



PAGE 4: B.1) YOUR CASE STORY: TITLE AND DESCRIPTION

Q1: TITLE OF CASE STORY

The case of trade cost reduction experience in the Central African Republic is entitled " facilitation of transit and transport. "This is a set of activities to facilitate the free circulation and promote trade along the corridor Bangui (Central African Republic) -Douala Cameroon).

Q2: CASE STORY ABSTRACT

The proposed transit facilitation and transport is a project supported by the World Bank and the Union European throughout the CEMAC zone. The case presented here is that concerning the axis between Cameroon and the Central African Republic.

It meets a pressing need for economic operators that use this axis.

The Central African Republic is a landlocked country. Thus, the bulk of its imports and exports pass through the port of Douala in Cameroon. But, transit and transport towards the Central African Republic remain complex and costly because of numerous tariff and non tariff, despite the initiatives that have been taken to simplify formalities. The fundamental objective of project is to remove obstacles to the movement of goods in the context of reducing the costs of trade, through actions facilitation of customs procedures.

Q3: LONG DESCRIPTION OF THE CASE STORY

As part of the project facilitation and transit transport CEMAC was expected a World Bank and the European Union on the activities selected by the Directorate General of Customs and Indirect Taxes (DGDDI). This support was for the following activities:

- 1- construction of a shed and Gamboula clearance area;
- 2- Construction work for the recipe for the recipe Béloko;
- 3- Supplies and Equipment DGDDI (Equipment IT tools 4X4 pick-up vehicles, motorcycles, Thuraya Solar panels and VSAT stations for revenue and Béloko Berberati)
4. Capacity building;
- 5- multipoint Interconnection Customs (voice / data).

However, it is noted that in all the activities mentioned above relating to support for reform Customs provided on the World Bank financing (H314 and C522) and the European Union, there has been a net progress in the execution of works and monitoring records.

Indeed, the first four activities are fully executed.

As part of the third additional financing, the following activities were selected by the DGDDI.

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- 2- Construction work for the recipe for the recipe Béloko;
- 3- Supplies and Equipment DGDDI (Equipment IT tools 4X4 pick-up vehicles, motorcycles, Thurava Solar panels and VSAT stations for revenue and Béloko Berberati)

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1- PLATFORM OF CUSTOMS BELOKO

The ToR for the development of the Final Design and Bidding Documents relating to the development Offer infrastructure of Béloko platform had been finalized and submitted to the EU for the recruitment of consultant. Work files are provided for 2 lots respectively dedicated to EU funding and World Bank.

2- INTERCONNECTION CUSTOMS INFORMATION SYSTEMS

Communications equipment received CEMAC (VSAT) were transported to the site for Béloko installation, in order to conduct the pilot phase (testing) to be launched in 2013 by CEMAC. Unfortunately all this equipment was looted during the 2013 events.

3- CAPACITY BUILDING OF DGDDI

The local training plan for 2013 was finalized and submitted to the Bank for the Notice of Non Objection. This activity is held as part of urgent measures to achieve. Training plans local and outside should be updated by the end of December for transmission to the Bank World.

4- INTERCONNEXION DES SITES DOUANIERS DE BANGUI

Un premier projet de TDR pour la revisite de l'étude existante à été transmis à la BM pour avis de non objection. Suite aux observations de la Banque, les TDR étaient finalisés en instance de soumission à la Banque pour approbation lorsqu'il a eu les évènements survenus à Bangui. Activité retenue dans le cadre des mesures urgentes à réaliser après la levée par la Banque de la mesure OP7. L'étude existante devrait être revisitée, actualiser en vue de définir l'option définitive à mettre en oeuvre.

5- STRATEGIC PLAN OF CUSTOMS

The strategic plan for the period 2015-2017 is already finalized and DGDDI requested Bank support for the recruitment of a consultant in order to establish the estimated costs. Finalized TORs will be revisited and sent to coordination in a better time for comments before submission to the Bank Notice of No Objection.

6. IMPLEMENTATION OF NEW TRANSIT CEMAC

The popularization of the new transit regime with CEMAC Customs personnel and other administrations involved in the implementation of the transit system was launched. The frames of the Customs trained on the new transit should conduct outreach. This activity is reflected in the action plan of Customs on the additional funding is 3rd part of the urgent measures adopted for the recovery of the DGDDI activities. The objective for the implementation of this activity is the mastery of new transit regime by all officers and executives Customs before the official launch of this scheme. It should be noted that with the political and military events that occurred in the Central African Republic in 2013, all acquired revenue Béloko and Berberati (computer equipment, server, router, switch, dry batteries, basic data on goods in transit) were looted.

Q4: Please add here web links to project/programme materials.

Respondent skipped this question

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Q5: YOUR CONTACT DETAILS	
Name:	MOLOGODO Edmond et FIOBOY Guy
Ministry/Institution/Organization:	Commerce et Finances
Country:	Central African Republic
Email Address:	edmondmologodo@hotmail.com; ggfioboy@yahoo.fr
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Q6: FUNCTION	Public sector
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Q7: FUNDING PARTNER Tick the appropriate box(es)	Multilateral organization
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Q8: Additional information	
The project was in the development stage when the milltaropolitique crisis began in 2013.	
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Q9: START DATE OF PROJECT/PROGRAMME	2014
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Q10: STATUS OF PROJECT/PROGRAMME	Fully implemented
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Q11: DURATION OR, IF ON-GOING, EXPECTED DURATION OF PROJECT/PROGRAMME	<i>Respondent skipped this question</i>
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Q12: COST OF PROJECT/PROGRAMME	Between US\$1 million and US\$5 million
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Q13: Additional information	<i>Respondent skipped this question</i>
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Q14: TYPE OF FUNDING FOR PROJECT/PROGRAMME	Loan

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Q15: PROJECT/PROGRAMME TYPE	Regional
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Q16: SINGLE COUNTRY/CUSTOMS TERRITORY	<i>Respondent skipped this question</i>
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Q17: REGION(If the region does not appear in the drop down menu, please enter manually.)

Other (please specify) CEMAC

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Q18: MULTI-COUNTRY(Enter all countries or customs territories)

Cameroon, Chad and Central African Republic

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Q19: CASE STORY FOCUSTick the appropriate box(es)

Customs reform

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Q20: HOW SUCCESSFUL WAS THE PROJECT/PROGRAMME Tick the appropriate box(es)

On-going project

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Q21: WHAT WERE THE OUTPUTS OF THE PROJECT/PROGRAMME Tick the appropriate box(es)

Officials trained, New customs procedures,

New border equipment (e.g. scanner),

New border infrastructure (e.g. customs offices, storage, etc.)

Q22: Additional information(maximum 300 words)

Respondent skipped this question

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Q23: WHAT WERE THE OUTCOMES OF YOUR PROJECT/PROGRAMME Tick the appropriate box(es)	Reduction in road haulier waiting times, Reduction in customs clearance time, Reduction in other border agency clearance time , Reduction in cost of customs clearance , Reduction in cost of other border agency clearance , Increase in road haulage volumes
Q24: Additional information(maximum 300 words)	<i>Respondent skipped this question</i>

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Q25: WHAT WERE THE IMPACTS OF THE PROJECT/PROGRAMME Tick the appropriate box(es)	Increase in domestic investment, Increase in foreign investment, Export market diversification, Import market diversification, Increase in consumer welfare, Increase in per capita income
Q26: Additional information(maximum 300 words)	<i>Respondent skipped this question</i>

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Q27: LESSONS LEARNT Tick the appropriate box(es)

Importance of good project design,
Importance of alignment with national priorities ,
Importance of alignment between different development partners in programming
,
Importance of engagement by private sector ,
Importance of agreeing clear project implementation responsibilities
,
Importance of agreeing clear project monitoring and evaluation process and procedures
,
Importance of agreed accountability frameworks ,
Importance of attention to long-term sustainability
,
Importance of political will and commitment by project partner

Q28: Additional information(maximum 300 words)

Respondent skipped this question

Q29: PROJECT OR PROGRAMME MONITORING AND EVALUATION FRAMEWORK Tick the appropriate box(es)

M&E framework used, Ex post evaluation