European Investment Bank

Luxembourg,19 November 2025

Environmental and Social Data Sheet

Overview

Project Name:	CONSTRUCTION OF YAOUNDE BYPASS - SECTION T3
Project Number:	2015-0458
Country:	Cameroon
Project Description:	The project consists of the construction of Section T3 of the Yaoundé bypass, a 26.7 km dual carriageway with 3 interchanges, connecting the RN1 at Nkozoa to the Yaounde–Douala Highway at Minkoameyos. The project aims to serve both as Yaoundé's north-western bypass and as a key segment of Global Gateway Strategic Corridor 5, linking Libreville (Gabon), Kribi/Douala (Cameroon), and N'Djamena (Chad).

E&S Risk Categorisation:	High risk
Project included in Carbon Footprint Exercise[1]:	Yes

Environmental and Social Assessment

The Project consists of the construction of Section T3 of the Yaoundé bypass, a 26.7 km dual carriageway with 3 interchanges on a new alignment, connecting the RN1 at Nkozoa to the Yaounde–Douala Highway at Minkoameyos (the "Project"). The Project aims to serve both as Yaoundé's north-western bypass and as a key segment of Global Gateway Strategic Corridor 5, linking Libreville (Gabon), Kribi/Douala (Cameroon), and N'Djamena (Chad).

For implementation purposes, the project will be procured and executed in two lots (the numbering begins at 8 as these lots were designated during the preliminary design phase of the full ring, starting from section T1):

- Lot 8: Construction of 13.10 km of the main carriageway of the Yaoundé Bypass, from the Nkozoa interchange on National Road N1 (PK 66+900) to PK 80+000. This lot includes two interchanges (Nkozoa and Nkong) connecting to the existing road network.

[1] Only projects that meet the scope of the Carbon Footprint Exercise, as defined in the EIB Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: 20 000 tonnes CO2e/year absolute (gross) or 20 000 tonnes CO2e/year relative (net) – both increases and savings.

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- Lot 9: Construction of 13.64 km of the main carriageway of the Yaoundé Bypass, from PK 80+000 to the junction with the former N3 road at the Minkoameyos interchange. This lot also includes the development of the Minkoameyos interchange and the missing link to the Douala–Yaoundé motorway.

Both lots will include the construction of overpasses or underpasses to preserve connectivity with the existing network, as well as connections to local and service roads. Pedestrian bridges will also be built (two on Lot 8 and one on Lot 9) to enhance mobility and safety for non-motorised users. All pedestrian bridges will be equipped with ramps to ensure accessibility for persons with reduced mobility and bicycles.

The Project will require material from quarries and borrow pits which will be opened specifically for the project as well as deposit sites and construction bases de vie. These are considered therefore associated facilities.

The EIB will finance the construction of Lot 8 and other financial partners, including the African Development Bank (AfDB) and Banque de Developpement des Etats de L'Afrique Centrale (BDEAC), will finance the construction of Lot 9 of Section T3. All project components will be built and operated by the Project Promoter, the Ministry of Housing and Urban Development (Ministère de l'Habitat et du Développement urbain or MINHDU).

The Project will have potentially significant environmental, climate and/or social impacts and risks and requires the preparation of an Environmental and Social Impact Assessment (ESIA) report as required by Law No. 96/12 of August 5, 1996, establishing the Framework Law on Environmental Management in Cameroon and its implementing regulations, and in alignment with EIB's policy and standards. In addition, the Project requires the preparation of a Resettlement Action Plan including livelihood restoration measures and the preparation of a Biodiversity Management Plan to address specific biodiversity and involuntary displacement impacts. The Project is therefore categorised as High Risk as per EIB Group Environmental and Social Policy (2022) which uses the EU legal framework as a benchmark.

A preliminary design was completed in 2020 and an Environmental and Social Impact Assessment (ESIA) and Resettlement Action Plan (RAP) were prepared in 2021, under EU funding and taking into consideration the core principles and essential procedural elements in EU Directives, World Bank Safeguards Policies and African Development Bank Gender Guidance. The Project obtained an Environmental Compliance Certificate by the Ministry of Environment, Nature Protection, and Sustainable Development in September 2021. In addition, a Public Utility Declaration Order was obtained in April 2021 (renewed until July 2026). These studies are currently being updated to account for ongoing topographic, utility and geotechnical surveys, and to meet the environmental and social (E&S) standards of the EIB and those of the African Development Bank (AfDB). The adjustments in the final alignment of the road do not entail significant changes to the Project land acquisition requirements.

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Two ESIAs and its associates Environmental and Social Management Plan (ESMP), two RAPs, two Stakeholder Engagement Plans (SEPs), one for each Lot, as well as one Biodiversity Management Plan applicable to the Project in its whole, will form part of the updated Project E&S document package. The E&S risks and impacts of each Lot will be considered in both E&S assessments, particularly in the cumulative impacts assessment, as these are operationally and materially linked to each other. The updated studies are planned to be completed by Q4 2025. Two Compliance Certificates will need to be issued by the Ministry of Environment, Nature Protection, and Sustainable Development. In addition, an Environmental and social clauses (CCES) document per Lot will be prepared, describing the clauses derived from the environmental and social management plan (ESMP) of the studies and from any specific condition stated in the Compliance Certificates that will be includedin the special technical specifications of the tender documents and works contracts.

Environmental Assessment

The potential most significant negative impacts include the habitat fragmentation, the loss of vegetation cover and the associated impacts on fauna due to the clearing and deforestation required to clear the right-of-way. While the project area is highly fragmented and threatened by human pressure (timber extraction, farming, hunting of bushmeat), birdlife is considered rich and diverse. The project's right of way crosses a Key Biodiversity Area (KBA) and an Important Bird Area (IBA) (Mbam Minkom – Kala) designated in 2001 where Near Threatened and Least Concerned avifauna species, based on the International Union for Conservation of Nature (IUCN) Red List of Threatened Species, are potentially present. The protected area is not recognised at national level. In-depth biodiversity baseline surveys are being undertaken and attention is given to the identification on site of sensitive species. The baseline surveys carried out to date have identified the presence of the Grey Parrot (*Psittacus erithacus*) categorized as endangered by the IUCN and as a protected species under the Cameroonian wildlife legislation (Classe A). In addition protected flora species such as *Pterygota macrocarpa*, *Triplochiton scleroxylon*, *Entanfrophragma cylindricum*, all categorized as vulnerable by the IUCN, have been observed during the surveys to date. A Biodiversity Management Plan detailing the mitigation strategy needs to be applied to meet the biodiversity commitments of the project arising from the results of the impact assessment in the updated ESIA is being prepared. An ecosystem service assessment is also being prepared as part of the overall update of the ESIA study to determine all types of services provided and the level of benefits provided is being ascertain through stakeholder consultations.

In addition, the project activities will lead to: the potential contamination of surface and groundwater resources, with increased risks of pollution of these during both the construction works and operations. While one of the Project's positive impacts is to contribute to the reduction of road accidents and air and noise pollution in the urban area of Yaoundé, it will entail the degradation of the air quality and the generation of noise and vibrations in the Project area of influence.

During both the construction and operational phases, the impacts will need to be minimized and reduced to acceptable levels through the implementation of mitigation measures such as: ensuring that equipment is silent in order to remedy any identified noise nuisance; installing or positioning noisy equipment as far away as possible from receptors; specifying on-site ecological requirements before work begins, delineate the areas to be cleared before work begins; minimising any clearing operations near watercourses; revegetate or replant the sites with native herbaceous species or trees/shrubs as soon as the work is completed; having equipment meet applicable industry requirements and regularly maintained; designing of the storage areas for hydrocarbons and other chemicals on site for any failure tobe contained; refuelling of equipment and vehicles in designated areas on hard surfaces to prevent any spilled substances from seeping into the ground, etc. In addition, a series of management plans

prepared by both the Contractor and the Promoter will need to be developed prior to the start of the works including, among others: air quality management plan, noise and vibration management plan, waste management plan, wastewater and stormwater management plan, hazardous materials management plan, emergency preparedness and response procedure. Any design changes proposed by the Contractor during implementation will be assessed through the change management procedure to be established by the Promoter.

Climate Assessment

Climate change mitigation:

The project has a neutral impact on CO2 emissions.

The project is also expected to decrease emissions of particulate matter (PM) by 77 tonnes.

Climate change adaptation:

The project will be aligned with the climate resilience goal as the climate residual risk of the project has been assessed as low after implementation of the findings of the Climate Change Risk Vulnerability Assessment (CCRVA) into the final design.

Paris Alignment of projects:

The project was assessed by the Bank's Services for Paris Alignment in accordance with the policies set out in the Climate Bank Roadmap ("CBR"). The project is considered being aligned with the low carbon goal as it consists of a capacity expansion of an existing road infrastructure meeting the EIB eligibility criteria for Transport, including passing the Adapted Economic Test introduced under the CBR.

The climate residual risk of the project is assessed as low, and the project is therefore considered to be aligned with the resilience goal.

EIB Carbon Footprint Exercise

Estimated annual emissions related to the project:

- 62 ktonnes of CO2 equivalent per year for absolute emissions.
- 0 ktonnes of CO2 equivalent per year for relative emissions.

The project is included in the Carbon Footprint exercise on the following basis:

- Estimated annual emissions of project in a standard year of operation:
    - Forecast absolute (gross) emissions are 62 thousand tonnes of CO2 equivalent per year;
    - The project has a neutral impact on CO2 emissions.
- The project boundaries are defined by the new road section (Section T5 of the Yaoundé bypass) and the existing national roads (N3, N1 and N10), which currently constitute the only corridors available to cross Yaoundé.

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The baseline is the forecast third party emission, in the absence of the project, from the existing network, only within the boundary defined above. The forecasts reflect the Services' assumptions on traffic, traffic growth, speed/flow, infrastructure capacity and fuel consumption.

For the annual accounting purposes of the EIB Carbon Footprint, the project emissions will be prorated according to the EIB lending amount signed in that year, as a proportion of project cost.

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Social Assessment

The Project will facilitate regional transport by bypassing the congestion in Yaoundé, therefore contributing to the reduction of road accidents and air and noise pollution in the urban area of Yaoundé. The Project will also allow reduced road congestion in the urban area of Yaoundé through more efficient urban and sub-urban mobility. Furthermore, the Project's construction and operation phases are expected to create significant employment opportunities.

The Project's main negative social risks and impacts relate to involuntary resettlement impacts, impacts on cultural heritage, community health, safety and security risks as well as labour and working conditions, as described below.

- **Involuntary resettlement:** the construction and operation of the Project will result in temporary and permanent impacts on land, structures, crops, trees, which will lead to physical and economic displacement. To address these impacts, two Resettlement Action Plans (RAPs) (one for each Lot) including each a Livelihood Restoration Plan are being prepared and will be implemented. More specifically, it is expected that: the road will run through 15 villages (with a total population of about 18 000 inhabitants) and will impact approximately 1 500 PAPs. The final route of the road under assessment shall be designed to avoid as far as possible, or, where unavoidable, minimize involuntary resettlement. Mitigation measures for addressing these impacts were identified in the 2021 RAP and are being currently being updated based on the final routing. They will need to be implemented in line with the modalities captured in the updated RAPs.

    - **Cultural Heritage:** Several sacred sites have been identified in the Project area of influence however the impact on these sites due to the project activities is still being assessed through consultations with the stakeholders. In addition, there are several tombs that will be impacted, for which compensation modalities (including exhumations/reburials process and rituals/ceremonies) will need to be agreed with project-affected persons.

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- **Community Health, Safety and Security**: the Project has anticipated health and safety risks and impacts on surrounding communities, including linked to the risks of accidents, the expected influx of job seekers, the spread of contagious diseases and the increase of respiratory and waterborne diseases. Several related management plans will be required as part of the main contractor's integrated management plans including a Community Health, Safety and Security Plan, a Trafic Management Plan road safety measures and an Influx Management Plan that will need to contain measures to prevent the spread of Sexually Transmitted Diseases.

- **Labour and Working Conditions**: the road construction activities will require a wide range of personnel for non-qualified positions and qualified positions including administrative, financial, and technical personnel (vehicle drivers, machine operators, mechanics, masons, technicians, civil engineers, social specialists, environment specialists, gender specialists, etc.). The majority of the workforce is expected to be hired locally. In accordance with national law on labour standards and obligations deriving from International Labour Organisation (ILO) conventions ratified by Cameroun, the works contracts will comply with ILO core labour standards. A human resources policy and procedure, a workforce management procedure including a code of conduct, a recruitment plan and a plan for managing subcontractors/project service providers will need to be produced. Particular attention will be paid to ensure that all workers, direct and indirect, are aware of and have access to a worker grievance mechanism. Contractors will also need to ensure occupational health & safety as part of their works contracts and integrate H&S management plans as part of the Construction Environmental and Social Management System (ESMS).

Public Consultation and Stakeholder Engagement

Public hearings were held in January 2018 and in March 2018 during the preparation phase of the previous ESIA process. During the current ESIA process, tailored community consultations have been undertaken and will continue throughout the resettlement planning process. Public consultations have been carried out in August 2025 and indicated a general positive acceptance of the Project and eagerness for it to start. The stakeholders have also raised preoccupations, mostly linked to the routing of the road, the compensation process, impacts such as those associated to pollution and use of resources, and suggestions on communication, employment opportunities and social projects which will feed in the studies being undertaken.

A Stakeholder Engagement Plan (SEP), including the stakeholder engagement process being followed and to be followed throughout the ESIA preparation phase and the rest of the Project life-cycle to ensure the continuous and effective engagement of affected and interested parties, in particular surrounding communities, as well as a grievance mechanism, is being developed.

Other Environmental and Social Aspects

A dedicated Project Implementation Unit (PIU) will be established in the Promoter's organisation. The PIU will receive assistance by consultants with experience applying national requirements as well as international standards, including, among other, support in relation with the environmental and social aspects of the Project implementation. In addition, there will be a Construction Supervision Consultant team (CSC) that will need to have qualified national and international E&S standards experience.

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An Environmental and Social Management System (ESMS) outlining the specific procedures and the roles and responsibilities of the different actors, including of the promoter and contractors, to manage the environmental and social obligations of the Project will be further developed and implemented by the Promoter and/or the Contractors, for the construction phase and the operation phase. The ESMS will include a change management procedure covering, among others, the assessment of any new impacts associated with any design changes (such as in the existing project design, capacity, location or process technology) proposed by the Contractor.

Conclusions and Recommendations

The Project will facilitate regional transport by bypassing the congestion in Yaoundé, therefore contributing to the reduction of road accidents and air and noise pollution in the urban area of Yaoundé. The Project will allow travel time savings for users and reduced road congestion through more efficient urban and sub-urban mobility. Furthermore, the Project's construction and operation phases are expected to create significant employment opportunities.

The assessment of the Project has been based on the review of the past Project, ESIA and RAP documentation as well as the current updates to the studies available to date.

Environmental and Social Conditions

The Financial contract will include the following conditions:

1. Prior to the first disbursement:

- Submission of the updated ESIA studies per Lot in compliance with the national legislation and the Bank's standards, including its Environmental and Social Management Plan, Biodiversity Management Plan, Stakeholder Engagement Plan and grievance mechanism;
- Provision of evidence of environmental consent issued by the competent authority;
- Submission of the updated RAP studies per Lot in compliance with the national legislation and the Bank's standards, including livelihood restoration measures and grievance mechanism;
- Submission of the Environmental and social clauses (CCES) per Lot to be included in tender documents and works, supply and service contracts;
- Provision to the Bank evidence that a Project Implementation Unit (PIU) is in operation with staff for project implementation with adequate competences on national and international E&S standards;
- Before first disbursement towards a particular works contract, provision of evidence that the Contractor has mobilized staff for project implementation with adequate competences on national and international E&S standards;

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- Before first disbursement towards the Construction Supervision Consultant, provision of evidence that the Consultant team includes qualified staff with national and international E&S standards experience;
- Establishment of operational grievance mechanisms related to the environmental and social performance of the project, to all Project workers and to the involuntary resettlement process;
- Submission and implementation of a Construction Environmental and Social Management System (ESMS) including all E&S specific management plans in form and substance satisfactory to the EIB;
- Evidence that the land has been made available prior to commencement of works in the relevant road sections according to the work calendar and the approved RAP.

2. Conditions for all subsequent disbursements:

- Above-mentioned PIU and Construction Supervision Consultant in place throughout the duration of the Project;
- All required permits, authorizations and approvals from the relevant authorities are obtained, and compliance is maintained throughout the Project implementation;
- Evidence that the Project ESMS, ESMP, RAP, SEP, grievance mechanisms and BMP are being implemented to the satisfaction of the EIB;
- Regular reporting on the Project's E&S performance in alignment with the implementation and monitoring of the Project's ESMS, ESMP, RAP, SEP, grievance mechanisms and BMP;
- Facilitation of mid-term and RAP completion audits by an independent / external third-party in accordance to the RAP implementation calendar.

Based on the information available and with appropriate conditions and monitoring, the project is considered acceptable for EIB financing in environmental and social terms.