



Project Information Document (PID)

Concept Stage | Date Prepared/Updated: 29-Apr-2024 | Report No: PIDDC00342



BASIC INFORMATION

A. Basic Project Data

Project Beneficiary(ies) Burkina Faso	Operation ID P181499	Operation Name Sikasso- Korhogo-Bobo-Dioulasso (SKBo) Basin of Integration - Burkina Faso	
Region WESTERN AND CENTRAL AFRICA	Estimated Appraisal Date 14-Oct-2024	Estimated Approval Date 20-Dec-2024	Practice Area (Lead) Transport
Financing Instrument Investment Project Financing (IPF)	Borrower(s) Ministry of Economy, Finance and Prospective	Implementing Agency Ministry of Infrastructure and Accessibility	

Proposed Development Objective(s)

The Project Development Objective (PDO) is to improve multimodal connectivity to support value chains and sub-regional trade in the SKBo basin.

PROJECT FINANCING DATA (US\$, Millions)

Maximizing Finance for Development

Is this an MFD-Enabling Project (MFD-EP)?	No
Is this project Private Capital Enabling (PCE)?	No

SUMMARY

Total Operation Cost	200.00
Total Financing	200.00
of which IBRD/IDA	200.00
Financing Gap	0.00

DETAILS

World Bank Group Financing

International Development Association (IDA)	200.00
IDA Credit	200.00



Environmental and Social Risk Classification

Substantial

Concept Review Decision

The review did authorize the preparation to continue

Other Decision (as needed)

B. Introduction and Context

Country Context

1. **The Sikasso-Korhogo-Bobo Dioulasso (SKBo) cross border area, in western Burkina Faso, eastern Mali and northern Côte d'Ivoire, was defined in 2005 by the West African Economic and Monetary Union (WAEMU) to mutualize development in the agri-business, trade, infrastructure, tourism, health and education sectors.** The area spans over 160,000 square kilometers and is home to approximately 7,600,000 people¹. It benefits from a prime location at the crossroads of trade routes between Abidjan, Bamako, and Ouagadougou. Sikasso, Korhogo and Bobo Dioulasso are major secondary cities with a highly productive agricultural rural hinterland.
2. **Burkina Faso, Mali and Cote d'Ivoire ambioned to transform SKBo into a Special Economic Zone (SEZ) to take advantage of complementarities across the border areas.** A tripartite agreement was signed in 2012, reinforced by a declaration of commitment signed in May 2018. The zone was expected to attract private investment in the agribusiness industry. The Cross Border Union of Local Representatives (UTCTE-SKBO) was created on December 21, 2016, with the mission to improve the living conditions of the population by strengthening cross-border integration.
3. **With its agribusiness potential and strategic location, SKBo's agricultural heartland could serve as an integrated hub in the region and reduce food insecurity.** For example, the Hauts-Bassins region, home of Bobo-Dioulasso, used to concentrate more than 50% of the national mango production². Mangoes have a strong nutritional potential and supporting the development of this value chain in the SKBo area could both generate income for workers and address potential nutrition deficits. Since 2014, the global food and nutrition crisis has escalated in the region due to insecurity, population displacements, extreme weather events, limited food production, disrupted further by COVID-19 and Russia's invasion of Ukraine.

Sectoral and Institutional Context

4. **The growth potential of agriculture and livestock production in SKBo is hindered by inadequate transport infrastructure and services.** The region is host to subsistence and cash crop production, fruit farming and cotton cultivation. Sikasso and Bobo-Dioulasso are key cotton and livestock trading hubs. However, SKBo's strategic location is undermined by the poor condition of transport infrastructure and climate change vulnerability, causing post-harvest losses, aggravated by a lack of storage facilities, and hindering agro-industrial value chain development.
5. **The condition of the transport infrastructure in Burkina Faso is weak, and the provision of transport services remains inefficient or altogether absent in rural areas.** Only 20 percent of the classified road network of about 15,300 km is paved, and half of the non-classified road network of about 46,000 km (mostly rural roads) is impassable during the rainy season. Rural communities –80 percent of the country's population – face severe accessibility constraints due to the low coverage of good-quality roads. The Rural Access Index, or the share of the country's rural population

¹ Schéma d'aménagement Transfrontalier Intégré (SATI) de l'espace SKBo – Juillet 2017

² See e.g., CIRAD's report *Analysis of the mango value chain in Burkina Faso*, December 2017.



that lives within 2 km of an all-season road, is less than 24 percent for Burkina Faso and less than 15 percent in several peripheral provinces. In rural areas, availability of transport services depends on periodic markets³, as motorized vehicles (trucks, minibuses, rural taxis) travel to villages only on market days.

6. **SKBo is crossed by the Abidjan-Ouagadougou-Kaya railway, which is in dire need of rehabilitation of its ageing infrastructure.** The 1260 km railway has been operated since 1924, however, the reliability of the freight transport service is affected by the poor condition of the railway infrastructure, with some outdated sections predating 1954⁴, causing frequent interruptions and delays. Natural events such as extreme weather and landslides, along with ballast degradation and rail fatigue, force trains to operate below 40 km/h. Despite a surge in transit traffic to Burkina Faso, from 2.7 million tons in 2012 to 6.7 million tons in 2021⁵, the railway has not fully capitalized on this growth due to the deteriorated condition of the infrastructure. Out of the 573 km of railway running in Burkina Faso, about 112 km⁶ (including 22 bridges and hydraulic structures) require urgent rehabilitation works to preserve and climate-proof the infrastructure to enable the operation of the service to continue.
7. **The proposed interventions of the project complement existing major engagements of the African Development Bank (AfDB), the Islamic Development Bank (IsDB) and the European Union (EU).** The proposed project activities will complement the AfDB's, IsDB's and EU's regional project (covering the same tri-state area) that includes co-financing for the rehabilitation of RN07, RN08 and a section of RN11 between Orodara and Banfora⁷. A donor coordination platform is also operational to ensure complementarity of interventions in the railway engagements: a due diligence on the "Operation of the institutional, legal, technical and economic framework of the Abidjan-Ouagadougou line" was financed by the European Commission's Global Gateway Support Mechanism (GGSM) technical assistance facility and reports were made available in February 2024.

Relationship to CPF

8. **The proposed Project is consistent with the objectives of the revised Country Partnership Framework (CPF- Report N 123712) for FY18–FY23 following a Performance Learning Review (Report 166080-BF).** More specifically, considering the CPF's focus area 1, the proposed Project is perfectly aligned with objective 1.1 "Improve agriculture value chains in targeted areas" and objective 1.3 "Improve connectivity for better access to markets". It is also aligned with the World Bank's strategy for countries affected by fragility, conflict, and violence (2020–25) by remaining engaged and supporting recovery in the country.
9. **The proposed Project is also in line with the priorities of IDA's Prevention and Resilience Allocation in Burkina Faso (P173609), the World Bank's West and Central Africa Regional strategy (2021–25) and the Government Action Plan for Stabilization and Development (PA-SD).** It will support the Government's priorities on building resilience in unstable, under-pressure and prevention areas. It is also aligned with AFW strategy to promote inclusive and sustainable growth, raise employment, improve climate resilience, mitigate climate shocks, support critical infrastructure, reinforce institutions, and raise government capacity.

C. Proposed Development Objective(s)

10. The Project Development Objective (PDO) is to improve multimodal connectivity to support value chains and sub-regional trade in the SKBo basin.

³ There is a complex system of markets in rural areas, some of which are held daily, every three days, every five days or weekly

⁴ While the main tracks between Abidjan and Niédiékaha (P.K. 468+898) in Côte d'Ivoire were renewed at least once between 1954 and 2001, the rails and sleepers beyond this point (and up to the Ouagadougou terminus) all date back to before 1954. See GGSM due diligence study.

⁵ See GGSM study, Conseil burkinabé des chargeurs, Bulletin statistique 2021.

⁶ Comprised of 61 km of earthworks and platform and 51 km of tracks and ballast renewal.

⁷ The IsDB's participation in the project was approved in December 2023 for an amount of XOF 89.2 billion (*approx. USD 147.2 million*) and the AfDB's Board date is scheduled for June 2024 for an amount of XOF 66.5 billion (*approx. USD 109 million*).



Key Results (From PCN)

11. The following PDO indicator will be considered and refined during project preparation:

- Millions of people benefiting from improved access to sustainable transport infrastructure and services.
- Annual volume of selected products exported from Burkina Faso.

D. Concept Description

12. **The proposed project is being processed as a Series of Projects (SOP).** The SOP approach will allow the participation of potential additional countries in the future such as Mali and Côte d'Ivoire, and expansion to other sectors. This approach will allow for a programmatic-phased engagement according to the country's needs, program readiness and availability of resources.

13. **The proposed program's overall objective is to improve multimodal connectivity to support the development of value chains with sub-regional trade potential.** It aims to facilitate the integration of the subregion and the development of trade by improving road and rail infrastructure to meet development challenges through an integrated development approach within SKBo. As such, **the project will promote the concept of Basin of Integration and Stability.** This concept arises from the analysis of the AFW Development Corridors Strategy ASA (P180071). It aims to address the multidimensional Global Challenges of (i) climate change adaptation and mitigation (ii) food and nutrition security and (iii) fragility and conflict.

14. **More specifically, the project will finance the rehabilitation of a multimodal resilient network to provide access for both sub-regional movements and global markets.** It focuses on the entire supply chain constraints along SKBo to connect farms to markets via the RN11 and its feeder roads, thus connecting local communities maximizing local impacts and providing access to public services and new job opportunities. The rehabilitation of critical sections of the Abidjan-Ouagadougou railway will also offer a climate-resilient and low-carbon transport alternative. The project will follow the Avoid-Shift-Improve decarbonization approach, avoiding motorized travel through consolidation of cargo at markets, storage, multi-functional platforms and distribution centers; shifting travel to low-carbon transport modes like railways; and improving vehicles through the piloting of electric two and three-wheelers. The project aims to enhance the climate resilience of transport systems, logistics, agriculture value-chains, and the communities served through the adoption of climate-resilient standards and measures in infrastructure construction, upgrading and maintenance and in transport services.

15. **The project will be designed around two main and two complementary components** detailed as follows:

16. **Component 1: Support to multimodal connectivity.** This component will finance (i) the rehabilitation of the RN11 Banfora - Sidéradougou - Ouo (115 km); (ii) emergency works of the Railway Emergency Program on the Burkinabe section over 112 km of the existing Ouagadougou-Bobo-Dioulasso-Côte d'Ivoire railway including 51 km of track and ballast renewal and 22 bridges and hydraulic structures per the provisions of the longer-term Global Investment Program, which is designed to ensure the sustainability of the investments. This component will also include (i) technical assistance for the development of longer-term multi-modal strategies, (ii) implementation of the recommendations of the ongoing Sahel InfraSap (P176227) on road asset management. Disbursement Linked Indicators (DLI) could be used to ensure sustainable results from technical assistance.

17. **Component 2: Support for the development of value chains.** This component will finance the development of rural logistics services and trade facilitation measures to support selected agricultural value chains. It will include investments in (i) rural roads to unlock access to agricultural production zones, (ii) the provision of decarbonized Intermediate Means of Transport (IMTs) and agricultural logistics facilities such as markets, storage and distribution centers. The selection of activities will be informed by the ongoing study on decarbonization and climate resilience for



logistics and rural connectivity in the Sahel region, funded by the WBG's Global Facility for Decarbonization of Transport (GFDT); (iii) a set of complementary measures to support the operationalization of the SKBo SEZ and potential pilot transformation units. This component will also finance gender activities derived from a gender assessment of the selected value chains to inform specific economic empowerment interventions for women farmers, traders and agribusiness operators.

18. **Component 3: Project Management and Monitoring Support.** This component will finance the project's operating costs and monitoring and evaluation activities. It will also finance a GBV action plan to be prepared during project preparation.

19. **Component 4: Contingent Emergency Response Component (CERC).** Following an eligible crisis or emergency, the Borrower may request the World Bank to reallocate project funds to support emergency response and reconstruction activities. This component would draw from the uncommitted resources under the project from other project components to cover emergency response. Based on a World Bank approved CERC Manual, the implementation of the Contingency Action Plan will be prepared and satisfy a disbursement condition for this component.

Legal Operational Policies

	Triggered?	
	Last approved	Current
Projects on International Waterways OP 7.50	No	
Projects in Disputed Area OP 7.60	No	

Summary of Screening of Environmental and Social Risks and Impacts

20. **The proposed project activities could generate adverse environmental and social risks and impacts.** At this concept stage, the most probable environmental and social risks and impacts of proposed project are related to : safety and health risks on communities, risks of exclusion from the benefice of the project for some communities or social groups, risks of construction site accidents and traffic accidents, risk of soil and land degradation during construction, biodiversity risks associated with habitat destruction, risk of water and soil pollution by solid and liquid waste from living bases and construction sites, risk of poaching by site workers, risk of soil pollution during the operation phase, risk of poisoning of producers by using empty pesticide containers as drinking water containers, risk related to insecurity in the project area, labor and working conditions (including child and forced labor, SEA/SH, health, and safety of local communities during works, incidents and accidents during civil works both for workers and communities including road safety), risks of conflict related to involuntary resettlement operations, etc. Proportional mitigation measures will be outlined in the E&S documents. The properly implementation of these measures and in timing manner will allow to address project’s related risks and impacts.

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APPROVAL

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