works		
Submission of bids	WAEMU/DNR/AATR/DAF	May 2006
Analysis of bids and signature of contracts	DNR Mali & AATR Senegal/ADF	July 2006
Commencement of control services	WAEMU/DGR/DNR	Sept. 2006
Commencement of non-ADF control services	WAEMU/DGR/DNR	Sept. 2006
End of services	DNR Mali & AATR Senegal/ADF	Jan. 2006
	DNR Mali & AATR Senegal/ADF	June 2009

9. PROGRAMME AUDIT Drawing up and approval and shortlist and BD Launching of competitive bidding Submission of bids Analysis of bids and signature of contracts End of services	WAEMU/ADF WAEMU Consultant/WAEMU WAEMU/ADF Consultant/WAEMU Consultant/WAEMU	June 2006 Sept. 2006 Nov. 2006 Dec. 2006 January 2006 Sept. 2009
10. CAPACITY BUILDING 10.1 Recruitment of Coordinator Publication of recruitment notice Analysis of bids and signature of contract Start of services End of services 10.2 Support to Project Monitoring Setting up of Joint technical Committee Start of training and seminars End of training Start of programme monitoring End of programme monitoring	DATC/WAEMU DATC/WAEMU DATC/ WAEMU/Consultant WAEMU/Mli/Senegal WAEMU/Mali/Senegal WAEMU/Mali/Senegal WAEMU/Mali/Senegal WAEMU/Mali/Senegal/ADF	April 2206 June 2006 Sept.2006 October 2009 May 2006 June 2007 May 2009 April 2006 December 2009

5.3.2 Once the loans and the grant are approved, ADF will launch the programme and then conduct supervision missions, the estimated schedule and composition of which is shown below:

Table 5.2:
Estimated Supervision Schedule

Approx. Date	Activity	Composition of Mission	Staff Weeks
20/02/2006	Launching	Project officer, one disbursement officer, one procurement officer	4.5
22/08/2006	Joint supervision of donors	Project Officer (transport economist & Civ. Eng.) & Audit officer	5
23/04/2007	Supervision	Project Officer (transport economist & Civ. Eng.) & Jurist	7.5
19/11/2007	Mid-term Review of Project	Project Officer (transport economist & Civ. Eng.) & and Audit Officer	7.5
20/07/2008	Supervision	Project Officer (transport economist & Civ. Eng.)	7.5
29/01/2009	Supervision	Project Officer (transport economist & Civ. Eng.)	5
30/11/2009	Joint supervision of donors	Project Officer (transport economist & Civ. Eng.) & Jurist	7.5
01/07/2010	Completion report	Transport Economist & Civ.Eng.	7
	Total		51.5

5.4 Procurement Arrangements

5.4.1 All goods, works and services financed by ADF will be procured in accordance with the Bank rules of procedure for the procurement of goods and services, as the case may be, the Bank rules of procedure for the utilization of consultancy services by using the relevant standard bidding documents of the Bank or those accepted by the Bank for works of an amount exceeding UA 10 million. WADB and JBIC in joint financing with ADF have no objection to the use of the Bank's standard bidding documents. The modalities of the different procurements to be made under the programme are summarized in the following table and set out in detail later.

Table 5.3:
Procurement Arrangements
(in million UA)

Category	ICB	NCB	Others*	Shortlisting	Other than ADF*	Total
A – Goods						
- Radio Communication Equipment	1.97 [1.73]					1.97 [1.73]
- Scanners					4.10	4.10
- Axle load scales	1.33 [1.26]					1.33 [1.26]
Total A	3.30 [2.99]				4.10	7.40 [2.99]
B – Works						
- Road works	80.40 [38.65]				84.13	164.53 [38.65]
- Earth Road Works		1.82 [1.62]				1.82 [1.62]
- Construction of bridges					8.77	8.77
- Construction of equipped juxtaposed check-points	3.03 [2.88]					3.03 [2.88]
- Rehabilitation of social infrastructure		0.46 [0.41]				0.46 [0.41]
- Boreholes		0.15 [0.14]				0.15 [0.14]
Total B	83.43 [41.53]	2.43 [2.16]			92.90	178.76 [43.69]
C – Consultancy Services					0.29	0.29
- Project coordinator and project officer				5.59 [2.92]	6.05	11.64 [2.92]
- Control and supervising of work				0.08 [0.07]		0.08 [0.07]
- Studies earth roads and boreholes				0.38 [0.37]		0.38 [0.37]
- Studies Radio Communication and check point				0.46 [0.46]		0.46 [0.46]
- Surveys, Monitoring and Evaluation			0.15 [0.15]			0.15 [0.15]
- Training				0.69 [0.67]		0.69 [0.67]
- Sensitization				0.18 [0.18]		0.18 [0.18]
- Financial and accounting audit					6.33	13.86 [4.82]
Total C			0.15 [0.15]	7.38 [4.67]		
D – Miscellaneous					0.28	0.28
- Operation			0.50 [0.50]			0.50 [0.50]
- Seminar/study trip/sensitization						
Total D			0.50 [0.50]		0.28	0.78 [0.50]
Total	86.74 [44.52]	2.43 [2.16]	0.65 [0.65]	7.38 [4.67]	103.61	200.80 [52.00]

[] ADF

(a) Expenses will be made against supporting documents by WAEMU or for training provided by specialized institutions;

(b) Works and consultancy services procured following the procedures of other donors (EU, KFW, IDB, Japan). Procurement according to national procedures for goods entirely financed by the Government on WAEMU (coordinator, project officers, expropriations) and according to own procedures for those entirely financed by transport operators (on board radios)

Works

5.4.2 Road construction and strengthening as well as environmental protection works of an amount of UA 80.4 million will be procured through international competitive bidding launched by each of the countries for the road stretches within its territory. ADF-financed works will be divided into two lots in Mali and 1 lot in Senegal. Given the uncomplicated nature of works, it was not deemed necessary to carry out pre-qualification of contractors.

5.4.3 Related construction works of a total amount of UA 2.43 million will be procured through national competitive bidding launched by each of the two countries for socio-economic infrastructures situated on its territory. This procedure is justified by the fact that procurements will be made in lots in amounts not exceeding UA 0.3 million. However, the two countries will publish competitive bidding notices simultaneously.

5.4.4 Construction works of the equipped juxtaposed check point at the border of an amount of UA 3.03 million will be procured through international competitive bidding.

Goods

5.4.5 Axle-load scales will be procured and installed on the corridor for a total amount of UA 1.33 million through international competitive bidding.

5.4.6 The radio communication system of an amount of UA 1.97 million will be procured and installed through international competitive bidding.

Consultancy Services

5.4.7 Consultancy services for the control and supervision of road works of a total amount of UA 4.57 million will be procured through short-listing. Each of the two countries will carry out a pre-selection of consulting firms for the control of works on its territory by launching corresponding calls for bids.

5.4.8 Consultancy services for studies on each roads and boreholes and control of related works of an amount of UA 0.24 million will be procured through short-listing by each country. Specific calls for bids could be limited to the national level on account of the amounts not exceeding UA 0.35 million.

5.4.9 The following consultancy services will be procured through short-listing by WAEMU: (i) surveys and monitoring and evaluation of an amount of UA 0.46 million; (ii) programme audit of an amount of UA 0.18 million; (iii) studies and control and supervision of construction works of the juxtaposed check point at the border and installation of axle-load scales of an amount of UA 0.45 million; (iv) studies and control of works to set up a radio communication system of an amount of UA 0.32 million.

5.4.10 The training component of a total amount of UA 0.15 million will be organized, managed and supervised by consultants, training centers, trainers and/or NGOs according to a detailed programme prepared to that end. These services will be procured through direct negotiation with the specialized institution. In fact, the training to be provided will largely concern aspects relating to road transport and transit facilitation for which structures charged with this type of training are extremely limited. For the services of an individual consultant not exceeding two months, WAEMU shall recruit such consultants through direct negotiations.

5.4.11 The sensitization of populations to diseases such as HIV/AIDS and malaria to environmental protection, road safety of an amount of UA 0.69 million, consultants and NGOs recruited by the countries through short-listing.

5.4.12 For the selection of consultants, the combined evaluation method of technical proposals with price consideration will be used.

Miscellaneous

5.4.13 Expenditure relating to the organization of seminars, study trips for a total amount of UA 0.5 million will be made against supporting documents furnished by the WAEMU Commission.

General Procurement Notice

5.4.14 The text of the general procurement notice will be discussed with the different parties during negotiations. It will be published in “Development Business” after the Board of Directors of the Bank has approved the loan and grant proposals.

Review Procedure

5.4.15 The following documents will be submitted for consideration and approval by ADF prior to publication.

- (i) specific procurement notices;
- (ii) bidding documents, pre-qualification documents, shopping documents, terms of reference and letters of invitation to consultants;
- (iii) publication of procurement notice limited to the local level;
- (iv) bid evaluation reports for works including recommendations on the award of contracts;
- (v) bid evaluation reports for consultancy services following the analysis of technical and financial offers including recommendations on the award of contracts. It is understood that all financial offers of consulting firms that do not obtain the minimum rating shall not be opened and shall only be returned to the bidders concerned after the non-objection to the selection of the consultant;
- (vi) draft contracts, if those included in the competitive bidding or shopping documents are modified.

It should be noted that bid evaluation reports shall be transmitted to the Bank for its opinion along with at least a copy of the three best offers.

5.5 Disbursement Arrangements

5.5.1. The direct disbursement method is adopted for works and consultancy services financed by ADF loans to the countries. Concerning the ADF grant, it will be managed according to the special account method. The resources of the grant will be deposited in tranches, according to an annual programme of activities drawn up by DAI and DTT, in a separate account opened at BCEAO by the WAEMU Commission in the name of the programme. To enable payment operations, an account will be opened in a first class commercial bank. This account will be provisioned from the account opened at BCEAO as and when required. The account opened at BCEAO will be replenished on the basis of supporting documents. The opening of this account is a condition for the grant. The conditions for utilization of the resources of the grant will be specified in the manual of procedures which will be prepared by the WAEMU Commission for the implementation of the programme.

5.6 Monitoring and Evaluation

5.6.1. Monitoring and evaluation will comprise internal and external monitoring, supervision missions of the bank and other co-financiers, a mid-term review and a completion evaluation including completion reports from borrowers and WAEMU as well as that of the bank. The implementation of the programme will be covered by: (i) monthly and quarterly reports drawn up by consultants responsible for the control and supervision of works and the monitoring of other programme components; and (ii) quarterly monitoring and evaluation report by the consultant responsible for defining the indicators of impact measurement and for measuring their evolution. WAEMU will furnish to the bank on a quarterly basis, a report on the implementation of the programme according to the usual format. This report will take into account the execution of all the components of the programme including those sent by the countries. The same shall apply to annual programmes and activity report, annual budget as well as their implementation report. The coordination of donor interventions under the programme as well as the organization of joint supervision missions will be carried out by WAEMU in collaboration with the two countries.

5.6.2. The consultants responsible for the control and supervision of works will at the end of the said works prepare works completion reports which they shall submit for validation to the executing agency of the respective countries which will prepare a project completion report of the borrower in the usual format and within six months of project completion. WAEMU will use these different reports to prepare the completion report of the programme. The consultants will assist the executing agencies at the final acceptance of works in the two countries. Furthermore, the executing agencies of the two countries will organize regularly on the corridor, a traffic count campaign to enable verification of traffic assumptions.

5.6.3. The WAEMU accounting officer will keep the general accounts of the ADF grant. Each country will keep accounts of the road components on its territory. An annual audit of the programme will be conducted and the audit report communicated to the Bank. The latter will permit WAEMU, the two Governments and the Bank as part of the implementation of the project to ensure that: (i) the resources of the grant and the loan are used to finance the programme; (ii) the accounting of the grant and the loans is properly kept, and (iii) the procedures of the Bank concerning the administration of loans and grants are well followed.

5.6.4. Furthermore, the executing agency will carry out an annual monitoring and evaluation of the indicators of the programme objectives. These are, notably: (i) trends of intra-community and external trade with the outside; (ii) rate of construction of corridor roads; (iii) truck turnaround time including removal of goods at the Dakar Port, transportation on the corridor and customs formalities; (iv) adoption of regulations on axle load; (v) implementation of axle load controls on the corridor; (vi) trends of average cost on the corridor to reflect general trends of basic cost constituting the VOC in constant currency (eg. reference year values); (vii) trends of the share of transport in the cost of imported or exported products of the two countries through the corridor; and (viii) the inter-state transport fleet renewal rate on account of the reduction of “invisible” costs etc.

5.7 Accounting and Financial Audit Reports

5.7.1 The accounts of the programme will be kept separately by the executing agency in the countries and WAEMU according to a private- type accounting system and a computerized system of accounting management in accordance with the OHADA accounting

system. This system will enable the monitoring of programme expenditure based on estimates by financing source, by expenditure category and by component. An external audit of programme accounts will be conducted each year by an audit firm recruited according to Bank Group procedures. A provision is earmarked from programme funds to that end. Audit reports shall be submitted to ADF at the latest within six months of the end of each financial year. Given that the project will be executed over 47 months, it is agreed that the Donee and Borrowers will ensure the conduct of four annual audits, the last of which will take place at the end of the programme.

5.8. Aid Coordination

5.8.1. Aid will be coordinated in each of the two countries by the ministries in charge of Aid management. Concerning the transport sector, aid is coordinated in each country under the Transport Sector Programme (TSP) through mid-term review meetings. At WAEMU coordination is through the PACITR Steering Committee which was set up in 2001. This Committee which is chaired by the Commissioner in charge of the DATC, comprises representatives of the eight WAEMU Member States (one of each of the National Directorate in charge of roads and transport and of the road fund), BCEAO, BOAD, ECOWAS, representatives of the Commission and representative of donors. It is envisaged that the Steering Committee will meet twice a year to review the status of implementation of the community strategy and of the PACITR, and to prepare draft guidelines, regulations and updated investment programme. This Committee has already met two times (Cotonou in July 2003 and Niamey in 2004). The technical Secretariat of the Steering Committee is charged with managing the different component of the PACITR in conjunction with the correspondent of different Member States, monitoring of the studies of the community strategy, setting up a regional data bank and formulating a monitoring and evaluation system for each of the PACITR components.

5.8.2. At the level of ECOWAS, joint ECOWAS/WAEMU periodic meetings on the regional road transport and transit programme constitute the coordination framework. The last meeting was held in 2004, attended by donors including the Bank, IDA, EU, WADB, FRDC and ADF. These consultations enabled a fruitful exchange of information between partners and above all the definition of the implications of a regional road transport and transit programme in the ECOWAS region and noting of the pertinence of the present programme and the adoption of road transport and transit facilitation mechanisms.

5.8.3. Under this programme, the preparation and the appraisal missions have held discussions with donors intervening in the transport sector and which are represented in the two countries. These discussions concerned notably, the sustainability of investment in the sector and the need to put in place in the two countries effective 2nd generation road funds. The positions of donors were harmonized on this problem in the two countries. Furthermore, the different donors intervening in the programme were determined to coordinate their positions, notably as concerns the finalization of financing. In that regard, JBIC took part in the programme appraisal mission. Lastly, the Bank hosted in Tunis and at the request of the two States and WAEMU, a donors' meetings on 31 October 2005 which brought together the IDB, WADB, JBIC, JICA, Japan and ADF. During that meeting, all donors reasserted their interest in the programme and confirmed the level of their interventions. These coordination efforts will be pursued and increased during joint supervision mission of this programme.

6. PROGRAMME SUSTAINABILITY AND RISKS

6.1. Recurrent Costs

6.1.1. Recurrent costs comprise mainly routine and periodic maintenance costs financed from resources earmarked for road maintenance in the two countries. Routine maintenance costs are annual, while periodic maintenance consists in renewing the surface course by putting a (hydrocarbonated surfacing) for asphalted roads every seven years. In Senegal, routine maintenance costs for the 113kms of asphalted roads are estimated at CFAF 73.45 million per year. Periodic maintenance costs are estimated at CFAF 8.475 million every seven years. In Mali, routine maintenance costs for the 310kms of asphalted roads are CFAF 245 million by the year 2010. For periodic maintenance, these costs will amount to CFAF 24.800 million.

6.1.2. The road stretches which will be improved under the programme on the Senegalese side are currently poorly maintained. This accounts for their advanced state of degradation. Once improved, these roads must be maintained routinely on an annual basis given the transit traffic that will be using them. The road fund must take this into account in its programming. On the Malian side, the road stretches are routinely maintained on a yearly basis. Their improvement will contribute to reduce the annual cost on the maintenance budget. Periodic maintenance comes under investment operations requiring medium and long term programming and is financed by the governments from their investment budgets and by external donors.

6.1.3. Concerning facilitation infrastructure, it is envisaged that management will be entrusted to private or semi-private structures which will be responsible for their maintenance and renewal of the material and equipment. The management agreements to be signed will specify the maintenance standards with the obligation of result. The Manager will be remunerated on the basis of its performances such remuneration will be charged to transport operators that are beneficiaries of the services and of the facilitation. Similarly, the maintenance of socio-economic infrastructure rehabilitated by the programme will be carried out in accordance with the policy in force, given that most of such infrastructure exists. Those that will be created, notably health posts, boreholes and feeder roads will be maintained by the populations in accordance with the policy enforce in the two countries. These infrastructures will be managed directly by the beneficiary populations. As concerns rural roads, maintenance will be carried out according to the participatory strategies put in place in the two countries for the design and maintenance of such roads.

6.2. Programme Sustainability

6.2.1. The technical solutions of road rehabilitation and/or design recommended by studies on the road stretches of the corridor were determined on the basis of present and future traffic intensity. The useful life of the corridor roads adopted will be achieved if the exploitation and traffic policing conditions on these roads, notably those concerning overload are in conformity with the designs. The financing of the installation under this programme of mobile and fixed axle load scales at the level of each juxtaposed check point at the border, at the departure from Dakar Port and at pre-determined points on the highway will permit strengthening of axle load control and reduce risks of early degradation. Mali has already drawn up a master plan and issued regulations relating to axle load. Accordingly, it has

already acquired six axle load scales which are being installed on the main corridors serving Bamako, including that of the programme. Senegal is currently considering the matter. WAEMU should adopt during the first quarter of 2006 harmonized instruments relating to axle load for the inter-State road axes of the PACITR.

6.2.2. In Mali, resources to be made available to the Roads Authority for road maintenance should amount approximately CFAF 9 billion for the year 2005 for needs estimated at CFAF 15 billion. The instruments relating to the establishment and functioning of the AR raised it into a second generation road fund. However, the resources which should have been derived mainly from fuel taxes are mainly constituted by budgetary allocation. In fact, only 10% of the 9 billion comes from the fuel tax but go through the Treasury. At the end of June 2005, only CFAF 1.9 billion was put at the disposal of the AR. However, the resources were duly mobilized in the second half of the year. For the next two years, the Government has undertaken to raise the maintenance budget to CFAF 11.5 billion for 2006 and CFAF 13 billion for 2007, representing respectively an increase of over 27% and 44% as against 2005. These undertakings constitute a programme loan condition.

6.2.3. The solution to this delay in the allocation of funds to the AR lies in the full operationalization of the second generation road fund, given that direct deductions on fuel prices constitute the major source of the fund's resources and that these resources do not go through the Treasury. The Malian authorities have undertaken to gradually raise the share of own resources of the road authority in the maintenance budget which should no longer go through the Treasury. This share should be 30% at the end of 2006. The own resources concern royalties (for road use, fuel, special, etc.), toll, road tax, etc. The undertakings of the government relating to the level of the road maintenance budget and the level of own resources are also under discussion within the framework of the first development policy credit (DPC I) currently being negotiated with the World Bank.

6.2.4. Sustainable resources and a sound maintenance and operating policy are guarantees for the sustainability of the road. In Senegal, road maintenance resources (CFAF 15 billion per year,) are derived currently from the State budget. These resources are insufficient given the road maintenance needs (about CFAF 30 billion) and their mobilization has had mixed results. While in 2004 mobilization and provision of the resources was regular, enabling optimum programming of maintenance works, such was not the case for the year 2005 when by mid-June, AATR had not yet received any transfer, despite the fact that the Government is not cash-strapped. The road maintenance contracts scheduled since the month of November 2004 under the year 2005 were awarded at the beginning of the year. The contractors implemented most of the works programmed in the first half of the year without being paid. The situation is worsened by the fact that these contractors are SMEs which have no solid financial position. At the end of September 2005, the AATR received a total of CFAF 6 billion instead of CFAF 9 billion, in accordance with the annual programming of the budget.

6.2.5. The creation of a second generation road fund in Senegal is likely to resolve this problem. The on-going study on the fund should focus on the means of sustaining the resources made available for road maintenance. Such perpetuation hinges on the development of resources appropriate or that of the network and the independent sources of provisioning of the national budget (toll and weighing, wear and tear charges deducted from fuel prices, etc.). The findings of the studies are being examined and the Senegalese authorities have undertaken to implement its recommendations. Furthermore, the resources allocated to road maintenance will be maintained in 2006 at the same level as in 2005, that is

CFAF 15 billion and should rise to CFAF 18 billion as from the 2007 fiscal year, representing a 20% increase. These resources should amount to CFAF 30 billion by 2010 according to a study on the creation of the road fund. These undertakings constitute a programme loan condition.

6.2.6. From the institutional stand point, reforms have been undertaken over the past few years in Mali and Senegal and have led to the creation of road Agencies and to the reorientation of the activities of Directorates in charge of roads towards planning, programming, design and administration of the road network. The human resources deficits in these directorates have been partially offset by such reorientation activities and through computerization and training from which they have benefited. This has led to the improved planning and programming capacities of these directorates for better performance in absorbing road maintenance resources, and hence ensuring the sustainability of the infrastructure.

6.2.7. Concerning the infrastructure and facilitation measures, the establishment of a Management Committee (MC) of the corridor and their management by a private structure are likely to ensure their sustainability. Indeed, the composition of the MC which gives a predominant share to users and operators of the corridor who are beneficiaries of the facilitation measures is a guarantee of the maintenance of the said measures that will be put in place. Similarly, the obligation of result which will be imposed to the private manager of the infrastructure is likely to ensure their maintenance. As for social infrastructure, the establishment of village committees and rural road committees will permit ownership and maintenance of such infrastructures.

6.3. Major Risks and Mitigating Measures

6.3.1. The risks which could affect the programme are: (i) the full operationalization of the second generation road fund in Mali and the creation and full operationalization of a second generation road fund in Senegal instead of the current budgetary allocation; (ii) the effective enforcement of regulations on transit traffic control on the corridor; (iii) the persistence of armed conflicts in West Africa; and (iv) the undertaking of the States to pursue the policy of integration.

6.3.2. Concerning the first risk linked to the creation and full operationalization of road funds in the two countries, Mali already has a second generation road fund as well as instruments instituting direct deductions from fuel prices. The Government must fulfill its undertaking to gradually raise the level of the share of own resources of the AR in the maintenance budget and to pay these resources directly into the account of the AR without going through an intermediate account. Concerning Senegal, MIETTTMI has expressed keen interest in the creation of this fund by commissioning the study on it and by undertaking to implement these recommendations. The findings of the study are in the process of approval by the Government. The second risk concerns the effective implementation of facilitation measures by the Government once the programme is completed. The creation of a corridor management committee comprising road operators and users and the adoption within ECOWAS of the recommendations of the study on the legal status of juxtaposed check points are likely to mitigate this risk. The third risk which concerns armed conflicts in West Africa is resolved by the fact that the different international interposition forces between the belligerents in the countries at war have caused the latter to observe a ceasefire on the ground, and to more or less undertake the reforms necessary to tackle the causes of conflict.

Lastly, the fourth risk linked to the undertaking by the States to pursue the policy of integration, the institutions such as ECOWAS and WAEMU have reached a stage of maturity which augurs well for the sustainability and the fulfillment of the States' commitment to fulfill the key objectives concerning such integration.

7. PROGRAMME BENEFITS

7.1. Economic Analysis

7.1.1. The economic benefits expected from the implementation of the programme are linked to the effect of the opening up of landlocked countries, the increased mobility and the link-up with neighbouring countries, increased agricultural production and the development of trading activities in the project area. For purposes of economic analysis, the benefits were determined on the basis of "with programme" and "without programme" scenarios over a period of twenty years for the main road and thirty years for the infrastructure of the juxtaposed check point at the border. A 12% discount rate and a 25% residual value have been used for the economic analysis. The economic analysis was undertaken using the HDM 4 model. The elements that enabled this economic analysis are: data on the State of the road, data on the vehicles (light vehicles and heavy vehicles of over 3 tonnes), current and future traffic, maintenance policies and strategies and the different corresponding economic and financial unit costs collected during the mission (fuel, lubricants, prices of vehicles, maintenance tasks, etc.). Investment costs relating to transport and transit facilitation (check point and radio communication, and benefits relating thereto (30% reduction of elicit or double charges) have been taken into account as external costs and benefits in the model.

7.1.2 The value added from increased cotton production is also worth mentioning. The production area of Kita District has a surface area of 39 875ha with a production (assisted by Compagnie Malienne des Textiles -CMDT) of 44 660 tonnes representing an output of 1120 t/ha. Concerning Kenieba District, cotton growing currently covers a surface area of 167 ha only with a production (non-assisted) of 150 tonnes, representing an output of 0.9 tonnes per hectare. According to Compagnie Malienne des Textiles, the arable land in Kenieba District represents 960 000ha of which 40% is suitable for cotton growing, however requiring the provision of rural roads. Providing these roads is relatively costly on account of the hilly relief of the Kenieba District and its abundant hydrography. On the basis of the cultivation of cotton only 5% of potential lands (instead of 40%), the value added, estimated at the rate of an output of 1.2 t/ha and a price of CFAF 210,000/tonne is CFAF 12 billion per year.

7.1.3 The connection traffic under study is composed of: (i) international traffic generated by the implementation of the programme and (ii) national traffic generated by the programme. According to data from traffic counts and origin/destination surveys conducted as part of the corridor road studies, total traffic is estimated at 321 vehicle/D for the Saraya-Kedougou Section, 222 vehicles per day for the Kita-Saraya Section, representing an average of 263 vehicles per day for the Kita Kedougou link. On the other road stretches of the corridor, the traffic recorded varies from 325 vehicles per day for Kati-Kita to 800 vehicles per day for Tambacounda-Birkilane and to over 25000 vehicles per day at the approach to Dakar and Bamako. The traffic composition adopted is: (i) 68% of heavy vehicles (HV) and 32% of light vehicles (LV) in the first two years of commissioning of the road; (ii) from the third to the eighth year, 50% of HV and 50% LV; and (iii) 30% of HV and 70% of LV for the rest of useful life of the road. Furthermore, taking into account the effects of the competition between the different corridors and projects of fast trends, traffic on the corridors should increase for all categories of vehicles by an average of 3% per year and 5% per year as from 2008.

7.1.4 For the without project situation, it was considered that maintenance would comprise the acquisition and operation of two ferries in the rainy season on the Faleme and the Bafing and resurfacing and surface reshaping works and road maintenance as well as cleaning of culverts for the with project situation : (i) investment would consist in constructing the laterite or laterite/cement road plus double layer on non-asphalted stretches and laterite/cement plus bitumen concrete on asphalted stretches; and (ii) maintenance would comprise routine maintenance of asphalted roads and periodic maintenance consisting of the use on a surface course of a sheet of bitumen concrete of a thickness of 50 mm when the IRI reaches 7.

7.1.5 The external costs and benefits have been taken into account, notably the agricultural value added, the facilitation investment and reductions of at least 20% of illicit charges on the corridor. Conversely, traffic deviated from the north was not taken into account, whereas it is nearly 200 km long nor was traffic from the other corridors or converted traffic from the railway. The benefits linked to the reduction of cattle losses during transportation without rest areas was not taken into account. The benefit linked to the rehabilitation or construction of social infrastructures which are difficult to express in monetary terms were not included in the economic analysis.

7.1.6 With this different data and estimated costs of works and supervision of work exclusive of price increases, annual routine maintenance costs and periodic maintenance costs give an economic rate of return of 15.2% for the entire corridor. For non-asphalted sections, the rate of return is 14.63%. These rates exceed the opportunity costs of the capital estimated at 12%.

7.2. Social Impact Analysis

7.2.1 The implementation of this programme will improve the strengthening of regional economic integration and the reduction of illicit charges, including transport costs on the corridor which will constitute a significant positive impact on the activities of the populations of the project area in general and those of women in particular who represent 52% of the population and carry out over 60% of the economic activities of the area. The most highly expected effects are: (i) improved transport conditions to access markets; (ii) improved agricultural revenue, reduced costs of health evacuation and better knowledge of risks of diseases such as AIDS thanks to sensitization campaigns that will be carried out; (iii) reduction of distances covered to fetch drinking water from 5 km in an average to less than 1km, without considering time saved by facilitated access on account of the provision of rural roads; (iv) improvement of the health centers and 10% increase in school enrollment. The primary beneficiaries of the project are users, traders and farmers, women and children. The project will enable the reduction of damages to perishable crops transported to the hinterland to consumer areas. Another important point is that women who generally play the role of porters will definitely benefit from reduction of their workload by reducing both the time and energy spent in carrying this produce. Average travel time will be reduced by half, which will enable the population to devote more time to other socio-economic activities. That will permit the creation of a better climate for women's business activities in the project area.

7.2.2 The programme will permit increased accessibility and mobility of population to basic services and to business and trade centers. Furthermore, the project site buildings that will be reconfigured at the end of works as well as the constructed water points provided to the populations will serve as meeting and sensitization forums. The works will provide job

opportunities over a four-year period to young people and women along the corridor. The increased income which will follow will have a positive impact on the living conditions of households and especially children and women who are often the population segments most affected by poverty.

7.2.3 Trade in the project area and in particular in the Keneba District and the southwestern part of Kita District are very low or even non-existent owing to the lack of a road. The construction of the Kita-Saraya road will permit the opening up of the area. The road will permit the development of trade among the populations. However, to facilitate such trade, the road should be linked to production areas which are not crossed by the road. Discussions with the populations have enabled the identification of a number of connected earth roads whose construction will contribute to improve the impact of the road on the living conditions of the populations and facilitate trading. The risks of the spread, as a result of the programme, of sexually transmitted diseases, including HIV/AIDS whose current rate of about 1.5% in the LPA, would be mitigated thanks to the sensitization campaigns envisaged under the programme.

7.2.4 As a result of the different actions and arrangements, the programme will have a significant impact on poverty reduction. In fact, the works and related works envisaged will require an unskilled or low-skill labour force for the execution of works. It is thus expected that CFAF 25 billion could be distributed in the form of wages to workers who will be recruited during the implementation of the programme. Temporary jobs thus offered to the population of the LPA will permit the distribution of incomes which will supplement those derived from the sale of agricultural produce whose demand will increase. The reduction of transport costs as a result of the road's service level will give a fresh impetus to agriculture in the zone and strengthen the informal trade sector which is in full expansion. After the implementation of the programme, the experience thus acquired by these workers could serve for routine manual maintenance works which will be financed by the 2nd generation road funds established in Mali and to be established in Senegal. These works which will be implemented twice a year before and after the rainy season, will require nearly 5000 persons in the IPA paid at the rate of CFAF 6/m², that is at least CFAF 3000 per day according to standard outputs. The income thus distributed could provide a response to young people's gainful employment demand and reduce their level of poverty.

7.2.5 The development of the agricultural and mining activities which abound in the project area will in the medium and long term, have a positive impact on job creation and will constitute a bulwark against rural-urban migration which is a major challenge to the two countries.

7.3. Sensitivity Analysis

7.3.1 Sensitivity tests conducted show that the ERRs vary from 15.20% to 12% in the most unfavourable cases according to variations in costs (+10%) and benefits (-10%), The programme is thus economically justified.

8. CONCLUSIONS AND RECOMMENDATIONS

8.1 Conclusions

8.1.1 The programme comprises road and socio-economic infrastructure construction works to respond to immediate needs of riparian populations as well as transport and transit facilitation measures on the corridor. The implementation of the programme will therefore contribute to strengthen cooperation and regional economic integration through the reduction of non-tariff barriers and “invisible” costs. It will permit the development of commercial activities as a result of the savings from the reduction of illicit charges along the corridor. In this regard, it is in keeping with the PACITR of WAEMU. Similarly, the programme is in conformity with the objectives of NEPAD; it forms part of NEPAD’s short-term action plan (STAP).

8.1.2 The programme as designed will contribute to poverty reduction, training of stakeholders and operators of the transport chain of the corridor. By facilitating mobility of persons and goods and improving the living conditions of roadside populations, it will also be contributing to achievement of the millennium development goals. The formulation of the programme also benefited from lessons learnt from our interventions in the two countries as well as those of other donors. It also benefited from lessons learnt from the implementation of PR-I of WAEMU which is ongoing.

8.1.3 The programme is technically well studied and benefits from detailed studies of the road component. Its negative environmental impacts have been defined and mitigating measures incorporated in the programme. It is economically viable and generates an average economic rate of return of 15.2% for the entire corridor, which exceeds the opportunity cost of capital estimated at 12%. The sustainability of investments is guaranteed thanks to the strengthening of controls of axle-loads and gross weight of vehicles designed for inter-State transport as well as measures envisaged by the two Governments to strengthen road maintenance in their respective countries.

8.2. Recommendations

8.2.1 In light of the foregoing, it is recommended that an ADF loan not exceeding UA 58.16 million should be awarded to the Governments of Mali and Senegal and an ADF grant not exceeding UA 7.90 million should be awarded to the WAEMU Commission. The ADF loan shall be broken down as follows: UA 49.81 million to the Government of Mali and UA 8.35 million to the Government of the Republic of Senegal. This loan and grant will be used to implement the programme as designed and described in this report. They will be subject to the conditions specified in the Grant Memorandum of Understanding and in the Loan Agreement.

ADF Grant Memorandum of Understanding

A. Conditions precedent to effectiveness

8.2.2 The entry into force of this Memorandum is subject to fulfillment by the donee of the conditions set out in Section 4.01 of the General Conditions.

B. Conditions precedent to first disbursement

8.2.3 The first disbursement of the Grant is subject to the fulfillment by the Recipient (WAEMU Commission) of the following conditions:

- i) Provide to the Fund, evidence of budgeting of the contribution of the WAEMU Commission to the financing of the programme for the first year of implementation of the programme (para.4.8.4);
- ii) Provide to the Fund, evidence of creation of the Joint Technical Committee (JTC) by decision of WAEMU and designation of the members of this committee (para.5.2.2);
- iii) Provide to the Fund, evidence of the opening of an account at BCEAO and another in a first class commercial bank to receive the grant resources (para.5.5.1).

C. Other Conditions

8.2.4 Furthermore, the Donee shall in order to avoid suspension of disbursement of grant resources during the implementation of the programme, fulfill the following conditions:

- (i) Provide to the Fund, no later than 31 January of each year, evidence of the budgeting of the counterpart funds for the financing of the programme, drawn up according to a disbursement plan (para.4.8.4);
- (ii) Provide evidence no later than 30 September 2006 of the recruitment of the programme coordinator (para.5.2.1).

Loan Agreement

A. Conditions precedent to effectiveness

8.2.5 The loan agreement which will be signed between ADF and the two Borrowers (Mali and Senegal) will enter into force when the Borrowers have fulfilled Section 5.01 of the general conditions applicable to Loan Agreements and Guarantee Agreements.

B. Conditions precedent to first disbursement

8.2.6 Disbursements of the loan will be made only if the States have jointly fulfilled the following conditions precedent.

8.2.7 In addition to the entry force of the Loan Agreement, the first disbursement of the resources of the loan is subject to the joint fulfillment by the Borrowers, to the satisfaction of the Fund, of the following conditions:

- i) Provide to the Fund, evidence of the adoption of the text authorizing direct payment, without passing through an intermediate account, of charges constituting own resources of the Mali Roads Authority (para.3.7.5);

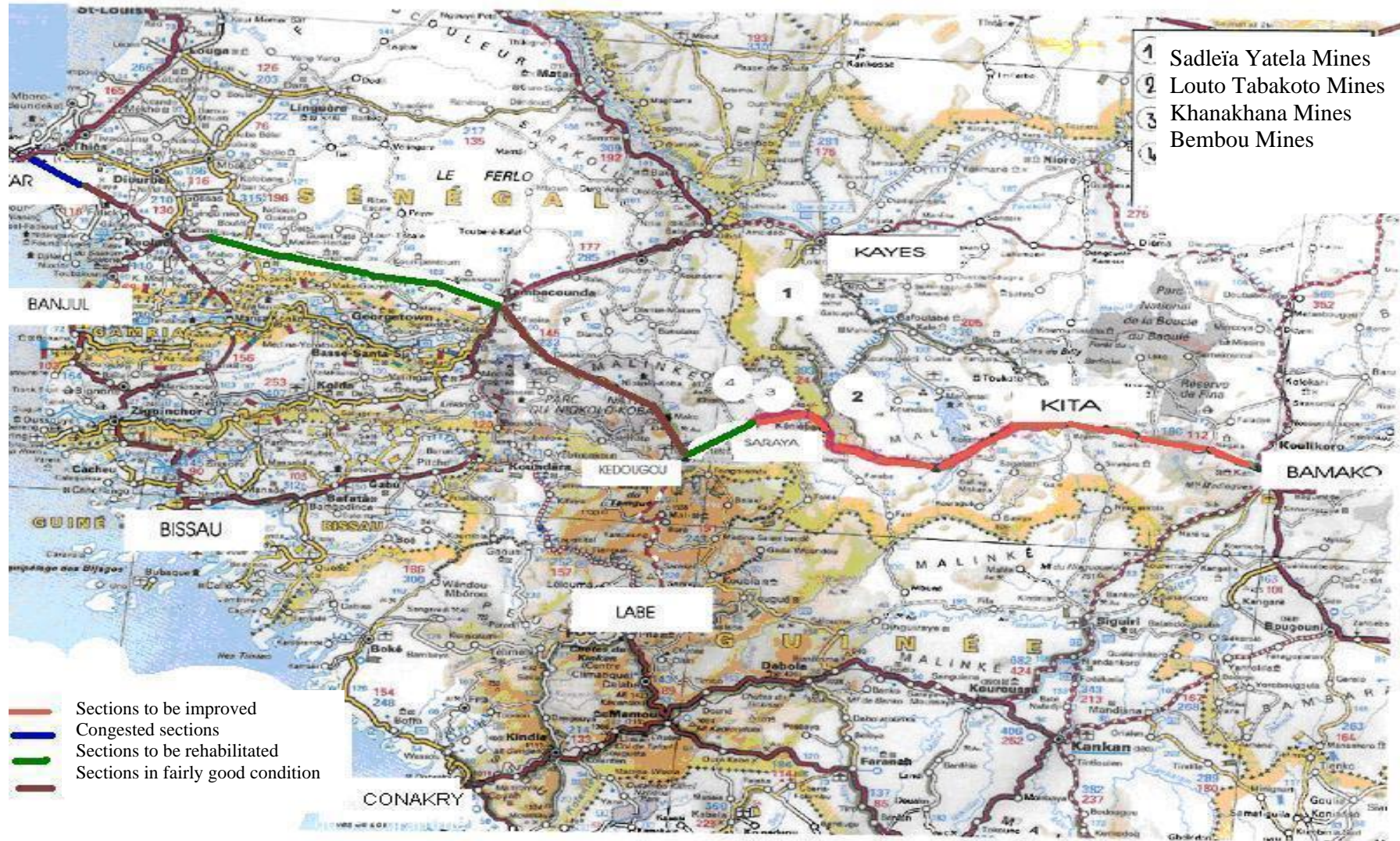
- ii) Provide to the Fund, evidence of adoption by Senegal of texts relating to the creation of a 2nd Generation Road Fund (para.3.7.6 and 6.2.5);
- iii) Provide evidence of compensation for those affected by the project (para 4.6.9);
- iv) Provide to the Fund, evidence of the commitment of other donors to participate in financing the programme (para 4.8.3);
- v) Provide to the Fund, evidence of the appointment, at the level of each State, of a civil engineer who is the project officer and whose qualifications and experience have received the prior approval of ADF (para. 5.2.1).

C. Other Loan Conditions

8.2.8 Furthermore, in order to avoid suspension of disbursements during implementation of the programme, the Borrowers shall fulfill the following conditions:

- i) Provide to the Fund, no later than 30 December 2006, evidence that the share of “own resources” represents at least 30% of resources of the Road Authority in Mali as from 2007 (para.3.7.5 and 6.5.2);
- ii) Provide to the Fund, evidence at the beginning of the financial year, that the road maintenance resources: (a) in Mali increase by approximately 28% in 2006 as against 2005 and 13% in 2007 as against 2006; (b) in Senegal in 2006, remain the same as in 2005 as against 2005 and will increase by 20% in 2007 (para.3.7.5), 3.7.6, 6.2.2 and 6.2.5);
- iii) Provide to the Fund, no later than 31 December 2007, evidence (a) of the enforcement, in each country of the Directive relating to the reduction in the number of check points on the roads of corridors within the WAEMU space and (b) of its implementation, no later than 31 December 2009, on the southbound Bamako-Dakar corridor (para 4.2.15);
- iv) Provide to the Fund before 31 December 2009, evidence of the implementation on the southbound Bamako-Dakar corridor, of the Regulation relating to the control of axle-load within the WAEMU space (para 4.2.15).

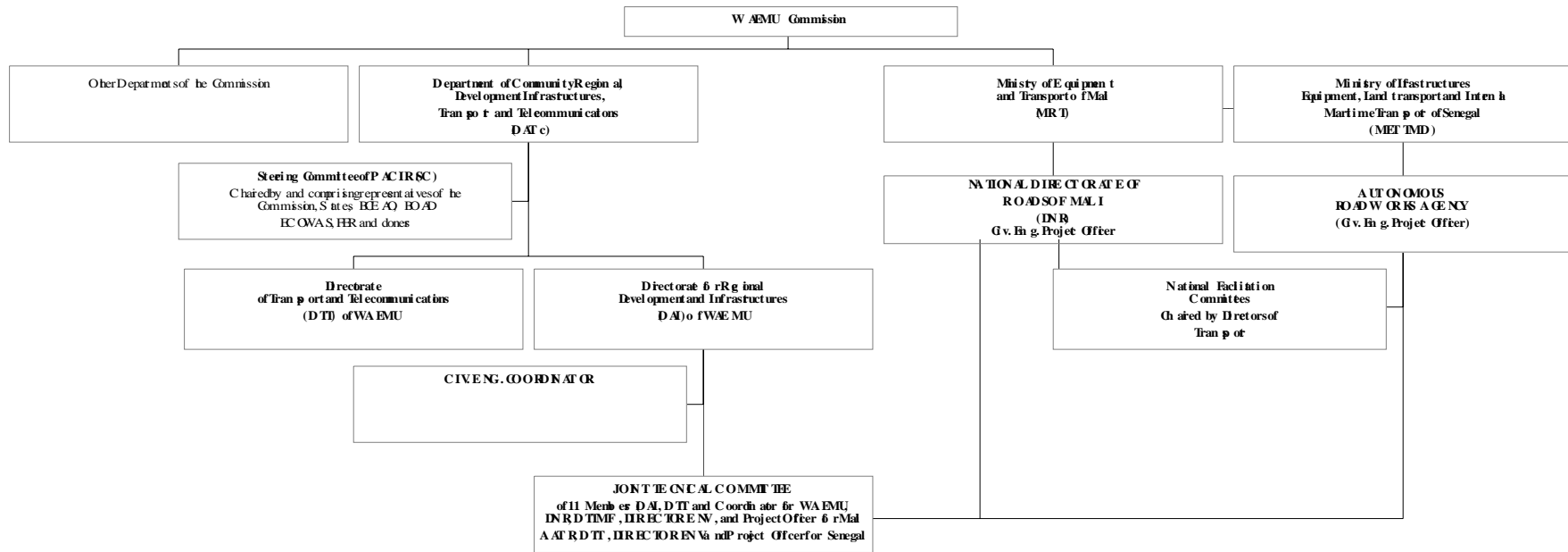
WAEMU/MALI-SENEGAL
ROAD IMPROVEMENT AND TRANSPORT FACILITATION ON THE SOUTHBOUND BAMAKO-DAKAR CORRIDOR (KATI-KITA-SARAYA-KEDOUGOU-TAMBACOUNDA-DAKAR)
MAP OF THE PROGRAMME AREA



This map was drawn by staff of the African Development Bank Group for exclusive use by readers of this report. The names and boundaries shown on this map do not imply on the part of the ADB Group and its members, any opinion concerning the legal status of a territory or any approval or acceptance of its boundaries whatsoever.

ORGANIZATION CHART OF PROGRAMME EXECUTING AGENCY

**WAEMU/MALI/SENEGAL
ROAD IMPROVEMENT AND TRANSPORT FACILITATION ON THE SOUTH-BOUND DAKAR -BAMAKO
CORRIDOR (BAMAKO-KATI-KITA-SARAYA-KEDOU GOU-DAKAR)
ORGANIZATION CHART OF EXECUTING AGENCY**



WAEMU/MALI-SENEGAL
ROAD IMPROVEMENT AND TRANSPORT FACILITATION PROGRAMME ON THE
SOUTH BOUND BAMAKO-DAKAR
ESTIMATED LIST OF GOODS AND SERVICES FOR THE ENTIRE PROGRAMME

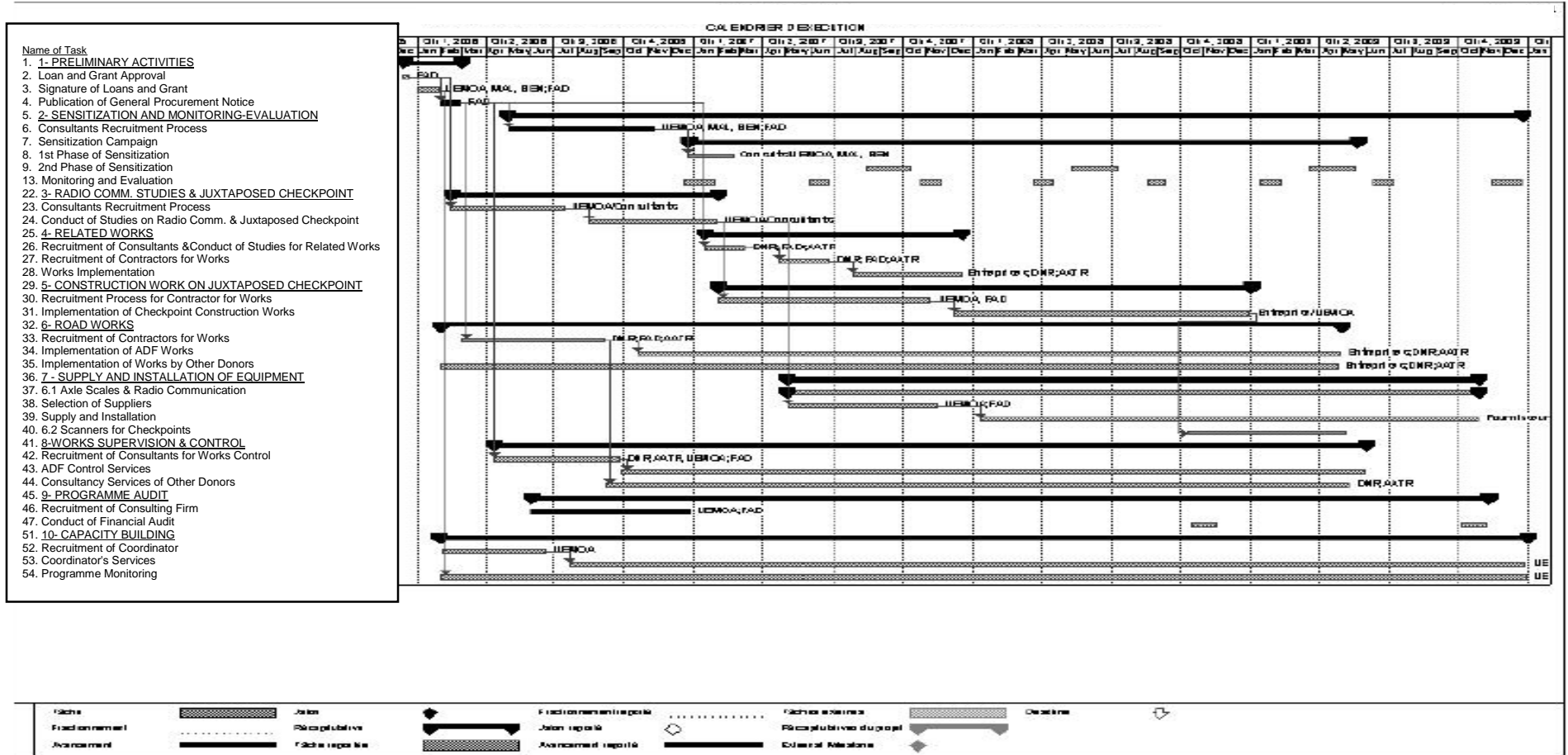
	In Million CFAF			In million UA			COFINANCIER (in UA million)								
Categories	FE	LC	Total	FE	LC	Total	ADF Loan	ADF grant	WADB	JBIC	Private	WAEMU	IDB Eu, KEV JAPON	Gov't Mali	Gov't Senegal
1- Goods															
- Communication Equipment	1 040.00	260.00	1 300.00	1.32	0.33	1.66		1.45			0.13	0.08			
- Scanners	2 160.00	540.00	2 700.00	2.75	0.69	3.44							3.44		
- Pèses-essieux	700.00	175.00	875.00	0.89	0.22	1.11		1.06				0.06			
2- Works															
- Road works and attenuation of environment	86 466.79	21 979.20	108 445.99	110.14	28.00	138.14	43.56		12.09	4.65			64.83	7.60	5.41
- Rural road works	960.00	240.00	1 200.00	1.22	0.31	1.53	1.36							0.11	0.06
- Construction of bridges	4 625.60	1 156.40	5 782.00	5.89	1.47	7.37							7.13	0.23	
- Construction of equipped juxtaposed control post				2.04	0.51	2.55		2.42				0.13			
- Social infrastructure rehabilitation works				0.31	0.08	0.38	0.34							0.03	0.01
- Drilling of boreholes	80.00	20.00	100.00	0.10	0.03	0.13	0.11							0.01	0.00
3- Consultancy Services															
- Project Coordinator and Officers		187.94	187.94		0.24	0.24						0.15		0.02	0.07
- Control and supervision of works	6 119.62	1 552.56	7 672.19	7.80	1.98	9.77	2.84	0.31	0.76	0.29		0.02	4.71	0.49	0.34
- Studies rural roads and boreholes	41.60	10.40	52.00	0.05	0.01	0.07	0.06							0.00	0.00
- Studies and juxtaposed posts	200.00	50.00	250.00	0.25	0.06	0.32		0.31				0.01			
- Surveys, Monitoring and Evaluation	240.00	60.00	300.00	0.31	0.08	0.38		0.38							
- Training	80.00	20.00	100.00	0.10	0.03	0.13		0.13							
- Sensitization	364.00	91.00	455.00	0.46	0.12	0.58	0.56							0.02	
- Accounting and Financial audit	96.00	24.00	120.00	0.12	0.03	0.15		0.15							
4 - Miscellaneous															
- Operation		183.63	183.63		0.23	0.23						0.18		0.03	0.03
- Seminar/ study trip sensitization	264.00	66.00	330.00	0.34	0.08	0.42		0.42							
Basic cost	105 277.61	27 076.13	132 353.74	134.11	34.49	168.60	48.84	6.63	12.85	4.94	0.13	0.62	80.11	8.53	5.92
Physical contingencies	10 527.76	2 707.61	13 235.37	13.41	3.45	16.86	4.88	0.66	1.28	0.49	0.01	0.06	8.01	0.85	0.59
Price increase	9 579.69	2 463.78	12 043.48	12.20	3.14	15.34	4.44	0.60	1.17	0.45	0.01	0.06	7.29	0.78	0.54
Total Costs	125 385.07	32 247.52	157 632.59	159.72	41.08	200.80	58.16	7.90	15.30	5.89	0.15	0.74	95.41	10.16	7.05

ESTIMATED LIST OF GOODS AND SERVICES OF ADF PROGRAMME FAD

Categories	in Million CFAF			In Million UA			COFINANCIER (in UA million)							
	FC	LC	Total	FE	LC	Total	ADF Loan	ADF grant	WADB	JBIC	Private	WAEMU	Gov't Mali	Gov't Sénégal
1- Goods														
- Communication equipment	1 040.00	260.00	1 300.00	1.32	0.33	1.66		1.45			0.13	0.08		
- Scanners														
- Pèses-essieux	700.00	175.00	875.00	0.89	0.22	1.11		1.06				0.06		
2- Works														
- Road works and attenuation of environment	42 306.79	10 939.20	53 245.99	53.89	13.93	67.83	43.565		12.09	4.65			5.48	2.04
- Rural road works				1.22	0.31	1.53	1.36						0.11	0.06
- Construction of bridges														
- Construction of equipped juxtaposed control post				2.04	0.51	2.55		2.42				0.13		
- Social infrastructure rehabilitation works	240.00	60.00	300.00	0.31	0.08	0.38	0.34						0.03	0.01
- Drilling of boreholes	80.00	20.00	100.00	0.10	0.03	0.13	0.11						0.02	0.005
3- Consultancy services														
- Project Coordinator Officers		187.94	187.94		0.24	0.24						0.15	0.02	0.07
- Control and supervision of works	2 935.52	756.54	3 692.06	3.74	0.96	4.70	2.84	0.31	0.76	0.29		0.02	0.34	0.13
- Studies rural roads and boreholes	41.60	10.40	52.00	0.05	0.01	0.07	0.06						0.025	0.002
- Studies and juxtaposed post	200.00	50.00	250.00	0.25	0.06	0.32		0.31				0.01		
- Surveys, Monitoring and Evaluation	240.00	60.00	300.00	0.31	0.08	0.38		0.38						
- Training	80.00	20.00	100.00	0.10	0.03	0.13		0.13						
- Sensitization	364.00	91.00	455.00	0.46	0.12	0.58	0.56						0.02	
- Accounting and financial audit	96.00	24.00	120.00	0.12	0.03	0.15		0.15						
4 - Miscellaneous														
- Operation		183.63	183.63		0.23	0.23						0.18	0.03	0.03
- Seminar/ Study trip sensitization	264.00	66.00	330.00	0.34	0.08	0.42		0.42						
Basic costs	51 147.91	13 543.70	64 691.62	65.15	17.25	82.41	48.84	6.63	12.85	4.94	0.13	0.62	6.06	2.35
Physical contingencies	5 114.79	1 354.37	6 469.16	6.52	1.73	8.24	4.88	0.66	1.28	0.49	0.01	0.06	0.60	0.23
Price increase	4 654.18	1 232.40	5 886.59	5.93	1.57	7.50	4.44	0.60	1.17	0.45	0.01	0.06	0.55	0.21
Total Cost	60 916.89	16 130.48	77 047.37	77.60	20.55	98.15	58.16	7.90	15.30	5.89	0.15	0.74	7.21	2.80

WAEMU/MALI-SENEGAL
ROAD IMPROVEMENT AND TRANSPORT FACILITATION PROGRAMME ON THE SOUTHBOUND BAMAKO-DAKAR

PROGRAMME IMPLEMENTATION SCHEDULE



HDM 4

WAEMU/MALI-SENEGAL
ROAD IMPROVEMENT AND TRANSPORT FACILITATION ON THE SOUTH BOUND BAMAKO-
DAKAR CORRIDOR

All costs are quoted in CFAF million

Discount rate : 12.00 %

1 ECONOMIC ANALYSIS

All road stretches of the corridor

Year	Administrative Surcharges			Users' cost savings				Net benefits	
	Investments	Operation	Special	VOC mot.	Time mot.	Time + VOC non mot.	Accidents	Net exogenous benefits	Total net benefits
2006	5796.94	-5556.47	0.00	76.77	9.41	0.00	0.00	0.00	-154.29
2007	76396.20	-2189.07	0.00	-220.29	-26.19	0.00	0.00	-5.83	-74 453.60
2008	31333.18	-2212.38	0.00	3951.66	53.65	0.00	0.00	-5.83	-25 115.49
2009	21051.56	-2222.15	0.00	8264.72	529.71	0.00	0.00	-5.83	-10 034.98
2010	0.00	-2263.00	0.00	13632.33	1255.17	0.00	0.00	5.44	17 150.50
2011	0.00	-2271.22	0.00	14594.44	1379.18	0.00	0.00	6.34	18 244.84
2012	0.00	-2277.79	0.00	15709.02	1514.06	0.00	0.00	7.46	19 500.87
2013	0.00	-2290.54	0.00	16491.98	1561.16	0.00	0.00	8.87	20 343.68
2014	0.00	-2303.28	0.00	18005.91	1729.39	0.00	0.00	10.65	22 038.58
2015	0.00	-2318.33	0.00	19232.15	1846.92	0.00	0.00	12.89	23 397.39
2016	10497.42	-2333.46	0.00	20419.35	1976.52	0.00	0.00	15.74	14 231.91
2017	25735.53	-2355.14	0.00	21779.00	2111.20	0.00	0.00	19.35	509.80
2018	0.00	-2376.84	0.00	23379.43	2239.52	0.00	0.00	23.96	27 995.78
2019	0.00	-2392.55	0.00	24886.82	2371.81	0.00	0.00	29.85	29 651.17
2020	0.00	-2403.90	0.00	26496.64	2532.87	0.00	0.00	37.39	31 433.42
2021	0.00	-2426.02	0.00	28163.38	2680.73	0.00	0.00	47.04	33 270.13
2022	0.00	-2447.60	0.00	30019.84	2834.89	0.00	0.00	59.43	35 302.33
2023	0.00	-2467.98	0.00	31914.25	3010.64	0.00	0.00	75.35	37 392.88
2024	10497.42	-2494.66	0.00	34059.57	3200.28	0.00	0.00	95.83	29 257.10
2025	9001.93	-2522.74	0.00	36240.59	3395.50	0.00	0.00	122.19	33 156.90
2026	0.00	-2554.70	0.00	38589.66	3605.03	0.00	0.00	156.16	44 749.39
2027	16733.60	-2587.43	0.00	41056.51	3836.40	0.00	0.00	199.97	30 746.75
2028	-45272.10	-2606.55	0.00	48888.32	4187.19	0.00	0.00	256.50	100 954.16
Total	161 771.68	-57 873.79	0.00	515 632.06	47 835.04	0.00	0.00	1 172.96	459 569.21
IRR = 15.20%									

2 SENSITIVITY ANALYSIS

	Kita-Saraya road stretch				Saraya-Kédougou road stretch				All road stretches of the corridor			
	Box 1	Box 2	Box 3	Case 4	Case 1	Case 2	Case 3	Case 4	Case 1	Case 2	Case 3	Case 4
Discount rate (%)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Multiplier factor for net benefits												
*Vehicle operation	1.00	1.10	1.00	1.10	1.00	1.10	1.00	1.10	1.00	1.10	1.00	1.10
*Vehicle operation	1.00	1.00	0.90	0.90	1.00	1.00	0.90	0.90	1.00	1.00	0.90	0.90
	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Net earnings (millions de F.CFA)	351 906	246 573	221 382	316 049	47 058	45 874	41 168	39 984	49 569	443 392	397 435	381 258
IRR (%)	14.63%	13.37%	13.25%	12.07%	14.38%	13.20%	13.08%	12%	15.20%	13.72%	13.57%	12.18%

WAEMU/MALI-SENEGAL **ROAD IMPROVEMENT AND TRANSPORT FACILITATION ON THE BAMAKO-DAKAR CORRIDOR BY THE SOUTH**

List of Bank Commitments at 0/10/2005

Project	Status	Financing Sources	Date apprvd	Date of signature	Date of closure	Effectiveness	Final Disbursement	Amount Appvd	Amount cancelled	Balance to be disbursed	Total disbursed	Net amount of loan/ Grant	% disbursed	% of sector
Sector : Agriculture														
MALI-SUD II RURAL DEVELOPMENT	OnGo	ADF Loan	25.05.1992	03.11.1992	30.09.2002	14.02.1996	07.11.2002	9.210.520.00	1.492.716.84	360.048.84	7.357.754.32	7.717.803.16	95.33	
MOYEN BANI PLAINS DEVELOPMENT PROG. (I)	OnGo	ADF Loan	15.12.1997	20.02.1998	30.12.2005	29.03.1999	12.10.2005	19.770.000.00	0.00	11.466.053.55	8.303.946.45	19.770.000.00	42.00	
BAGUINEDA II PROJECT	OnGo	ADF grant	17.09.1998	13.10.1998	31.12.2004	28.09.1999	28.04.2005	711.000.00	0.00	250.459.55	460.540.45	711.000.00	64.77	
ANSONGO RURAL DEV'T PROJECT	OnGo	ADF Loan	27.10.1999	07.02.2000	31.12.2005	15.02.2001	12.10.2005	9.440.000.00	0.00	2.687.226.14	6.752.773.86	9.440.000.00	71.53	
MANINKOURA IRRIGATED AREA DEV'T PJT	OnGo	ADF Loan	18.10.2000	15.12.2000	31.12.2006	18.02.2002	12.08.2005	12.470.000.00	0.00	7.236.785.32	5.233.214.68	12.470.000.00	41.97	
MANINKOURA IRRIGATED AREA DEV'T PJT	OnGo	ADF grant	18.10.2000	15.12.2000	31.12.2006	18.02.2002	26.10.2004	440.000.00	0.00	120.903.11	319.096.89	440.000.00	72.52	
CONSOLIDATION OF DAYE – HAMADJA – KORIOUME PERIMETER	OnGo	ADF Loan	03.11.2000	26.04.2001	31.12.2006		20.01.2005	7.840.000.00	0.00	7.685.710.07	154.289.93	7.840.000.00	1.97	
SEED SUBSECTOR SUPPORT PROJECT	OnGo	ADF Loan	14.06.2001	11.07.2001	31.12.2007	16.12.2002	11.10.2005	5.670.000.00	0.00	4.248.208.89	1.421.791.11	5.670.000.00	25.08	
Mali hydro-aric. Study. Douentza	OnGo	ADF grant	19.09.2001	26.10.2001	30.06.2005	06.05.2002	22.09.2005	648.546.00	0.00	283.269.81	365.276.19	648.546.00	56.32	
MOPTI REGION RURAL DEV'T PJT	OnGo	ADF Loan	10.10.2001	26.10.2001	31.12.2009	17.09.2002	07.09.2005	15.270.000.00	0.00	13.692.940.24	1.577.059.76	15.270.000.00	10.33	
Phedie hydro-agric dev't study	OnGo	ADF grant	11.04.2002	28.05.2002	30.12.2005		21.09.2005	629.750.00	0.00	474.881.42	154.868.58	629.750.00	24.59	
Support to livestock in North-East	OnGo	ADF Loan	11.09.2002	23.01.2003	31.12.2009	20.08.2004	18.05.2005	13.720.000.00	0.00	13.411.717.82	308.282.18	13.720.000.00	2.25	
LINE OF CREDIT AT BNDA	OnGo	ADF Loan	12.12.2002	14.02.2003	31.12.2006	24.02.2004	23.09.2005	15.000.000.00	0.00	1.100.494.56	13.899.505.44	15.000.000.00	92.66	
NERICA DISSEMINATION PROJECT – MALI	OnGo	ADF Loan	26.09.2003	21.10.2003	31.12.2010	05.02.2005	08.07.2005	2.920.000.00	0.00	2.812.518.77	107.481.23	2.920.000.00	3.68	
CERCLE DJENNE DEV'T STUDY	OnGo	ADF grant	19.05.2004	26.08.2004	30.06.2007	31.01.2005	18.05.2005	1.060.000.00	0.00	1.026.727.44	33.272.56	1.060.000.00	3.14	
Support to inland fishing	APVD	ADF Loan	06.10.2004	05.11.2004	31.12.2012			15.000.000.00	0.00	15.000.000.00	0.00	15.000.000.00	0.00	
INJVASIVE AQUATIC WEEDS – MALI	APVD	ADF Loan	22.09.2004	05.11.2004				1.270.000.00	0.00	1.270.000.00	0.00	1.270.000.00	0.00	
MALI-CREATION SUSTAINABLE FREE ZONES	APVD	ADF Loan	08.12.2004	14.02.2005	31.12.2011			5.930.000.00	0.00	5.930.000.00	0.00	5.930.000.00	0.00	
RICE COLTIVATION PROJECT MOPTI	COMP	ADF Loan	20.10.1977	29.12.1977	31.12.1983	05.07.1979	22.07.1981	5.065.786.00	32.229.09	0.00	5.033.556.91	5.033.556.91	100.00	
OPERATION WELLS (PHASE I)	COMP	ADF Loan	16.01.1974	21.03.1974	30.06.1980	31.01.1975	22.03.1979	3.684.208.00	0.21	0.00	3.684.207.79	3.684.207.79	100.00	
OPERATION WELLS (PHASE II.)	COMP	ADF Loan	30.04.1975	29.08.1975	30.08.1975	02.03.1979	02.09.1980	921.052.00	0.01	0.00	921.051.99	921.051.99	100.00	
OPERATION RURAL EQUIPMENT WORKS (OTER)	COMP	ADF Loan	12.12.1975	16.02.1976	31.12.1990	20.09.1976	19.01.1982	4.605.260.00	131.582.48	0.00	4.473.677.52	4.473.677.52	100.00	
DEV'T PRODUCTION. SELECTION SEEDS	COMP	ADF Loan	26.10.1976	13.12.1976	31.12.1987	20.01.1978	19.06.1987	3.960.524.00	0.37	0.00	3.960.523.63	3.960.523.63	100.00	
INTEGRATED RURAL DEV'T SOUTH MALI	COMP	ADF Loan	29.04.1977	21.07.1977	31.12.1987	30.12.1977	30.04.1987	4.973.681.00	4.77	0.00	4.973.676.23	4.973.676.23	100.00	
RURAL DEV'T SELINGUE	COMP	ADF Loan	27.03.1980	25.06.1980	31.12.2000	16.11.1981	01.07.1995	10.131.572.00	0.21	0.00	10.131.571.79	10.131.571.79	100.00	
OEPRATION WELLS (PHASE II)	COMP	ADF Loan	27.08.1982	17.12.1982	31.12.1989	25.02.1983	26.10.1988	10.499.993.00	0.04	0.00	10.499.992.96	10.499.992.96	100.00	
MOPTI AGRIC. DEV'T	COMP	ADF Loan	24.10.1985	06.01.1986	30.06.1999	10.03.1987	03.05.1999	6.290.785.00	1.068.104.44	0.00	5.222.680.56	5.222.680.56	100.00	
DAYE PLAIN HYDRO-AGRIC DEV'T	COMP	ADF Loan	15.12.1987	05.05.1989	31.03.2000	28.06.1991	06.04.2000	5.903.943.00	210.138.45	0.00	5.693.804.55	5.693.804.55	100.00	
LIVESTOCK DEV'T (MALI NORTH EAST)	COMP	ADF Loan	26.10.1987	05.05.1989	30.10.1999	22.01.1990	28.10.1999	13.078.938.00	406.614.28	0.00	12.672.323.72	12.672.323.72	100.00	
REHABILITATION BAGUINEDA HYDRO-AGRIC PERIMETER	COMP	ADF Loan	19.04.1989	05.05.1989	31.03.2000	24.04.1991	19.04.2000	13.493.412.00	984.243.87	0.00	12.509.168.13	12.509.168.13	100.00	
HYDRO-AGRIC DEV'T UPER DAYE PLAIN	COMP	ADF Loan	18.10.1988	05.05.1989	31.03.2000	28.06.1991	10.04.2000	1.998.683.00	138.354.73	0.00	1.860.328.27	1.860.328.27	100.00	
INSTITUTIONAL SUPPORT TO RURAL ENG.	COMP	ADF grant	12.06.1989	24.10.1989	30.06.1996	14.04.1991	04.03.1997	948.684.00	13.133.64	0.00	935.550.36	935.550.36	100.00	
INSTITUTIONAL SUPPORT NATIONAL RURAL ENG. DIRECTORATE (GRANT)	COMP	ADF Loan	12.06.1989	24.10.1989	30.06.1996	12.04.1991	26.04.1996	490.921.00	7.800.72	0.00	483.120.28	483.120.28	100.00	
SELINGUE IRRIGATED AREA DEV'T	COMP	ADF grant	25.11.1991	02.04.1992	30.06.1999	28.02.1994	20.07.2001	1.418.420.00	128.631.41	0.00	1.289.788.59	1.289.788.59	100.00	
SUB-TOTAL : Agriculture								224.465.678.00	4.613.555.56	89.057.945.53	130.794.176.91	219.852.122.44	59.49	38.18
Sector : Ind/Mini/Quar														
BEN-CO OIL PRODUCTS PROJECT	COMP	ADB loan	08.12.1997					0.00	0.00	0.00	0.00	0.00	0.00	
GENERALE ALIMENTAIRE MALIENNE	COMP	ADB loan	28.02.1994	22.08.1994	31.12.1999			0.00	0.00	0.00	0.00	0.00	0.00	
SUB-TOTAL : Ind/Mini/Quar								0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sector : Transport														
MANATALI DAM : USE OF ADF LOAN BALANCE	ABAN	ADB loan	08.06.1982	13.08.1982	30.06.1994	28.10.1983	17.12.1990	1.658.686.00	5.256.82	0.00	1.663.942.82	1.663.942.82	100.00	
ROAD MAINENANCE PROJECT	OnGo	ADF Loan	08.10.1997	25.11.1997	31.12.2005	02.06.1999	12.08.2005	14.000.000.00	0.00	1.066.109.26	12.933.890.74	14.000.000.00	92.38	

ROAD MAINTENANCE PROJECT	OnGo	ADF grant	08.10.1997	25.11.1997	31.12.2005	03.05.1999	11.02.2004	500.000.00	0.00	49.312.46	450.687.54	500.000.00	90.14	
ROAD STUDY SIKASSO-KIGNAN DIOILA	COMP	ADF Loan	16.01.1974	14.11.1974	31.03.1982	14.01.1976	09.08.1977	331.579.00	14.527.79	0.00	317.051.21	317.051.21	100.00	
ROAD CONSTRUCTION MARRAKALA-NIONO	COMP	ADF Loan	07.06.1978	27.06.1978	30.06.2000	27.08.1981	30.06.1995	7.828.942.00	0.44	0.00	7.828.941.56	7.828.941.56	100.00	
ROAD CONSTRUCTION SEWARE-GAO	COMP	ADF Loan	10.09.1981	29.09.1981	31.12.1987	03.11.1982	26.05.1989	11.052.624.00	0.02	0.00	11.052.623.98	11.052.623.98	100.00	
BAMAKO BOUGOUNI ROAD	COMP	ADF Loan	17.06.1985	06.01.1986	30.08.1998	16.11.1987	15.08.1998	11.522.361.00	410.877.90	0.00	11.111.483.10	11.111.483.10	100.00	
CONSTRUCTION OF EXPRESS WAY IN BAMAKO	COMP	ADF Loan	04.03.1993	12.05.1993	31.12.2003	13.06.1995	05.12.2003	11.973.676.00	126.512.40	0.00	11.847.163.60	11.847.163.60	100.00	
SUB-TOTAL : Transport								58.867.868.00	546.661.73	1.115.421.72	57.205.784.55	58.321.206.27	98.09	10.13
Sector : Water Sup/Sanit														
Rural DWSS Programme	OnGo	ADF grant	17.12.2003	25.03.2004	31.12.2008	25.07.2005		2.200.000.00	0.00	2.200.000.00	0.00	2.200.000.00	0.00	
Rural DWSS Programme	OnGo	ADF Loan	17.12.2003	25.03.2004	31.12.2008	25.07.2005	28.09.2005	9.800.000.00	0.00	9.602.860.98	197.139.02	9.800.000.00	2.01	
Bamako Sanitation master plan	APVD	ADF grant	24.03.2004	26.08.2004	31.12.2006			973.000.00	0.00	973.000.00	0.00	973.000.00	0.00	
5 TOWNS DRINKING WATER SUPPLY	COMP	ADF Loan	26.09.1979	20.11.1979	30.06.1982	12.10.1981	29.11.1989	644.736.00	0.41	0.00	644.736.41	644.736.41	100.00	
MALI DRINKING WATER SUPPLY	COMP	ADF Loan	25.01.1984	09.05.1984	31.12.1989	20.03.1986	19.04.1988	10.693.414.00	0.25	0.00	10.693.413.75	10.693.413.75	100.00	
VILLAGE WATER SUPPLY	COMP	ADF Loan	12.03.1985	28.03.1985	31.12.2000	25.09.1986	19.12.1996	5.599.996.00	243.03	0.00	5.599.752.97	5.599.752.97	100.00	
LIPTAKO GOURMA WATER POINTS	COMP	ADF Loan	12.03.1985	28.03.1985	31.12.1999	07.08.1989	09.01.2002	11.282.887.00	487.140.21	0.00	10.795.746.79	10.795.746.79	100.00	
BAMAKO SANITATION STUDY	COMP	ADF Loan	27.11.1986	01.04.1987	31.12.1996	30.12.1992	29.03.1996	1.441.446.00	24.696.80	0.00	1.416.749.20	1.416.749.20	100.00	
DWS 5 ADDITIONAL TOWNS	COMP	ADF Loan	22.02.1989	05.05.1989	31.12.1996	03.05.1990	18.12.1996	4.154.866.00	5.85	0.00	4.154.860.15	4.154.860.15	100.00	
WATER SUPPLY STUDIES	COMP	ADF Loan	06.05.1998	28.05.1998	31.12.2004	09.01.2001	13.01.2005	690.000.00	0.00	27.251.11	662.748.89	690.000.00	96.05	
SUB-TOTAL : Water Sup/Sanit								47.480.345.00	512.085.73	12.803.112.09	34.165.147.18	46.968.259.27	72.74	8.16
Sector : Power														
Rural Electrification Study	OnGo	ADF grant	24.09.2003	21.11.2003	30.06.2006	09.08.2004	12.10.2005	1.130.000.00	0.00	929.914.61	200.085.39	1.130.000.00	17.71	
SELINGUE DAM CONSTRUCTION	COMP	ADB Loan	18.08.1977	25.08.1977	31.12.1982	27.10.1977	06.05.1982	5.000.000.00	1.619.15	0.00	4.998.380.85	4.998.380.85	100.00	
REG. SOLAR ENERGY CENTRE (CRES)	COMP	ADF Loan	24.11.1983	18.01.1984	31.12.2000	17.04.1985	01.07.1995	10.361.835.00	0.11	0.00	10.361.834.89	10.361.834.89	100.00	
STUDY POWER TRANSMISSION OUTLETS	COMP	ADF Loan	11.04.1985	06.01.1986	31.12.1995	01.10.1987	29.12.1995	891.670.00	0.36	0.00	891.669.64	891.669.64	100.00	
ELECTRICITE II	COMP	ADF Loan	28.08.1991	20.12.1991	30.06.2001	30.06.1995	21.02.2003	9.210.520.00	803.593.89	0.00	8.406.926.11	8.406.926.11	100.00	
SUB-TOTAL : Power								26.594.025.00	805.213.51	929.914.61	24.858.896.88	25.788.811.49	96.39	4.48
Sector : Finance														
TAKING OF SHARES IN ITEMA	OnGo	ADB Loan	04.06.1970	06.07.1970	30.06.1971	26.02.1971	13.12.1973	633.489.00	0.00	0.00	633.489.00	633.489.00	100.00	
LINE OF CREDIT	COMP	Prêt FSN	15.01.1986	30.04.1986	31.12.1992	08.07.1987	26.04.1989	5.000.000.00	487.536.16	0.00	4.512.463.84	4.512.463.84	100.00	
LINE OF CREDIT	COMP	ADF Loan	29.09.1986	30.04.1987	30.06.1994	16.06.1988	08.10.1991	4.605.260.00	0.01	0.00	4.605.260.01	4.605.260.01	100.00	
TECH. ASSIST. TO BDM	COMP	ADF grant	21.11.1989	03.01.1990	30.06.1994	08.02.1991	08.02.1991	964.341.00	0.44	0.00	964.341.44	964.341.44	100.00	
LINE OF CREDIT BMCD	COMP	ADB Loan	23.03.1992	12.05.1992	31.12.1994			12.000.000.00	12.000.000.00	0.00	0.00	0.00	0.00	
SUB-TOTAL : Finance								23.203.090.00	12.487.535.71	0.00	10.715.554.29	10.715.554.29	100.00	1.86
Sector : Social														
EDUCATION III PROJECT	OnGo	ADF Loan	20.11.1997	17.12.1997	31.12.2005	17.09.1999	08.07.2005	10.000.000.00	0.00	1.537.413.57	8.462.586.43	10.000.000.00	84.63	
POVERTY REDUCTION	OnGo	ADF grant	24.03.1999	18.05.1999	31.12.2005		16.12.2004	2.500.000.00	0.00	3.453.76	2.496.546.24	2.500.000.00	99.86	
POVERTY REDUCTION	OnGo	ADF Loan	24.03.1999	18.05.1999	31.12.2005		23.09.2005	10.000.000.00	0.00	951.937.95	9.048.062.05	10.000.000.00	90.48	
SUPPORT TO PRODESS (HEALTH IV PROJECT)	OnGo	ADF Loan	21.11.2001	15.01.2002	31.12.2007		31.03.2004	15.000.000.00	0.00	11.978.990.71	3.021.009.29	15.000.000.00	20.14	
Support to PRODEC (Educ IV)	OnGo	Don FAD	24.09.2003	21.11.2003	31.12.2010		02.08.2005	3.000.000.00	0.00	2.892.661.11	107.338.89	3.000.000.00	3.58	
Support to PRODEC (Educ IV)	OnGo	Prêt FAD	24.09.2003	21.11.2003	31.12.2010		02.08.2005	12.000.000.00	0.00	11.782.417.74	217.582.26	12.000.000.00	1.81	
HIV/AIDS CONTROL SUPPORT PROJECT	APVD	ADF grant	08.09.2004	29.11.2004	31.12.2009			8.290.000.00	0.00	8.290.000.00	0.00	8.290.000.00	0.00	
TRAINING OF BASIC EDUCATION TEACHERS	TERM	ADF Loan	11.04.1985	06.01.1986	31.12.2000	25.06.1987	01.07.1995	6.005.259.00	0.00	0.00	6.005.259.00	6.005.259.00	100.00	
RURAL POLYTECH INSTITUTE KATIBOUGOU	COMP	ADF Loan	15.10.1975	16.02.1976	31.12.1987	30.12.1977	14.02.1984	4.605.260.00	0.00	0.00	4.605.260.00	4.605.260.00	100.00	
RURAL POLYTECH INSTITUTE KATIBOUGOU(COMPL.)	COMP	ADF Loan	27.08.1982	17.12.1982	31.12.1989	14.02.1984	24.08.1989	2.210.525.00	0.16	0.00	2.210.524.84	2.210.524.84	100.00	
HEALTH INFRASTRUCTURES TOMBOUCTOU	COMP	ADF Loan	27.08.1982	17.12.1982	30.03.1997	07.07.1983	17.04.1997	8.427.626.00	55.893.36	0.00	8.371.732.64	8.371.732.64	100.00	
STUDIES HEALTH FACILITIES KOULIKO-NANA-NIAFUN	COMP	ADF Loan	23.06.1983	19.07.1983	31.12.1995	25.09.1985	29.12.1995	1.317.104.00	0.01	0.00	1.317.104.01	1.317.104.01	100.00	
STRENGTH HEALTH FACILITIES	COMP	ADF Loan	17.04.1987	11.06.1987	30.06.1999	29.06.1988	24.07.2000	9.910.520.00	1.027.468.50	0.00	8.883.051.50	8.883.051.50	100.00	
STUDIES STRENGTHENING MINISTRY OF HEALTH	COMP	ADF grant	26.04.1988	27.01.1989	30.06.1998	19.03.1992	18.06.1998	1.777.446.00	456.477.67	0.00	1.320.968.33	1.320.968.33	100.00	
UNIVERSITY OF MALI STUDY	COMP	ADF grant	20.09.1988	27.01.1989	31.12.2000	10.05.1990	18.12.1996	545.263.00	732.71	0.00	544.530.29	544.530.29	100.00	
RENOVATION 4 HEALTH FACILITIES	COMP	ADF Loan	16.12.1991	03.11.1992	31.12.2001	29.03.1994	04.05.2001	11.494.729.00	1.863.941.35	0.00	9.630.787.65	9.630.787.65	100.00	

SUPPORT TO BASIC EDUCATION	COMP	ADF Loan	05.05.1993	12.05.1993	31.12.2001	23.04.1996	26.03.2002	6.447.364.00	1.462.646.33	0.00	4.984.717.67	4.984.717.67	100.00	
SUB-TOTAL : Social								113.531.096.00	4.867.160.07	37.436.874.84	71.227.061.09	108.663.935.93	65.55	18.87
Sector : Multi-Sector														
3 rd STRUCTURAL ADJUSTMENT PROGRAMME	OnGo	ADF Loan	16.10.2002	18.11.2002	31.12.2004	31.12.2002	22.12.2003	22.300.000.00	48.945.07	0.00	22.251.054.93	22.251.054.93	100.00	
SUPPORT TO GOOD GOVERNANCE	OnGo	ADF grant	20.12.2002	16.01.2003	31.01.2006	29.10.2003	28.11.2003	2.100.000.00	0.00	1.415.216.35	684.783.65	2.100.000.00	32.61	
SAP III SUPPORT PROGRAMME	APVD	ADF Loan	19.07.2004	26.08.2004	31.12.2005		28.01.2005	8.600.000.00	0.00	0.00	8.600.000.00	8.600.000.00	100.00	
RESTRUCTURING STATE OWNED ENTREPRISE	COMP	ADF Loan	26.04.1988	21.11.1988	30.06.1994	14.12.1988	27.08.1991	32.236.820.00	0.00	0.00	32.236.820.00	32.236.820.00	100.00	
STRUCTURAL ADJUSTMENT PROGRAMME.	COMP	ADF Loan	17.06.1991	16.07.1991	30.06.1994	25.09.1991	01.12.1992	13.815.780.00	0.00	0.00	13.815.780.00	13.815.780.00	100.00	
STRUCTURAL ADJUSTMENT PROGRAMME.	COMP	ADF Loan	15.12.1992	29.01.1993	31.12.2000	09.07.1993	18.12.1996	5.526.312.00	248.93	0.00	5.526.063.07	5.526.063.07	100.00	
ECONOMIC MANAGEMENT SUPPORT PROGRAMME 1996-1998	COMP	ADF Loan	29.10.1997	17.12.1997	31.12.2000	18.08.1998	25.10.1999	15.000.000.00	34.716.81	0.00	14.965.283.19	14.965.283.19	100.00	
SUB-TOTAL : Multi-Sector								99.578.912.00	83.910.81	1.415.216.35	98.079.784.84	99.495.001.19	98.58	17.28
GRANDTOTAL								599.721.014.00	23.916.123.12	148.758.485.14	427.046.405.74	575.804.890.88	74.17	100.00
TOTAL ADB LOANS								19.292.175.00	11.996.362.33	0.00	7.295.812.67	7.295.812.67	1.27	1.27
TOTAL ADF LOANS								538.902.389.00	10.833.249.64	123.821.434.41	404.247.704.95	528.069.139.36	70.21	91.71
TOTAL ADF GRANTS								30.526.450.00	598.974.99	18.937.050.73	10.990.424.28	29.927.475.01	1.91	5.20
TOTAL NTF LOANS								5.000.000.00	487.536.16	0.00	4.512.463.84	4.512.463.84	0.78	0.78
TOTAL PUBLIC LOANS								593.721.014.00	23.916.123.12	142.758.485.14	427.046.405.74	569.804.890.88	74.17	98.96
TOTAL PRIVATE LOANS								0.00	0.00	0.00	0.00	0.00	0.00	0.00

SENEGAL
TABLE OF BANK GROUP OPERATIONS BY SECTOR 10/10/2005

Project	Status	Source de financemnt	Date of	Date de signature	Date de clôture	Effectiv.	Final Disbursement	Amount approved	Amount cancelled	Balance to be disbursed	Total disbursed amount	Net loan/grant amount	% disbursed	% of sector
AGRIC. MODERNISATION AND INTENSIFICATION PROJECT	OnGo	ADFLOAN	06.05.1997	22.05.1997	31.12.2005	23.10.1998	28.09.2005	10.000.000.00	0.00	61.413.07	9.938.586.93	10.000.000.00	99.39	
STUDIES EXECUTION OF 3 HILLSIDE LAKES	OnGo	ADFLOAN	30.04.1998	27.05.1998	30.06.2005	05.12.2001	24.08.2005	1.090.000.00	0.00	353.564.00	736.436.00	1.090.000.00	67.56	
LIVESTOCK II PROJECT	OnGo	ADFLOAN	17.05.2000	14.07.2000	31.12.2007	01.02.2002	28.07.2005	10.000.000.00	0.00	5.261.145.95	4.738.854.05	10.000.000.00	47.39	
SUPPORT TO RURAL DEVELOPEMENT ANAMBE BASIN	OnGo	ADFLOAN	25.04.2001	26.10.2001	31.12.2008	11.07.2002	12.10.2005	7.180.000.00	0.00	5.464.577.40	1.715.422.60	7.180.000.00	23.89	
RURAL PROJECT INFRASTRUCTURES	OnGo	ADFLOAN	03.04.2002	06.05.2002	31.12.2006	04.02.2003	26.05.2005	11.852.000.00	0.00	8.779.322.99	3.072.677.01	11.852.000.00	25.93	
LOCAL SMALL SCALE IRRIGATION SUPPORT	OnGo	ADFLOAN	22.10.2003	18.12.2003	31.12.2010			14.310.000.00	0.00	14.310.000.00	0.00	14.310.000.00	0.00	
Livestock dev't study	OnGo	ADFLOAN	05.11.2003	19.12.2003	31.12.2006	27.01.2005		794.420.00	0.00	794.420.00	0.00	794.420.00	0.00	
INVASIVE AQUATIC WEEDS – SENEGAL	APVD	ADFLOAN	22.09.2004	29.11.2004				2.060.000.00	0.00	2.060.000.00	0.00	2.060.000.00	0.00	
LOAN TO ALLIED CONTINENTAL SHIPPING SENEGAL SA	TERM	ADFLOAN	30.10.1992	04.02.1993	31.12.1994	10.08.1993	21.12.1993	3.849.337.69	60.993.39	0.00	3.788.344.30	3.788.344.30	100.00	
VALLEE DE GUILDER DEVELOPMENT	COMP	ADFLOAN	24.08.1978	03.11.1978	31.12.1989	03.10.1980	29.03.1988	1.980.262.00	165.753.48	0.00	1.814.508.52	1.814.508.52	100.00	
BUSH FIRE CONTROL	COMP	ADFLOAN	16.12.1983	09.02.1984	30.06.1997	09.06.1986	14.02.1997	5.157.891.00	21.027.94	0.00	5.136.863.06	5.136.863.06	100.00	
SALDE-WALA HYDRO-AGRIC PROJECT	COMP	ADFLOAN	24.08.1984	05.11.1984	31.12.1992	27.10.1986	18.12.1992	6.447.364.00	0.00	0.00	6.447.364.00	6.447.364.00	100.00	
ANAMBE HYDRO-AGRICO PROJECT	COMP	ADFLOAN	14.04.1986	25.04.1986	30.06.1994	29.08.1986	12.03.1992	6.963.153.00	1.635.33	0.00	6.961.517.67	6.961.517.67	100.00	
ARTISANAL FISHING ON COAST	COMP	ADFLOAN	12.03.1985	25.04.1986	31.12.1997	06.03.1989	06.09.1997	6.217.101.00	15.485.38	0.00	6.201.615.62	6.201.615.62	100.00	
RURAL DEVELOPMENT LOWER CASAMANCE	COMP	ADFLOAN	17.09.1987	12.11.1987	31.12.1999	21.04.1989	10.04.2000	17.039.462.00	9.118.729.98	0.00	7.920.732.02	7.920.732.02	100.00	
INDUS. FISHING REVIAL STUDY	COMP	ADFLOAN	18.01.1989	29.05.1989	30.06.1997	11.09.1992	24.07.1997	664.078.00	198.823.19	0.00	465.254.81	465.254.81	100.00	
CAYOR CANAL CONSTRUCTION STUDY	COMP	ADFLOAN	18.12.1989	15.02.1990	31.12.1996	24.10.1990	25.03.1996	2.431.577.00	13.128.46	0.00	2.418.448.54	2.418.448.54	100.00	
ANAMBE H.A. (CONSOLIDATION PHASE)	COMP	ADFLOAN	27.01.1992	13.05.1992	31.12.1998	18.08.1992	23.09.1998	7.828.942.00	42.753.38	0.00	7.786.188.62	7.786.188.62	100.00	
LIVESTOCK PROJECT	COMP	ADFLOAN	18.06.1991	13.05.1992	30.06.1999	13.11.1992	19.07.1999	8.565.784.00	2.526.022.86	0.00	6.039.761.14	6.039.761.14	100.00	
SUB-TOTAL : Agriculture								124.431.371.69	12.164.353.39	37.084.443.41	75.182.574.89	112.267.018.30	66.97	18.10
Sector : Ind/Mini/Quar														
TOURIST PROJECT LOWER CASAMANCE	COMP	ADFLOAN	14.10.1975	26.03.1976	30.06.1978	23.02.1978	17.07.1978	400.000.00	99.527.23	0.00	300.472.77	300.472.77	100.00	
SOTEXKA	COMP	ADFLOAN	27.02.1980	11.04.1980	31.12.1985	17.08.1981	19.08.1987	8.000.000.00	0.00	0.00	8.000.000.00	8.000.000.00	100.00	
FERTELIZER PROJECT	COMP	ADFLOAN	19.12.1980	21.01.1981	30.06.1987	01.07.1983	06.08.1986	16.000.000.00	72.090.46	0.00	15.927.909.54	15.927.909.54	100.00	
ICS RESTRUCTURING PROGRAMME	COMP	ADFLOAN	26.08.1991	12.12.1991	30.06.1994	11.03.1992	04.08.1992	11.600.000.00	0.01	0.00	11.599.999.99	11.599.999.99	100.00	
DEVELOPMENT-FINANCING OF SME	COMP	ADFLOAN	16.12.1991	20.12.1991	30.06.1997	03.01.1992	26.10.1994	100.000.000.00	0.00	0.00	100.000.000.00	100.000.000.00	100.00	

Annex 6 Page 4 of 5

REHABILITATION SOCIETE TEXTILE KAOLACK	COMP	ADFLOAN	30.08.1991	20.12.1991	31.12.1996	27.03.1992	26.02.1993	6.000.000.00	0.00	0.00	6.000.000.00	6.000.000.00	100.00	
SALT REFINERY PROJECT (SEPH)	COMP	ADFLOAN	20.06.1995	12.01.1996	31.12.1997	18.11.1996	31.10.1997	609.796.07	60.979.61	0.00	548.816.47	548.816.46	100.00	
SUB-TOTAL : Ind/Mini/Quar								142.609.796.07	232.597.31	0.00	142.377.198.77	142.377.198.76	100.00	22.96
Sector : Environment														
ENVIRONMENTAL IMPACT ASSESSMENT IN CAYOR CANAL	COMP	ADF GRANT	30.10.1992	22.12.1992	30.06.1997	29.12.1995	29.08.1997	1.657.894.00	88.044.97	0.00	1.569.849.03	1.569.849.03	100.00	
SUB-TOTAL : Environment								1.657.894.00	88.044.97	0.00	1.569.849.03	1.569.849.03	100.00	0.25
Sector : Transport														
Road mainteance project	APVD	ADFLOAN	29.06.2005					29.000.000.00	0.00	29.000.000.00	0.00	29.000.000.00	0.00	
DIAM NADJO-MBO ROAD	OnGo	ADFLOAN	12.07.2001	26.10.2001	31.12.2005		12.05.2005	15.000.000.00	0.00	685.764.63	14.314.235.37	15.000.000.00	95.43	
DIOSMONE FIMELA N'DANGANE ROAD	COMP	ADFLOAN	24.01.1973	07.04.1973	31.12.1975	16.09.1974	10.05.1976	1.100.000.00	0.00	0.00	1.100.000.00	1.100.000.00	100.00	
CAP SKIRRING ROAD STUDY	COMP	ADFLOAN	13.09.1974	19.12.1974	31.03.1976	30.09.1975	15.04.1976	200.000.00	17.51	0.00	199.982.49	199.982.49	100.00	
CONSTRUCTION LOUGA-NGNITH ROAD	COMP	ADFLOAN	09.10.1974	19.12.1974	28.02.1979	30.03.1977	29.09.1980	3.684.208.00	212.411.38	0.00	3.471.796.62	3.471.796.62	100.00	
CAP-SKIRRING ROAD PHASE I	COMP	ADFLOAN	23.02.1977	09.06.1977	31.12.1980	17.02.1978	10.03.1987	5.000.000.00	138.106.53	0.00	4.861.893.47	4.861.893.47	100.00	
CAP-SKIRRING ROAD PHASE II	COMP	ADFLOAN	27.02.1979	23.03.1979	30.06.1994	27.12.1979	05.08.1992	6.145.000.00	1.194.86	0.00	6.143.805.14	6.143.805.14	100.00	
MANANTALI DAM : USE OF BALANCE OF ADF LOAN	COMP	ADFLOAN	08.06.1982	13.08.1982	30.06.1994	28.10.1983	22.03.1994	4.991.314.00	84.019.59	0.00	4.907.294.41	4.907.294.41	100.00	
REHABIL.SECTOR TRANSPORT	COMP	ADFLOAN	17.12.1990	07.05.1991	31.12.1998	30.10.1992	19.01.1999	4.936.839.00	190.969.27	0.00	4.745.869.73	4.745.869.73	100.00	
SUB-TOTAL : Transport								70.057.361.00	626.719.14	29.685.764,63	39.744.877,23	69.430.641,86	57,24	11,19
Sector : Water Sup/Sanit														
DWSS Rural Programme	APVD	ADFLOAN	21.09.2005					0,00	0,00	0,00	0,00	0,00	0,00	
DAKAR SANITATION PROJECT	OnGo	ADFLOAN	12.07.2001	26.10.2001	31.12.2006		02.08.2005	11.930.000,00	0,00	11.722.731,01	207.268,99	11.930.000,00	1,74	
DAKAR AND ENVIRONS SANITATION	COMP	ADFLOAN	30.04.1975	08.05.1975	30.09.1980	27.01.1978	06.04.1983	4.605.260,00	3.864.882,81	0,00	740.377,19	740.377,19	100,00	
DAKAR – ENVIRONS WATER SUPPLY	COMP	ADFLOAN	16.12.1975	26.03.1976	01.01.1981	23.02.1978	06.01.1982	4.500.000,00	20.252,29	0,00	4.479.747,71	4.479.747,71	100,00	
STUDY SHORTAGE OF RUN-OFF	COMP	ADFLOAN	24.04.1980	20.06.1980	31.12.1992	14.02.1984	18.02.1992	939.473,00	1.116,63	0,00	938.356,37	938.356,37	100,00	
DAKAR SANITATION (PHASE II)	COMP	ADFLOAN	16.12.1982	21.02.1983	30.06.1994	28.12.1983	24.10.1991	12.001.308,00	15.743,92	0,00	11.985.564,08	11.985.564,08	100,00	
SUB-TOTAL : Water Sup/Sanit								33.976.041,00	3.901.995,65	11.722.731,01	18.351.314,34	30.074.045,35	61,02	4,85
Sector : Power														
KOUNOUNE THERMAL POWER STATION	APVD	ADFLOAN	22.06.2005					0,00	0,00	0,00	0,00	0,00	0,00	
Rural electrification project	APVD	ADFLOAN	13.10.2004	29.11.2004	31.12.2010			9.580.000.00	0,00	9.580.000,00	0,00	9.580.000.00	0,00	
SAINT-LOUIS ELECTRICITY	COMP	ADFLOAN	21.12.1976	09.06.1977	30.06.1979	29.08.1978	25.01.1980	2.900.000.00	0.00	0.00	2.900.000.00	2.900.000.00	100.00	
RESTRUCTURING OF ELECTRICITY SECTOR	COMP	ADFLOAN	23.09.1986	13.02.1987	31.12.1992	01.09.1988	09.02.1993	10.340.000.00	3.400.00	0.00	10.336.600.00	10.336.600.00	100.00	
RURAL AND URBAN ELECTRIFICATION	COMP	ADFLOAN	26.08.1986	13.02.1987	30.06.1994	29.06.1988	14.11.1992	6.373.680.00	3.957.25	0.00	6.369.722.75	6.369.722.75	100.00	
S E C A L (POWER SECTOR ADUJSTMENT PROGRAMME)	COMP	ADFLOAN	28.10.1998	11.12.1998	31.12.2001	29.12.1998	29.12.1998	10.000.000.00	4.000.000.00	0.00	6.000.000.00	6.000.000.00	100.00	
SUB-TOTAL : Power								39.193.680.00	4.007.357,25	9.580.000.00	25.606.322,75	35.186.322,75	72,77	5,67
Sector : Communications														
NETWORK TELECOMMUNICATION	COMP	ADFLOAN	26.08.1986	13.02.1987	30.06.1994	17.02.1988	21.02.1992	11.120.000.00	4.379.674.20	0.00	6.740.325.80	6.740.325.80	100.00	
SUB-TOTAL : Communications								11.120.000.00	4.379.674.20	0.00	6.740.325.80	6.740.325.80	100.00	1.09
Sector : Finance														
LINE OF CREDIT	COMP	ADFLOAN	19.10.1972	07.04.1973	07.04.1976	19.08.1974	13.08.1976	1.500.000.00	192.834.00	0.00	1.307.166.00	1.307.166.00	100.00	
LINE OF CREDIT	COMP	ADFLOAN	11.04.1985	25.04.1986	30.06.1994	09.02.1988	03.01.1989	6.500.000.00	5.383.033.33	0.00	1.116.966.67	1.116.966.67	100.00	
SUB-TOTAL : Finance		ADFLOAN						8.000.000.00	5.575.867.33	0.00	2.424.132.67	2.424.132.67	100.00	0.39
Sector : Social														
HEALTH PROJECT	OnGo	ADFLOAN	10.12.1997	27.05.1998	30.06.2005	09.03.2000	18.03.2005	10.000.000.00	0.00	309.476.38	9.690.523.62	10.000.000.00	96.91	
POVERTY REDUCTION	OnGo	ADFLOAN	30.06.1999	19.08.1999	31.12.2005	06.04.2001	13.09.2005	10.000.000.00	0.00	1.417.818.61	8.582.181.39	10.000.000.00	85.82	
POVERTY REDUCTION	OnGo	ADFLOAN	30.06.1999	19.08.1999	31.12.2005	19.08.2001	30.09.2004	1.750.000.00	0.00	592.976.93	1.157.023.07	1.750.000.00	66,12	
SUPPORT TO BASIC INTERMEDIATE/SEC. EDU. DEV'T	OnGo	ADFLOAN	13.09.1999	07.10.1999	31.12.2005	03.03.2001	16.09.2005	1.500.000.00	0.00	795.740.72	704.259.28	1.500.000.00	46.95	
SUPPORT TO BASIC INTERMEDIATE/SEC. EDU. DEV'T	OnGo	ADFLOAN	13.09.1999	07.10.1999	31.12.2005	03.03.2001	29.09.2005	11.500.000.00	0.00	5.497.619.10	6.002.380.90	11.500.000.00	52.19	
EDUCATION IV	OnGo	ADFLOAN	25.06.2003	21.07.2003	31.12.2009		25.11.2004	13.840.000.00	0.00	13.677.735.54	162.264.46	13.840.000.00	1.17	
EDUCATION IV	OnGo	ADFLOAN	25.06.2003	21.07.2003	31.12.2009		25.08.2005	1.000.000.00	0.00	705.176.34	294.823.66	1.000.000.00	29.48	

Annex 6 Page 5 of 5

HEALTH II	OnGo	ADFLOAN	18.06.2003	21.07.2003	31.12.2009		28.09.2004	10,000,000.00	0.00	9,782,716.46	217,283.54	10,000,000.00	2.17	
HEALTH II	OnGo	ADFLOAN	18.06.2003	21.07.2003	31.12.2009			1,350,000.00	0.00	1,350,000.00	0.00	1,350,000.00	0.00	
STUDY IN THE POPULATION SECTOR	TERM	ADFLOAN	06.01.1993	25.03.1993	31.07.1999	29.01.1996	24.08.1999	921,052.00	411,293.78	0.00	509,758.22	509,758.22	100.00	
DAKAR UNIVERSITY TEACHNG HOSPITAL'S STUDIES	COMP	ADFLOAN	13.04.1984	18.06.1984	31.12.1995	16.11.1988	31.01.1996	1,243,420.00	347,820.37	0.00	895,599.63	895,599.63	100.00	
DEVELOP BASIC EDUCATION	COMP	ADFLOAN	23.09.1986	13.02.1987	31.03.1999	15.01.1988	09.04.1999	5,000,000.00	81,128.31	0.00	4,918,871.69	4,918,871.69	100.00	
SUPPORT TO WOMEN'S ADVANCEMENT GROUPS	COMP	ADFLOAN	24.09.1991	13.05.1992	30.06.1999	14.10.1992	30.11.1999	3,776,313.00	96,385.26	0.00	3,679,927.74	3,679,927.74	100.00	
EDUCATION II	COMP	ADFLOAN	17.12.1996	31.01.1997	30.06.2004	16.12.1997	23.07.2004	12,000,000.00	0.00	2,994,391.62	9,005,608.38	12,000,000.00	75.05	
SUB-TOTAL : Social								83,880,785.00	936,627.72	37,123,651.70	45,820,505.58	82,944,157.28	55.24	13.37
Sector : Multi-Sector														
Support to prev. and stab. directorate	OnGo	ADF Grant	12.12.2002	07.02.2003	31.12.2007	05.07.2004	30.06.2005	1,550,000.00	0.00	1,403,136.24	146,863.76	1,550,000.00	9.48	
PRIVATE SECTOR ADJUSTMENT PROGRAMME	OnGo	ADF LOAN	10.12.2003	16.01.2004	31.12.2006	08.07.2004	05.08.2004	24,000,000.00	0.00	12,000,000.00	12,000,000.00	24,000,000.00	50.00	
Land register project	APVD	ADF GRANT	22.04.2005	17.05.2005	31.12.2009			2,500,000.00	0.00	2,500,000.00	0.00	2,500,000.00	0.00	
STRUCT. ADJUSTMENT LOAN	COMP	ADFLOAN	26.08.1987	14.09.1987	15.09.1987	21.10.1987	27.06.1988	27,631,560.00	0.00	0.00	27,631,560.00	27,631,560.00	100.00	
STRUCTURAL ADJUSTMENT PROGRAMME II	COMP	ADFLOAN	14.03.1990	22.03.1990	31.12.1994	20.06.1990	06.09.1994	30,394,716.00	111,674.42	0.00	30,506,390.42	30,506,390.42	100.00	
MINIST. ECO-FINANCE INSTITUTIONAL SUPPORT	COMP	ADFLOAN	14.05.1990	31.05.1990	31.03.1999	17.10.1991	13.04.1999	2,880,130.00	3,377.80	0.00	2,876,752.20	2,876,752.20	100.00	
MINIST. ECO-FINANCE INSTITUTIONAL SUPPORT	COMP	ADFLOAN	14.05.1990	07.05.1991	31.03.1999	01.07.1994	26.02.1999	1,516,052.00	3,270.99	0.00	1,512,781.01	1,512,781.01	100.00	
TARIFF REFORM AND PROMOTION PROGRAMME	COMP	ADFLOAN	08.12.2000	21.12.2000	31.12.2002	11.01.2001	24.12.2002	20,000,000.00	4,802.16	0.00	19,995,197.84	19,995,197.84	100.00	
SUB-TOTAL : Multi-Sector								110,472,458.00	100,223.47	15,903,136.24	94,669,545.23	110,572,681.47	85.62	17.83
TOTAL ADB LOAN								190,296,314.00	10,374,150.01	0.00	179,922,163.99	179,922,163.99	29.01	29.01
TOTAL ADF LOAN								399,554,788.00	20,521,093.97	132,604,712.76	246,428,981.27	379,033,694.03	39.73	61.11
TOTAL ADF GRANT								20,089,151.00	714,668.20	8,495,014.23	10,879,468.57	19,374,482.80	1.75	3.12
TOTAL NTF LOAN								11,000,000.00	81,128.31	0.00	10,918,871.69	10,918,871.69	1.76	1.76
TOTAL PUBLIC LOANS								620,940,253.00	31,691,040.49	141,099,726.99	448,149,485.52	589,249,212.51	72.25	95.00
TOTAL PRIVATE LOANS								4,459,133.76	121,973.00	0.00	4,337,160.77	4,337,160.76	0.70	0.70

WAEMU MALI-SENEGAL
ROAD IMPROVEMENT AND TRANSPORT FACILITATION ON THE
SOUTHBOUND BAMAKO-DAKAR CORRIDOR(KATI-KITA-SARAYA-
KEDOUGOU-TAMBACOUNDA-DAKAR)
SUMMARY OF THE TOR FOR THE RECRUITMENT OF THE
COORDINATORS OF THE PROGRAMME

Context: Within the framework of the implementation of the multinational programme of road construction and facilitation of transport on the Bamako-Dakar corridor by the south, the WAEMU Commission. This programme includes major components: (i) improvement and/or rehabilitation of road sections and construction of three bridges of which a viaduct on the Faleme River, environmental impact mitigation works and measures, provision of “destressing” and quarantine areas for cattle and the control and supervision of works; (i) related works comprising the earth roads connected to the main road, the drilling of boreholes and the rehabilitation of social infrastructure, (iii) facilitation of road transport and transit on the corridor, and (iv) management of the programme. While the first two components are managed by executing agencies in the two States, the two last components are directly managed by the WAEMU Commission.

This programme will involve several stakeholders (donors States, the Union, contractors, national and regional Committees of facilitation or observatories of practices, populations and civil society etc. In order to ensure effective follow-up of the implementation of this programme, it was decided that for each COSCAP group for execution of the programme, a Coordinator will be recruited for the execution time of the programme to support the WAEMU Commission and the Joint Technical Committee composed of 11 members which will be set up.

Profile and experience of the Coordinator: He/she must (i) have a diploma of public works engineer obtained after at least 5 years of higher education. A knowledge of transport economics will be strongly appreciated; (ii) have at least 15 years experience in the administration and management of projects in the roads and road transport sector; (iii) have a good knowledge of the data-processing and a good aptitude to draft reports and notes clearly and concisely. Moreover, it would be desirable that he/she has aptitude to maintain harmonious working relations and team work, an excellent mastery of French and a good knowledge of another language and be able to show initiative. Experience in project management and with development partners in highly desired.

Principal functions: (i) manage, plan and coordinate all the activities necessary for the effective implementation of the programme; (ii) work out, propose and submit to the DATC draft agendas, annual work programmes financed through ADF grant and the counterpart funds of the WAEMU Commission for the financing of the programme; (iii) prepare the agenda of meetings of the Joint Technical Committee (JTC) set up within the framework of the programme and provide secretarial services to the JTC; (iv) draw up the TOR of studies and carry out the preparation of the competitive bidding documents for all the procurements financed from the ADF grant, in particular, procurements relating to the consultancy services for studies and control of the construction work of the equipped juxtaposed check point at the border, and studies and control of installation work of the radio communication and axleload scales; (v) prepare with the consultants BDs for the construction work of the equipped juxtaposed checkpoint at the border between the two countries, for the supply and the

installation of the radio communication equipment and axle-load scales; (vi) prepare the TOR and the competitive bidding documents for the audit of the programme divided into a phase of prequalification and tender phase with a short list; (vii) prepare the TOR will on the basis of the study which should start within the framework of the PR-1 for the determination of the relevant performance indicators in conformity with the results-based logical framework for the procurement of the services of the consultants charged with developing these indicators and the means, methods and periodicities of their measurement and their readings during the execution time of the programme as well as the mechanisms to be set up to ensure this monitoring and evaluation; (viii) prepare and present the budget and the annual work programme; (ix) prepare in conjunction with the Accountant of the WAEMU Commission the requests for payment or renewal of the accounts opened under the programme in conformity with the disbursement procedures the Bank; (x) coordinate with the WAEMU accountant the financial and accounting monitoring of the programme; (xi) prepare the periodic progress reports (quarterly) of the execution of the whole of the programme in conjunction with the executing agencies of the programme in Mali and Senegal as well as the final reports to transmit to WAEMU, the States and the donors according to the conditionalities of each grant or loan; (xii) monitor the implementation of the components of the programme directly managed by the two countries and restart them periodically; (xiii) update every 3 months the implementation schedule of the programme and analyze the any gaps and propose remedial solutions; (xiv) prepare in conjunction with WAEMU and the two States, the training scheme; (xv) prepare and submit within the deadlines the annual budget of the WAEMU counterpart funds for the financing of the programme; (xvi) prepare the completion report of the programme on the basis of those prepared by the two States; (xvii) support the WAEMU Commission and provide secretarial duties for examination and the analysis of bids; (xviii) see to the production of the documents necessary for fulfillment of the conditions of the loans and grant for financing the programme; (xix) support the WAEMU Commission in all other tasks it may assign, etc.

Performance evaluation of the Coordinator: After having established and approved the annual programme of work of the coordinator with an implementation schedule and established the criteria of performance evaluation, the WAEMU Commission will carry out every three months an evaluation of the work of the coordinator. A detailed reports is appended to the quarterly implementation status reports on all the components of the programme a copy of which will be transmitted to all donors of the programme.

**ROAD IMPROVEMENT AND TRANSPORT FACILITATION PROGRAMME ON
THE SOUTHBOUND BAMAKO-DAKAR CORRIDOR
OF TRANSPORT ON BAMAKO-DAKAR CORRIDOR BY THE
SOUTH LIST OF PROGRAMME IMPLEMENTATION DOCUMENTS**

- Feasibility study of the Kita-Saraya road, February 89, Lavalin/Orgatec/Scet-Tunisia Group
- Reports of the technical studies of execution of the Saraya-Kita road, May 98, SAETI/SOCETC group;
- Supplementary study of the Saraya-Kita road (environmental impact assessment and updating of the economic survey); provisional version of the final report/April 2001, SAETI;
- Supplementary studies of the Kita-Saraya-Kédougou road (environmental, social-economic and technical reports), Louis Berger/GIC-MaliGroup, September 2005 including the technical and competitive bidding documents;
- Study of definition and development of the Birkelane-Tambacounda roadworks, final report of feasibility, socio-economic analysis, economic analysis and identification of the supporting measures, Louis Berger SAS, March 2005;
- Feasibility and repair study of the Kati-Kita road, 2004;
- Report on the programme of improvement of the transport corridors, Mali, World Bank;
- Study of the Dakar-Thiès turnpike project/ ecsult/AFID, April 2005;
- Study for the creation of an autonomous road fund in Senegal, provisional final report, Louis Berger SAS, July 2005;
- Entry Data and results of HDM4 model by section of roads of the programme;
- Study of the competitiveness of the Senegalese service road to Mali background paper, October 2001 and diagnostic report , April 2002, Bceom/YTC Engineering;
- Portfolio Review in Senegal by the World Bank on the TSP2 May 2002;
- Aide-memoire of the supervision mission of the TSP2 of the IDA, provisional version, June 2002;
- Evaluation of the financial and accounting management of the road fund in Senegal, July 1998;
- Traffic count on the Senegalese classified road network, provisional report Vol. 1 and 2, GIC, June 2002;
- Road traffic between Mali and Senegal of 1996 to 2004, Statistiques EMASE;
- Memorandum of Understanding relating to road transport between Senegal and Mali, April 02 93;
- Implementation of the pilot phase of the observatory of practices on the WAEMU inter-State road axes, WAEMU Commission;
- Programme of facilitation and harmonization of the administrative harbour transit procedures within the WAEMU Commission, June 2002;
- Draft programme of facilitation of inter-State road transport and transit within the WAEMU Commission;
- Law No. 02/057 of 16/12/92 on the creation of the national Directorate of roads, Mali;

- Transport Statistics yearbook – Results 2001 (September 2002), DNT, Mali;
- Technical Studies and CBD of periodic maintenance and/or reinforcement of the Bamako-Bougouni road Scetauroute, January 2003;
- Information brief on the road network in Mali, DNTP, December 2002;
- Decree governing the profession of haulier (October 2000), Mali
- Routine road maintenance programme, Mali, June 2003;
- Study of administrative classification of the road network, METS 2003;
- Transport statistics yearbook – Results 2001 to 2003; DTT, Mali
- Programme of simplification and harmonization of administrative procedures and of harbour transit within WAEMU; June 2002;
- WAEMU/Ghana: Road Programme 1, Appraisal report, ADF;
- ECOWAS WAEMU: Study of the legal status of the corridors and the juxtaposed checkpoints at the borders, Sandra Corteze, 2005
- Report of proposals for a harmonized system of guarantee of the Inter-State Road Transit operations (TRIE) in the ECOWAS zone, Ahmed. M.BOILIL, July 2005
- Feasibility study for the Establishment of the Road Monitoring System (SIAM) in West Africa - UNCTAD, July 2005;
- Short-term Action plan of NEPAD (PACT) updated in 2004, ADA
- Programme of road infrastructures and transport of the Member States of WAEMU (programme of Community actions and Community strategy PACTIR, WAEMU, September 2001;
- Draft instruments validated in October 2005 by the technical Ministries of WAEMU States concerning: (i) the directive on the reduction of check points on WAEMU inter-State road axes with the plan of controls on these axes; (ii) the regulation on axle load, and (iii) Decision on the creation, organization and functioning of the Technical Monitoring Committee for the removal of the non-tariff barriers.

WAEMU/MALI-SENEGAL
ROAD IMPROVEMENT AND TRANSPORT FACILITATION PROGRAMME ON THE SOUTHBOUND BAMAKO-DAKAR CORRIDOR
PROGRAMME PREPARATION SCHEDULE

Activities	Dates	Recommendations
Transport decades which identify the Bamako-Dakar road through the South as one of the trans-saharan African road stretches.	1978-1998	Search for financing for studies and works
First feasibility study in 1989	1989	Search for financing for studies and works
Update of studies financed by IDB	1999-2002	Search for financing for studies and works
Joint request for financing submitted to ADB by the two countries	2002	Prepare inclusion in pipeline and missions
Formulation of WAEMU Community programme of action for Kati-Saraya	2000-2002	ADB
Formulation of WAEMU Community programme of action for infrastructures and transport which features the completion of this highway as the top priority.	2001	WAEMU
Preparation mission sent by ADB to the two countries	2002	Complete studies and examine transport facilitation aspects
Approval of loan of USD 20 million by IDB for partial financing of prog. Cost.	2003	IDB recommends mobilization of cofinanciers
Conduct of supplementary studies, financed by ADF	2004	Complete studies before March 2005
Programme preparation mission as part of wider corridor approach as recommended by NEPAD	June 2005	The countries must take the necessary steps notably, validate the EIES and transmit it to ADF as soon as possible and search for cofinanciers.
Coordination of prep. Report internally	July and August 2005	ADF
Approval of subvention and commencement of works on one of the road stretches financed by the European Union in Mali	July 2005	
Publication of environmental summary and distribution of the Board	Aug. 2005	ADF
ADF programme appraisal mission	From 18 to 30/09/2005	Prepare appraisal report and carry out internal review process
Internal working group	12/10/2005	Make corrections for the IWG
Internal working group	20/10/2005	Make corrections for the Committee
Meeting of Senior management Committee	26/10/2005	Make corrections and send for translation
Meeting in Tunis at report of the two countries and WAEMU donors that have expressed interest in the programme	31/10/2005	WAEMU/ Senegal/ Mali/ donors
Negotiation of programme	From 01 to 02/11/2005	ADF/WAEMU/MALI/ SENEGAL
Translation and distribution	04/11/2005	OCIN
Presentation of programme to the Board of the Bank	14/12/2005	ADF

Annex

MULTINATIONAL: WAEMU/MALI/SENEGAL
Road Improvement and Transport Facilitation on the Southbound Bamako-Dakar Corridor
Programme Logical Framework

Start-up date February 2006
 Completion date December 2009
 Design team Messrs: M. MBODJ, B. TRAORE, L. JOOTTUN (OCIN) and Mrs. L. MAIGA (PSDU)

HIERARCHY OF OBJECTIVES	EXPECTED OUTCOMES by sector and corresponding themes	SCOPE	PERFORMANCE INDICATORS Source and method	TARGET INDICATORS AND TIME-FRAME	ASSUMPTIONS/ RISKS
<u>SECTOR GOAL</u> 1.1. Contribute to strengthening economic integration and sub-regional cooperation among member countries of WAEMU and ECOWAS and opening up hinterland countries	1.1. Intra-community and external trade has grown	1.1. ECOWAS (WAEMU) community area	1.1. Level of intra-community trade and hinterland countries' foreign trade <u>Source:</u> ECOWAS (WAEMU) statistics <u>Methods:</u> Statistics drawn up by member countries	1.1. Intra-community trade level increase from 10% in 2005 to 30% in 2015 1.2. Level of external trade increased by 10% by 2015. <u>Source:</u> ECOWAS (WAEMU) statistics <u>Methods:</u> Statistics drawn up by member countries	1.1. Resolution of conflicts in West Africa 1.2. States pursue policy of integration
<u>PROJECT OBJECTIVES</u> 1. Remove the constraints on movement in order to reduce general transport costs and promote economic exchange between the two countries. 2. Improve the sustainability of investments by controlling axle loads.	1. Check points are reduced to two per country and the time spent on border crossing formalities is reduced by half 2. Axle load limits and technical road norms are harmonized and applied.	The two countries (Mali and Senegal)	1. Time spent on goods removal at the port, crossing the territories and customs formalities at the border of the two countries 2. Instruments governing axle load and instituting control of the said loads <u>Sources:</u> MET in Mali and MIETTTMI in Senegal, Customs DG in both countries, DPA, WAEMU and corridor management committee <u>Methods:</u> Statistics provided, surveys on the corridor	1. (i) by 2010: Goods removal time at Dakar port drops from 7 days in 2005 to 2 days, the Senegalese territory crossing time reduced from 3 days in 2005 to 1 day and border crossing time between the two countries reduced from 1 day in 2005 to 2 hours. 2. Orders governing axle load issued in Mali in 2004 and in Senegal in 2006; axle load scale installed on the corridor in 2008 and overload gradually limited. <u>Sources:</u> MET in Mali and MIETTTMI in Senegal, DG of Customs in both countries, DPA, corridor management committee, local councils and authorities <u>Methods:</u> Statistics drawn up, surveys on the corridor	1. Second generation Road Fund fully operational in Mali and set up in Senegal. 2. The instruments governing transit traffic and axle load control on the corridor enforced
<u>ACTIVITIES AND INPUTS</u> 1. Transport facilitation and transit measures and actions (UA 11.96 million) 2. Programme management (UA 1.35 million)	1. Free movement of goods and people and access to the sea for hinterland countries facilitated; an efficient monitoring system of transit traffic is put in place in the corridor 2. Project implementation facilitated. Effective coordination.	Area covered by Bamako-Dakar South corridor	. 1. Number of juxtaposed control posts built, facilities put in place 2. Number of persons sensitized to the exploitation and utilization of the corridor, number of participants at seminars and corridor management case study trips. Number of socio-economic surveys on the corridor; quantity of equipment provided to the AATR and DNR for monitoring the programme, number of audit reports produced; number of coordinators, project officers and JTC members <u>Sources:</u> DTAC/WAEMU, AATR/MIETTTMI, DNR/MET <u>Methods:</u> monthly reports and periodic reports,	1. One equipped juxtaposed check point built at the border between the two countries including 1 scanner, radio equipment installed in the corridor; 50 workers trained; 1000 users sensitized concerning the corridor; 2. 8 corridor monitoring and evaluation surveys; 4 audit reports produced; 2 project officers appointed; 1 coordinator recruited at WAEMU; 11-member JTC set up to monitor the programme. <u>Sources:</u> DTAC/WAEMU, AATR/MIETTTMI, DNR/MET <u>Methods:</u> monthly reports and periodic reports, surveys.	

			surveys.		
--	--	--	----------	--	--

Financing Source by Category of ADF Grant-financed Component

Categories	ADF GRANT			PRIVATE			WAEMU			EU			GOVT			Total		
	FE	LC	Total	FE	LC	Total	FE	LC	Total	FE	LC	Total	FE	LC	Total	FE	LCML	Total
A – Goods																		
- Radio Communication Equipment		1.32	0.13	1.45		0.13	0.13		0.08	0.08						1.32	0.33	1.66
- Scanners										2.75	0.69	3.44				2.75	0.69	3.44
- Axle Load Scales		0.89	0.17	1.06					0.06	0.06						0.89	0.22	1.11
B – Works																		
- Road Works																		
- Earth Road Works																		
- Construction of Bridges																		
- Construction of Equipped Juxtaposed Checkpoints		2.04	0.38	2.42					0.13	0.13	0.17	0.04	0.21			2.21	0.55	2.76
- Rehabilitation of Social Infrastructure																		
- Boreholes																		
- Mitigation of Environmental Impact (cattle distressing)																		
C – Consultancy Services																		
- Project Coordinator & Project Officer									0.15	0.15			0.09	0.09			0.24	0.24
- Control and Supervision of Works		0.27	0.04	0.31					0.02	0.02						0.27	0.06	0.32
- Studies on Earth Roads & Boreholes																		
- Studies on Radio Communication & Checkpoints		0.25	0.06	0.31					0.01	0.01						0.25	0.06	0.32
- Surveys, Monitoring & Evaluation		0.31	0.08	0.38												0.31	0.08	0.38
- Training		0.10	0.03	0.13												0.10	0.03	0.13
- Sensitization																		
- Financial & Accounting Audit		0.12	0.03	0.15												0.12	0.03	0.15
D – Miscellaneous																		
- Operation									0.18	0.18			0.05	0.05			0.23	0.23
- Seminar/Study Trip/Sensitization		0.34	0.08	0.42												0.34	0.08	0.42
Base Cost	5.64	0.99	6.63	0.13	0.13		0.62	0.62	2.92	0.73	3.65	0.14	0.14	8.56	2.61	11.17		
Physical Contingencies	0.56	0.10	0.66	0.01	0.01		0.06	0.06	0.29	0.07	0.37	0.01	0.01	0.86	0.26	1.12		
Price Escalation	0.51	0.08	0.60	0.01	0.01		0.06	0.06	0.27	0.07	0.33	0.01	0.01	0.78	0.23	1.02		
Total	6.72	1.18	7.90	0.15	0.15		0.74	0.74	3.48	0.87	4.35	0.17	0.17	10.20	3.10	13.31		