



BF-Transport Sector Modernization and Corridor Trade Facilitation Project (P156892)

WESTERN AND CENTRAL AFRICA | Burkina Faso | Transport Global Practice |
IBRD/IDA | Investment Project Financing | FY 2017 | Seq No: 10 | ARCHIVED on 28-Jun-2022 | ISR51595 |

Implementing Agencies: Burkina Faso, Ministry of Economy, Finance and Development, Ministry of Transport, Urban Mobility and Road Safety, Permanent Secretariat of the Transport Sector Program, SOCIETE FINANCIERE DE GARANTIE INTERBANCAIRE DU BURKINA

Key Dates

Key Project Dates

Bank Approval Date: 12-Jan-2017

Effectiveness Date: 29-Jun-2017

Planned Mid Term Review Date: 21-Oct-2019

Actual Mid-Term Review Date: 21-Oct-2019

Original Closing Date: 30-Jun-2022

Revised Closing Date: 30-Jun-2022

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The proposed PDO is to improve the efficiency and safety of transport services on the Burkinabe section of the Ouagadougou (BurkinaFaso) - Abidjan (Ivory Coast) road transport corridor.

Has the Project Development Objective been changed since Board Approval of the Project Objective?

No

Components Table

Name

Institutional strengthening and capacity building support for public and private sector participants in the transport sector:(Cost \$2.90 M)

Development of a heavy cargo truck renewal scheme:(Cost \$11.00 M)

Support to customs modernization and trade facilitation on the Burkinabe section of the Corridor:(Cost \$3.00 M)

Road safety on the Burkinabe section of the Corridor:(Cost \$2.10 M)

Project management, monitoring, and evaluation:(Cost \$1.00 M)

Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	<input type="checkbox"/> Moderately Unsatisfactory	<input type="checkbox"/> Moderately Unsatisfactory
Overall Implementation Progress (IP)	<input type="checkbox"/> Moderately Unsatisfactory	<input type="checkbox"/> Moderately Unsatisfactory
Overall Risk Rating	<input type="checkbox"/> Substantial	<input type="checkbox"/> Substantial

Implementation Status and Key Decisions

The project was approved by the Board on January 12, 2017 and was declared effective on June 29, 2017. With less than a week left to implementation, it has a tight timeline to achieve its Development Objective. The status of the project implementation by component is presented in below.

Component 1: Institutional strengthening and capacity building support for public and private sector participants in the transport sector.

The majority of the activities planned in this component have been contracted and are being implemented. However, the validation of the legal



framework and the signature of the regulatory texts for the elaboration of the technical training repositories, which represent the key activity of this component is several months behind the initially planned deadline. The decrees and orders have been approved by the actors involved, and was signed in June 2022. As of December 2021, 353 actors have been trained, including road drivers, driving school instructors and managers of fleet companies. Moreover, the certificates of Professional Competence were also issued. Overall, 906 private actors and actors in the transport chain were trained as part of the project.

Component 2: Development of a heavy cargo truck renewal scheme. The challenge under this component for the remaining months of project implementation is to renew 150 out-of-service vehicles, take them off the road and scrap them. Although there is a guarantee of 10 million USD in place to facilitate the obtaining of bank loans by the operators at the level of SOFIGIB since June 2020 and a framework agreement between the Government of Burkina Faso and dealers and suppliers of heavy vehicles, a convention with the operator in charge of the scrapping of vehicles is still missing. Aware of the significant delay in recruiting the scrap operator, the Ministry of Transport has begun discussions with a private operator involved in vehicle scrapping. Pending the operationalization of the Doulogou scrapping site, the Ministry of Transport has identified CIM-METAL S.A. as a potential vehicle scrapping operator. The Bank has no objection to the choice of turning to an operator already established, provided that environmental and social requirements are considered as part of the agreement between CIM-METAL and the Government of Burkina Faso. The national side plans to contract with the scrap operator before the delivery of the vehicles, to ensure that substandard vehicles are permanently removed from circulation. An environmental and social audit to identify mitigation measures to be included in the contract with the scrapping operator was finalized, and the only action on the critical path is the negotiation and finalization of the agreement.

Component 3: Support to customs modernization and trade facilitation on the Burkinabe section of the Corridor. The implementation of the single transit declaration through the Customs interconnection continues to be a success and, after a pilot phase, is now being applied to all maritime transit traffic passing through Abidjan. As a result, the activity relating to the development of a communication plan that was planned for the interconnection is no longer appropriate and will be replaced by its evaluation to determine its shortcomings and propose solutions for improvement. The difficulties encountered in the supply of computer equipment and equipment relating to the interconnection of the customs systems of Côte d'Ivoire and Burkina Faso have been resolved, all the expected equipment has been provided, the installation work and the configuration of the equipment are completed, and provisional acceptance was pronounced. The SP/PST and Customs will follow up appropriately for the final compliant receipt of facilities and equipment. The Authorized Economic Operators (AEO) program is currently being implemented, but has been slowed down and delayed by the COVID-19 pandemic. The first four deliverables have been produced by the consultant and validated by the Administration. Customs presented a plan for AEO implementation ending in 2025, with priority given to the trade facilitation component, followed by the security and safety components. Only the first phase of this deployment will be completed before the end of the project, and it is this phase that is the subject of the current assistance contract.

Component 4: Road safety on the Burkinabe section of the Corridor. Many trainings and sensitization campaigns have been undertaken; the equipment for road accident monitoring has been purchased and most of it installed and operational. As part of the capacity building of ONASER agents, the World Bank, through the GRSF funds, financed a training of about fifteen executives on road safety audits as well as on the safe system approach. This training started on October 20 and ended in January 2021, with an extension of two months of the closing date initially planned. A road safety audit of the Burkinabe section of the corridor was carried out in April 2020 and the report was finalized in 2022. The results of this audit will be used to identify priority actions that can have rapid results in reducing accidents on the corridor. The acquisition of road and traffic control equipment (latest generation radars and mobile axle weighs) and a vehicle have been made and the technical and provisional approvals pronounced.

Risks

Systematic Operations Risk-rating Tool

Risk Category	Rating at Approval	Previous Rating	Current Rating
Political and Governance	High	Moderate	Substantial
Macroeconomic	High	Substantial	Substantial
Sector Strategies and Policies	Moderate	Moderate	Moderate
Technical Design of Project or Program	Substantial	Substantial	Substantial
Institutional Capacity for Implementation and Sustainability	Substantial	Substantial	Substantial
Fiduciary	Substantial	Substantial	Substantial
Environment and Social	Moderate	Substantial	Moderate



Stakeholders	High	High	High
Other	--	--	--
Overall	High	Substantial	Substantial

Results

PDO Indicators by Objectives / Outcomes

Improve efficiency of transport services on Burkinabé section of Ouaga-Abj road transport corridor				
▶ Average cost of transporting a 40 foot container by road from Ouagadougou to Abidjan (US\$) (Amount(USD), Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	3,800.00	3,200.00	3,200.00	3,350.00
Date	31-Dec-2016	20-Dec-2021	24-Jun-2022	31-Dec-2021
▶ Average transit time to Ouagadougou after exiting border post (Niangolo) with CI (Hours) (Hours, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	72.00	48.00	48.00	50.00
Date	31-Dec-2016	20-Dec-2021	24-Jun-2022	31-Dec-2021
Comments:	Actual value for 2019 is based on observed data since February 2019.			
▶ Direct project beneficiaries(Number) (Core) (Number (Thousand), Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	4,030.00	4,030.00	4,170.00
Date	31-Dec-2016	20-Dec-2021	24-Jun-2022	31-Dec-2021
▶ Female beneficiaries (Percentage) sub Type: Supplemental (Core) (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	50.15	50.15	50.14
Date	31-Dec-2016	20-Dec-2021	24-Jun-2022	31-Dec-2021
▶ CO2 emissions reduction per annum by scrapping 150 trucks and replacing them with an equivalent number of new trucks (tCO2) (Tons/year, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target



Value	0.00	0.00	0.00	8,000.00
Date	31-Dec-2016	20-Dec-2021	24-Jun-2022	31-Dec-2021

Improve safety of transport services on Burkinabé section of Ouaga-Abj road transport corridor

► Number of fatalities on the Burkinabe portion of the Corridor(Number) (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	80.00	51.00	51.00	50.00
Date	30-Dec-2016	20-Dec-2021	24-Jun-2022	31-Dec-2021

Intermediate Results Indicators by Components

Support to customs modernization and trade facilitation on the Burkinabe section of the Corridor

► Border Crossing time at Niangologo (CI/BF border) (Hours, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	10.00	3.00	3.00	3.00
Date	06-Dec-2016	20-Dec-2021	24-Jun-2022	31-Dec-2021

► Electronic transmission of transit document collected by Burkinabé customs is provided in real-time to CI Customs(Yes/No) (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	Yes	Yes	Yes
Date	06-Dec-2016	20-Dec-2021	24-Jun-2022	31-Dec-2021

► Customs clearance time at destination (Ouagadougou) (Hours, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	10.00	7.00	7.00	6.00
Date	06-Dec-2016	20-Dec-2021	24-Jun-2022	31-Dec-2021

► Identified operators to be certified as AEO in place (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes



Date	31-Dec-2016	20-Dec-2021	24-Jun-2022	31-Dec-2021
► Partnerships with CSOs/CBOs established to provide feedback on progress in addressing illegal practices on the Burkinabe section of the Corridor (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	31-Dec-2016	20-Dec-2021	24-Jun-2022	31-Dec-2021

Institutional strengthening and capacity building support for public and private sector participants in the transport sector				
► Instructors trained in accordance with new standards (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	49.00	202.00	90.00
Date	31-Dec-2016	20-Dec-2021	24-Jun-2022	31-Dec-2021
► Percentage of heavy vehicles fleet managers trained in accordance with new standards of training (Percent) (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	63.00	63.00	50.00
Date	31-Dec-2016	20-Dec-2021	24-Jun-2022	31-Dec-2021

Development of a heavy cargo truck renewal scheme				
► Number of new long haul trucks put in service (Number) (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	150.00
Date	31-Dec-2016	20-Dec-2021	24-Jun-2022	31-Dec-2021

Performance-Based Conditions

Data on Financial Performance

Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
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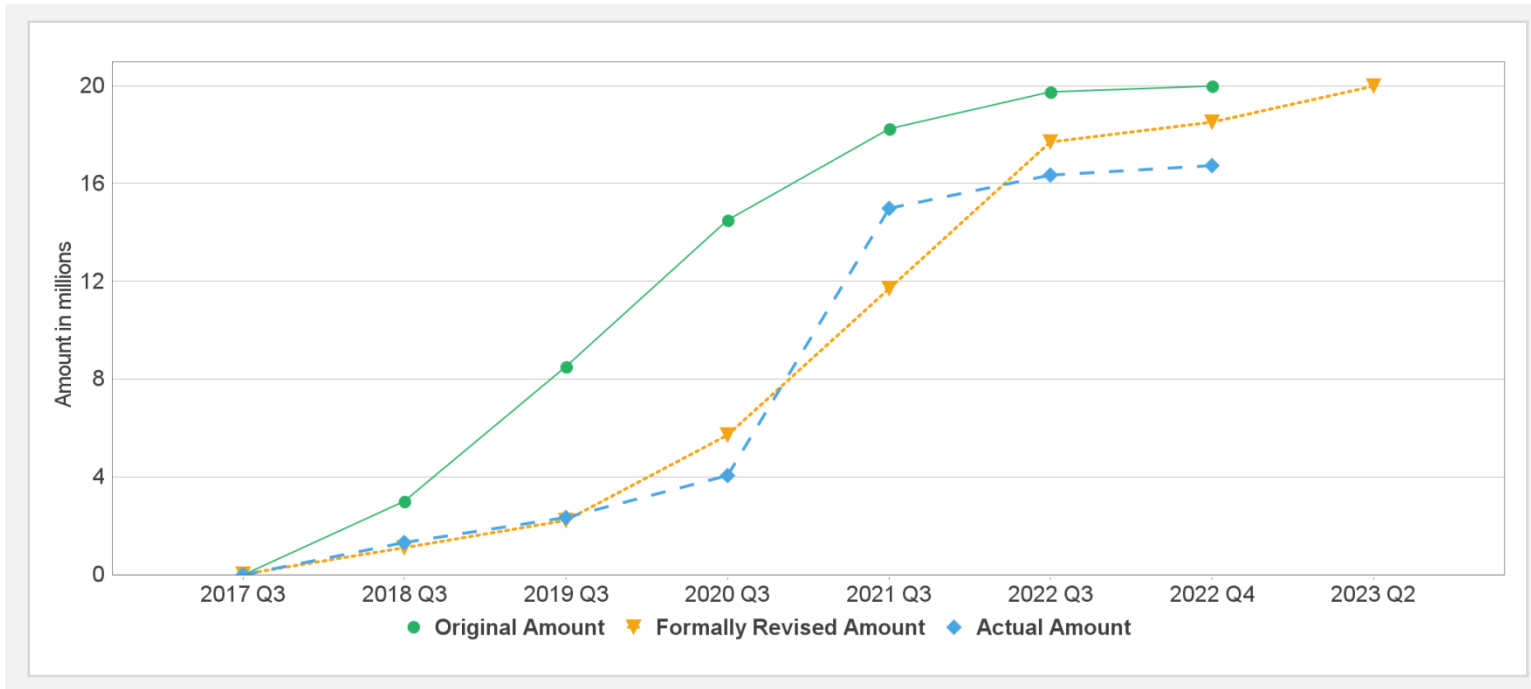


P156892	IDA-59410	Effective	USD	20.00	20.00	0.00	16.73	3.71	<div style="width: 82%; height: 15px; background-color: #4CAF50;"></div>	82%
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Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P156892	IDA-59410	Effective	12-Jan-2017	03-Mar-2017	29-Jun-2017	30-Jun-2022	30-Jun-2022

Cumulative Disbursements



Restructuring History

Level 2 Approved on 30-Mar-2020

Related Project(s)

There are no related projects.