

**COMBINED PROJECT INFORMATION DOCUMENTS / INTEGRATED
SAFEGUARDS DATA SHEET (PID/ISDS)
APPRAISAL STAGE**

Report No.: PIDISDSA18073

Date Prepared/Updated: 02-May-2016

I. BASIC INFORMATION

A. Basic Project Data

Country:	Cote d'Ivoire	Project ID:	P156900
		Parent Project ID (if any):	
Project Name:	Transport Sector Modernization and Corridor Trade Facilitation Project (P156900)		
Region:	AFRICA		
Estimated Appraisal Date:	11-May-2016	Estimated Board Date:	28-Jun-2016
Practice Area (Lead):	Transport & ICT	Lending Instrument:	Investment Project Financing
Sector(s):	General transportation sector (50%), Public administration- Transportation (40%), Other domestic and international trade (10%)		
Theme(s):	Regional integration (50%), Export development and competitiveness (25%), Regulation and competition policy (25%)		
Borrower(s):	Ministry of transports		
Implementing Agency:	Direction Générale des Transports Terrestres et de la Circulation		
Financing (in USD Million)			
	Financing Source	Amount	
	BORROWER/RECIPIENT	15.00	
	International Development Association (IDA)	30.00	
	Total Project Cost	45.00	
Environmental Category:	B - Partial Assessment		
Appraisal Review Decision (from Decision Note):	The review did authorize the team to appraise and negotiate		
Other Decision:			
Is this a Repeater	No		

project?	
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B. Introduction and Context

Country Context

Cote d'Ivoire, with a GDP (current US\$) of about US\$35 billion and a population of 23.3 million in 2015, is the third largest economy and most populous country in West Africa. As a direct result of the intermittent political crisis from 1999-2011, the Ivoirian economy grew by only 2 percent a year in nominal terms, which was among the lowest average annual growth rates for the whole of Sub Saharan Africa (SSA), and well below the population growth rate of about 3 percent per year. Cote d'Ivoire's recovery since 2011 has been robust and broad based, with the economy growing at an average rate of about 9 percent from 2012 to 2015. Real per capita GDP increased cumulatively by more than 20 percent over the same period. All the main sectors of the economy (agriculture, industry and construction), have contributed to the renewed strong growth of GDP and employment, which were supported by an upsurge of public and private investments. Growth should average about 8 percent over the next two years.

2. In addition to establishing an appropriate macroeconomic framework and following prudent fiscal policy, the Government has dedicated significant resources in recent years to improve security and social cohesion. The Government has also adopted structural reforms to set the stage for resilient and private sector-led growth. Some of the major reforms are aimed at improving the business climate, ensuring financial stability and greater inclusion, and improving public governance and financial management. However, despite the strong post crisis recovery, Cote d'Ivoire's economy remains vulnerable to endogenous/exogenous factors such as low prices for commodities, erratic weather patterns, political instability and reductions in FDI and ODA.

3. Despite the progress made since 2011, Cote d'Ivoire has only been moderately successful at reducing the incidence of poverty, which slightly decreased from 48.9 percent in 2008 to 46.3 percent in 2015, after having dramatically increased since the mid-1980s. Furthermore, Cote d'Ivoire ranked only 171 out of 187 in the 2014 UNDP Human Development Index (HDI). The recently concluded Systematic Country Diagnostic (SCD) shows that poverty in Ivory Coast is overwhelmingly concentrated in rural areas and in the Northern part of the country traversed by the Corridor.

Sectoral and institutional Context

High transport, trade and logistics costs in Ivory Coast, undermine its potential to leverage its strategic geographic position in trade in domestic, regional and global markets to accelerate structural transformation and reduce poverty.

Sectoral context

Transport sector. The transport sector in Ivory Coast, although has suffered from under investment during the political crisis, is one of the most developed in West Africa. The asset base of the transport sector consists of: (a) a classified road network of 82,000 km of which 6,500 are paved and 272 km are grade separated highway standard; (b) 1238 km (including urban section) of meter gauge railway line between Abidjan and Ouagadougou; (c) two international airports at Abidjan and Bouake and five (05) domestic airports; and (d) two international ports at Abidjan and San Pedro. Ivory Coast was one of the first countries in West Africa to effectively use Public Private Partnerships (PPPs) in the transport sector with the concessioning of railway, airport and

bridge infrastructure. Over the last five years, the Government and private sector have invested over US\$2 billion to upgrade/rehabilitate the transport infrastructure asset stock after more than a decade of under investment caused by the prolonged political crisis.

Abidjan ? Ouagadougou intra/inter regional transport corridor. The overall length of the Abidjan ? Ouagadougou road transport corridor is about 1189 km of which about 653 km is in Ivory Coast. The corridor is also served by a meter gauge railway of about 1238 km, and the current modal road ? rail modal split is about 75% road transport and 25% rail transport. In 2013, the Abidjan ? Ouagadougou corridor (road + rail) had a share of about 35% of the overall transit trade for Burkina Faso, ahead of LomÃ© (about 31%), Cotonou and Tema (about 17% each). This market share is likely to increase as Ivory Coast regains its dominant transit corridor role for Burkina Faso and to a lesser extent Mali and Niger.

Challenges and opportunities

Inefficient transport service provision. Regarding the provision of road transport services, a combination of increasingly deficient infrastructure, inadequate regulations and market distortions have created a large gap between prices and costs in the provision of transport services and an environment not conducive to sectorial investments. Furthermore, the lack of clear criteria for access to the transport profession and of transparent market mechanisms to match supply and demand for transport services on key corridors like Abidjan - Ouagadougou, has given rise to the emergence of a few dominant operators that capture large rents through the allocation of freight to truckers. The resulting low profitability of the transport service sector creates strong incentives for small truckers to resort to short-term profit maximizing behaviors, such as overloading, use of obsolete trucks, and poor maintenance. This affects the reliability and safety of operations, damages the road network and discourages containerization. This means that the rate of containerization on West African transit corridors such as the Abidjan ? Ouagadougou regional transport corridor (Corridor) is only about 20-25% for transit goods moving inland, which is amongst the lowest rate in the world.

In addition, key issues affecting the efficient use of the truck fleet and their profitability on intra/inter regional corridors, and which increases trade costs, are: (a) slow truck rotation times on regional corridors; (b) delays in clearing goods at the port; (c) cumbersome customs and transit procedures; (d) Non-Tariff Barriers (NTBs) and other informal barriers; and (e) the difficulty to find backhaul cargo. These factors make it difficult for the majority of transporters to fully cover the cost of capital of their operations and to renew their truck fleets with more efficient trucks.

Transport sector reform. The Government has launched over the last two years an ambitious program of reforms to modernize the road transport and trade environment, including measures to professionalize the trucking industry by reforming access to the profession, improve the functioning of the transport market, facilitate the renewal of the truck fleet, streamline trade and transit procedures, etc.. One of the key objective of this reform program is to improve the efficiency of transport services on key intra/inter regional corridors, such as the Abidjan ? Ouagadougou transport corridor, to better serve the tradable part of the Ivorian economy and to further enhance Cote d'Ivoire's position as a key transport and trade hub for West Africa. This program of reforms is coordinated with similar reforms in Burkina Faso, which have the objective to reduce trade, transport and transit costs and prices along the key transport regional corridor linking Abidjan to Ouagadougou.

World Bank support to transport sector reform. The transport sector reform efforts in both Ivory Coast and Burkina Faso have been directly supported by the World Bank through the Regional Trade Facilitation and Competitiveness Credit (RTFCC) series of Development Policy Operations (DPOs) covering both countries. More specifically, the RTFCC DPO series directly support joint efforts by the Ivorian and Burkinabe Governments to reduce trade, transport and transit costs, especially on the Corridor, in order to improve the competitiveness of the tradable sectors of the economy.

The RTFCC DPO series selected the Corridor for the proposed operation, because of its economic relevance and potential. Despite high costs of using the corridor, it has regained its position as one of the main transit corridors in West Africa. As result of this, the Port of Abidjan has progressively regained market share of the regional transit trade, despite a temporary setback in 2010/11 due to the political crisis, and is now a major and growing transit gateway.

To support and sustain the implementation of some of the key measure of the recently RTFCC DPO series, both Cote d'Ivoire and Burkina Faso have requested the World Bank's support to implement some of the challenging transport and customs-related reforms, as well as to mitigate their potential negative impacts on vulnerable stakeholders. The proposed project is thus being prepared in parallel to a similar planned operation which focuses on Burkina Faso and the Burkinabe section of the Abidjan to Ouagadougou transport Corridor.

C. Proposed Development Objective(s)

Development Objective(s)

The proposed PDO is to improve the efficiency and safety of transport services on the Ivorian section of the Abidjan ➤ (Ouagadougou road transport corridor.

Key Results

As designed, the project aims to support the Government in two main ways: (a) providing technical and financial assistance to enable the effective operationalization of the policy and regulatory reforms under the Word Bank financed RTFCC DPO series addressing the road transport, transit and trade facilitation; and (b) establishing support mechanisms to help private operators adapt to the new regulatory environment and mitigate the potential negative socio-economics impact of such reforms. The tradable sectors of the Ivorian economy will benefit from the proposed project through more efficient logistics chains and transport services provision on the Abidjan ? Ouagadougou transport corridor, which should lead to better access to intra/inter regional markets. Shipping companies also will benefit from increased efficiency in the transport industry as reflected in price decreases.

D. Project Description

The proposed project would be financed by a proposed IDA credit of about US\$30 million equivalent, with estimated co-financing by the Government is US\$15 million to be confirmed during preparation. The proposed project components and activities are as follows:

Component 1: Institutional strengthening and capacity building support for public and private sector players in the transport sector (about US\$5.8 million of which 100% will be funded by the World Bank)

This component will strengthen the capacity of the Government and of professional associations in the transport sector to effectively provide efficient support and services to private operators operating primarily on the Ivorian section of the Corridor. The components will also support activities that promote the professionalization of the road transport industry, as well as accompanying measures for the transport and logistics operators who may not be able to adapt to the new regulatory framework. The proposed component will fund the following activities:

? Sub-component 1A (US\$3.8 million, of which IDA 100%): Strengthening the institutional capacity of the Ministry of Transport (DGTTC department) and related agencies (OFT and ULCR).

? Sub-component 1B (US\$1.5 million, of which IDA 100%): Support to transport operators:

- Capacity building for professional transport sector associations through the development of public and private training capacity for transport and logistics profession; and
- Supporting informal transport operators who cannot comply with new regulatory requirements to convert them to other transport related activities or retrain them.

? Subcomponent 1C (US\$0.3 million, of which IDA 100%): Support the establishment of a modern market-based freight allocation mechanism:

- Promotion of a virtual and/or physical market-based freight system.
- Supporting monitoring mechanisms of transport conditions on the Corridor through road users? survey, logistics costs and pricing in the trucking industry.

? Subcomponent 1D (US\$0.2 million, of which IDA 100%): Support to joint initiatives and coordination to facilitate trade on the corridors:

- Support to communication campaigns on transport and trade reforms to build broad ownership and support.
- Support to regional dialogue with Burkina Faso on transport and transit facilitation issues on the Corridor.

Component 2: Development of a long haul heavy cargo truck renewal scheme (about US\$30.75 million of which US\$15.75 million (51.2%) will be funded by the World Bank and US\$ 15 million (TBC) will be funded by the Government.

This component will include activities to support the development of a long haul heavy cargo truck renewal scheme. It will also support the institutional strengthening of the FDTR, to ensure it has the capacity to adequately manage the proposed project activities, including the relationship with both the commercial banks and the truck industry companies. The proposed component will fund the following activities:

? Sub-component 2A: Support the establishment of a truck renewal scheme to ensure the replacement of old unsafe trucks with modern and trucks to primarily ply on the Corridor (US\$30 million, of which IDA 50%);

- Support selection of commercial banks to host the line of credit;
- Support design of institutional and implementation arrangements between commercial banks and FDTR.

? Sub-component 2B: Capacity building and TA for FDTR to more effectively manage truck renewal scheme (0.75 million, of which IDA 100%).

Component 3: Customs modernization and trade facilitation on the Ivorian section of the Corridor (about US\$3.45 million of which 100% will be funded by the World Bank)

This component will focus on increasing the efficiency of trade and transit procedures on the Ivorian section of the Corridor. Activities under this component will focus primarily on the operationalization of the interconnection module/interface of the two customs information systems (ASYCUDA World) to facilitate trade and transit along the Corridor. The proposed component will fund the following activities:

? Sub-component 3A (US\$0.5 million of which IDA 100%): Supporting the interconnection of the existing customs management system on the Corridor and implementation of new ICT systems to facilitate regional trade by aligning customs procedures;

? Sub-component 3B (US\$1.9 million of which IDA 100%): Modernization of customs clearance procedures and promotion of coordination between customs departments, to reduce congestion at gateway port (Abidjan) and border posts on the Corridor and capacity building for customs officials;

? Sub-components 3C (US\$0.55 million of which IDA 100%): Training of customs and external users of customs systems, including support to professionalization of the clearing and forwarding industry through capacity building; and

? Sub-components 3D (US\$0.5 million of which IDA 100%): Communication campaigns and sensitization of operators operating on the Ivorian section of the Corridor.

Component 4: Road safety on the Ivorian section of the Corridor (about US\$3.25 million of which 100% will be funded by the World Bank)

This component will focus on activities to improve the safety of the Ivorian section of the Corridor. It will also support the institutional strengthening and capacity building of the Road Safety Agency (OSER in French), which has the overall mandate for road safety oversight in Côte d'Ivoire. The following activities will be financed by the proposed project:

? Sub-component 4A (US\$1.5 million, of which IDA 100%): Capacity building for OSER and monitoring of road safety on the Corridor;

? Sub-component 4B (US\$0.65 million, of which IDA 100%): Sensitization campaigns on the Ivorian section of the Corridor;

? Sub-components 4C (US\$0.4 million of which IDA 100%): Identifying accident black spots on the Ivorian section of the Corridor; and

? Sub-component 4D (US\$0.7 million, of which IDA 100%): Training equipment and other materials for OSER training center.

Component 5: Project management, monitoring and evaluation (about US\$1.75 million of which 100% will be funded by the World Bank)

The following activities will be financed by the proposed component: (a) Operating costs for already established EIRP PCU; (b) project management, financial and technical audits; (c) Monitoring, reporting and evaluation of project activities; (d) support to implement citizen engagement; (e) studies and technical assistance to project implementation; and (f) HIV/AIDS

prevention campaigns, including monitoring of HIV AIDS along the corridor.

Component Name

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

Comments (optional)

Component Name

Component 2: Development of a long haul heavy cargo truck renewal scheme

Comments (optional)

Total amount of about US\$30.75 million of which US\$15.75 million (51.2%) will be funded by the World Bank and US\$ 15 million (TBC) will be funded by the Government

Component Name

Component 3: Customs modernization and trade facilitation on the Ivorian section of the Corridor

Comments (optional)

Component Name

Component 4: Road safety on the Ivorian section of the Corridor

Comments (optional)

Component Name

Component 5: Project management, monitoring and evaluation

Comments (optional)

E. Project location and salient physical characteristics relevant to the safeguard analysis (if known)

The Cote D'Ivoire section of the Abidjan - Ouagadougou transport corridor.

F. Environmental and Social Safeguards Specialists

Abdoul Wahabi Seini (GSU01)

Abdoulaye Gadiere (GEN07)

II. Implementation

Institutional and Implementation Arrangements

The proposed institutional arrangements to effectively prepare and implement the proposed project activities are as follows.

Project Steering Committee (PSC). A Steering Committee, chaired by the Minister of Transport or his representative will ensure that throughout the life of the project, strategic direction, overall

oversight of the proposed project, and adequate coordination with line Ministries and alignment with sector strategies, will be ensured. The steering committee will meet on a quarterly basis during the first two years of implementation to ensure strategic oversight of the proposed project.

Project Technical Committee (PTC). Once the proposed project has been approved, the PTC will be responsible for the technical oversight and implementation of all project components, sub-components and activities to ensure that the project meets all of its objectives, outcomes and outputs. The PTC will include the coordinator of the EIRP PCU and designated focal points from the implementation agencies.

Implementing Agencies. The proposed four major project components will be implemented by dedicated implementing agencies to ensure focus and rapid on the ground results. The proposed implementing agencies will be mainstreamed within existing Government structures to ensure greater ownership of activities. The proposed implementing agencies will consist of the following: (a) TDMT of the Ministry of Transport for Component 1; (b) FDTR for Component 2; (c) Ivorian Customs for Component 3; and (d) OSER for Component 4.

EIRP PCU. The already existing and fully operational EIRP PCU will be in charge of the overall fiduciary aspects (procurement and financial management), monitoring & evaluation, coordination and sensitization for the proposed project activities. It will also be responsible for the technical and financial audits. Although the unit has extensive experience in implementing World Bank funded projects, its capacity will be reinforced given the multi-sectoral nature of the project

III. Safeguard Policies that might apply

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	The proposed project is a TA project that will have limited social and environmental adverse impacts. More specifically, the project will not finance any civil works. However, for the truck renewal component, it is anticipated that about 300 old unsafe trucks will be scrapped. That is why the proposed project is classified Category B. However, the scrapping process is expected to occur in only one scrap yard for which the choice of the location rests with the contractor that will be selected for this operation. Therefore, taking into account the likely limited impacts of this activity in a scrap yard location that has not yet been selected, only Terms of Reference (TORs) for a limited Environmental and Social Impact Assessment (ESIA) have been developed, reviewed, consulted upon and disclosed both within the Cote d'Ivoire on April 30, 2016 and at the World Bank Infoshop on May 5, 2016.
Natural Habitats OP/BP 4.04	No	The policy is not triggered under the proposed project.
Forests OP/BP 4.36	No	The proposed project is not expected to have any

		impact on forests or tree cover.
Pest Management OP 4.09	No	The project does not involve pest management.
Physical Cultural Resources OP/BP 4.11	No	The proposed project activities are not expected to infringe or have impacts on any cultural artifacts in its targeted area.
Indigenous Peoples OP/BP 4.10	No	There are no indigenous people in Cote d'Ivoire.
Involuntary Resettlement OP/BP 4.12	No	No resettlement issues are anticipated under the proposed activities of the project. This will be re-confirmed during the appraisal phase.
Safety of Dams OP/BP 4.37	No	The project will not finance any dam construction.
Projects on International Waterways OP/BP 7.50	No	The project will not finance any activities with impacts on international waterways.
Projects in Disputed Areas OP/BP 7.60	No	The project will not finance any activities in disputed areas.

IV. Key Safeguard Policy Issues and Their Management

A. Summary of Key Safeguard Issues

<p>1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:</p> <p>No significant, long term or irreversible adverse impacts are expected from the implementation of the proposed activities financed under the proposed project. The likely adverse environmental and social impacts associated with the truck scrapping activities will be moderate, small-scale and site-specific. Consequently, they will be easily manageable. As a result of the truck scrapping scheme that will be supported by the proposed project, it is classified as having an EA category B, and triggers only one safeguards policy namely OP/BP 4.01 on Environment Assessment. To be in compliance with this policy, TORs for a limited Environmental and Social Impact Assessment (ESIA) have been prepared reviewed, consulted upon and disclosed in Cote d'Ivoire on May 2, 2016 and at the World Bank infoshop on May 6, 2016. During the implementation phase and prior to scrapping process commencing on the ground, a limited Environmental and Social Impact Assessment will need to be prepared by the selected contractor as part of the due diligence/selection process. The limited ESIA, will include an Environmental and Social Management Plan (ESMP).</p>
<p>2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:</p> <p>No long-term adverse impacts due to project activities are foreseen. On the contrary, the proposed project is supporting a truck renewal scheme, which directly supports the reduction of transport greenhouse gases, a key factor in global warming. This is because on average the new trucks that will replace the old trucks emit about 30-35% less greenhouse emissions. In addition, the proposed projects focus truck renewal and road safety should increase the safety of people living in the vicinity of major roads and the Ivorian section of the Abidjan - Ouagadougou road transport Corridor, by reducing the frequency of accidents due to the circulation of old unsafe trucks. Finally, the proposed project activities will also have a positive impact on health for people living along the Ivorian section of the Abidjan - Ouagadougou Corridor due to reduced air and noise pollution from trucks.</p>

<p>3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.</p> <p>For the truck scrapping scheme that the proposed project is directly supporting, most of the parts of the old trucks that will be scrapped will be salvaged and recycled for export. Only small part of the salvaged materials such as oils, grease and brake pads will need to be managed properly. In addition, taking into account the limited quantities of trucks (about 300) that will be scrapped under the proposed project, only one scrap yard will most likely be required.</p>
<p>4. Describe measures taken by the borrower to address safeguard policy issues. Provide an assessment of borrower capacity to plan and implement the measures described.</p> <p>During the project implementation phase, and well before the start of on the ground start of the scrapping process, a limited ESIA will be prepared by the selected contractor as part of his due diligence/selection process. The ESIA, which will include an ESMP, will be reviewed by the both the Ivorian Environmental Agency (ANDE) and by the World Bank This is to ensure that it is in full compliance with OP/BP4.01 related to Environmental Assessment on one hand and with the Government's environmental regulatory framework on another hand. This is to ensure that it is in full compliance with the World Bank's OP/BP 4.01 and with the Government's environmental policies. The mitigation measures proposed in the ESMP will be strictly implemented by the contractor through clear contractual clauses in his contract, so as to mitigate the likely environmental impacts caused by the scrapping process identified in the ESIA.</p> <p>In addition Environmental Audits will be conducted on a regular basis to make sure the ESMP for the truck scrapping facility is being properly implemented, and any unidentified adverse impacts, are handled in a proper and efficient manner. Each Environment Audit report prepared during the implementation of the proposed project will be reviewed and validated by both the Ivorian Environmental Agency (ANDE) and the World Bank.</p>
<p>5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.</p> <p>The preparation phases of the TORs for the ESIA have necessitated extensive consultations with relevant stakeholders such as the Ministry of transport, Ministry of economy and Finance, customs services, transporters, customers, etc. Their viewpoints, comments and recommendations have been reflected in the final versions of the ESIA TORs. In addition, the Government has confirmed that it will regularly consult stakeholders during the preparation of the ESIA as well as the ESMP for the selected scrap yard.</p>

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other	
Date of receipt by the Bank	30-Apr-2016
Date of submission to InfoShop	02-May-2016
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	
"In country" Disclosure	
Cote d'Ivoire	30-Apr-2016
<i>Comments:</i>	
If the project triggers the Pest Management and/or Physical Cultural Resources policies, the	

respective issues are to be addressed and disclosed as part of the Environmental Assessment/Audit/or EMP.
If in-country disclosure of any of the above documents is not expected, please explain why:

C. Compliance Monitoring Indicators at the Corporate Level

OP/BP/GP 4.01 - Environment Assessment		
Does the project require a stand-alone EA (including EMP) report?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
The World Bank Policy on Disclosure of Information		
Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Have relevant documents been disclosed in-country in a public place in a form and language that are understandable and accessible to project-affected groups and local NGOs?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
All Safeguard Policies		
Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Have costs related to safeguard policy measures been included in the project cost?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>] NA [<input type="checkbox"/>]

V. Contact point

World Bank

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Title: Sr Transport. Spec.

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Borrower/Client/Recipient

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Implementing Agencies

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VII. Approval

Task Team Leader(s):	Name: Ibou Diouf,Fabio Galli	
<i>Approved By</i>		
Safeguards Advisor:	Name: Maman-Sani Issa (SA)	Date: 17-May-2016
Practice Manager/ Manager:	Name: Olivier P. Le Ber (PMGR)	Date: 17-May-2016
Country Director:	Name: Pierre Frank Laporte (CD)	Date: 17-May-2016