



## Abidjan Urban Mobility Project (P167401)

AFRICA WEST | Cote d'Ivoire | Transport Global Practice |  
IBRD/IDA | Investment Project Financing | FY 2019 | Seq No: 4 | ARCHIVED on 24-Dec-2020 | ISR45038 |

Implementing Agencies: THE REPUBLIC OF COTE D'IVOIRE, Ministry of Transport

### Key Dates

#### Key Project Dates

Bank Approval Date: 27-Jun-2019  
Planned Mid Term Review Date: --  
Original Closing Date: 14-Oct-2025

Effectiveness Date: 13-Feb-2020  
Actual Mid-Term Review Date:  
Revised Closing Date: 14-Oct-2025

### Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The Project Development Objective is to improve accessibility to economic and social opportunities and to increase efficiency of the public transport system along the Yopougon-Bingerville corridor and its feeder lines in Abidjan.

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

No

### Components Table

Name

Implementation of the East-West Bus Rapid Transit (BRT) corridor between Yopougon and Bingerville:(Cost \$380.00 M)  
Strengthening of SOTRA and the restructuring of the feeder system to mass transit lines:(Cost \$75.00 M)  
Organizing the artisanal transport sector and last-mile accessibility:(Cost \$50.00 M)  
Human Capital Development and Operational Support:(Cost \$25.00 M)

### Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	<span style="color: green;">□</span> Satisfactory	<span style="color: green;">□</span> Satisfactory
Overall Implementation Progress (IP)	<span style="color: green;">□</span> Satisfactory	<span style="color: green;">□</span> Satisfactory
Overall Risk Rating	<span style="color: red;">□</span> High	<span style="color: orange;">□</span> Substantial

### Implementation Status and Key Decisions

The Abidjan Urban Mobility Project was approved by the World Bank Board on June 27, 2019 and signed on September 16. The credit (USD 300 million) is effective since February 13, 2020. This project is co-financed by the French Development Agency (AFD) for an additional amount of 90 million Euro that was approved by the AFD Board on December 19, 2019 and is now effective. The Project implementation Unit is fully staffed and operational. The first Work Plan (2020) is underway. In particular, the detailed technical studies of the BRT (the main activity of the project) are continuing and the objective of launching the call for tenders for the works in 2021 remains in sight.



**Risks**

**Systematic Operations Risk-rating Tool**

Risk Category	Rating at Approval	Previous Rating	Current Rating
Political and Governance	<input type="checkbox"/> Substantial	<input type="checkbox"/> Substantial	<input type="checkbox"/> Substantial
Macroeconomic	<input type="checkbox"/> Substantial	<input type="checkbox"/> Substantial	<input type="checkbox"/> Moderate
Sector Strategies and Policies	<input type="checkbox"/> Moderate	<input type="checkbox"/> Moderate	<input type="checkbox"/> Moderate
Technical Design of Project or Program	<input type="checkbox"/> Substantial	<input type="checkbox"/> High	<input type="checkbox"/> Substantial
Institutional Capacity for Implementation and Sustainability	<input type="checkbox"/> High	<input type="checkbox"/> High	<input type="checkbox"/> Substantial
Fiduciary	<input type="checkbox"/> Substantial	<input type="checkbox"/> Substantial	<input type="checkbox"/> Substantial
Environment and Social	<input type="checkbox"/> High	<input type="checkbox"/> High	<input type="checkbox"/> High
Stakeholders	<input type="checkbox"/> High	<input type="checkbox"/> High	<input type="checkbox"/> Substantial
Other	<input type="checkbox"/> Substantial	<input type="checkbox"/> Substantial	<input type="checkbox"/> Substantial
Overall	<input type="checkbox"/> High	<input type="checkbox"/> High	<input type="checkbox"/> Substantial

**Results**

**PDO Indicators by Objectives / Outcomes**

Improve accessibility to opportunities				
▶ Percentage of the population of GAA able to access the Plateau within 60 minutes during rush hour by public transport (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	26.00	26.00	26.00	64.00
Date	01-Apr-2019	20-Oct-2020	20-Oct-2020	30-Jun-2025
Comments:	A GIS-based spatial analysis will be conducted to assess the results on this indicator. Accessibility to the Plateau, defined specifically as the Place de la Republique, (coordinates WGS84 Longitude: 5.3167, Latitude: -4.0195), using public transport services and travel time by poor and nonpoor individual, will be measured using travel and household survey data.			
□ Percentage of the poor residents of Greater Abidjan with access to the city center (Place de la Republique) within 60 minutes commuting period using public transport (Percentage, Custom Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	27.00	27.00	27.00	52.00



<b>► Percentage of the population of GAA able to access at least one additional hospital within 30 minutes during rush hour by public transport compared to baseline (Percentage, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	25.00
Date	01-Apr-2019	20-Oct-2020	20-Oct-2020	30-Jun-2025
Comments:	A GIS-based spatial analysis will be conducted to assess the results on this indicator. Accessibility to hospitals and secondary schools using public transport services and travel time by poor and nonpoor individual will be measured using travel and household survey data. Walking speeds will be assumed at 3.5 km/h (same as at baseline). Accessibility improvements will be measured only considering the hospitals identified and geo-located at the time of baseline estimation, not including any new ones built during the course of project implementation.			
<b>□ Percentage of the poor population of GAA able to access at least one additional hospital within 30 minutes during rush hour by public transport compared to baseline (Percentage, Custom Supplement)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	19.00
<b>► Percentage of population of GAA able to access at least one additional secondary school within 30 minutes during rush hour by public transport compared to baseline (Percentage, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	44.00
Date	01-Apr-2019	20-Oct-2020	20-Oct-2020	30-Jun-2025
Comments:	A GIS-based spatial analysis will be conducted to assess the results on this indicator. Accessibility to hospitals and secondary schools using public transport services and travel time by poor and nonpoor individual will be measured using travel and household survey data. Walking speeds will be assumed at 3.5 km/h (same as at baseline). Accessibility improvements will be measured only considering the schools identified and geo-located at the time of baseline estimation, not including any new ones built during the course of project implementation			
<b>□ Percentage of the poor population of GAA able to access at least one additional secondary school within 30 minutes during rush hour by public transport compared to baseline (Percentage, Custom Supplement)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	33.00
<b>Increase efficiency of the public transport system along the corridor and its feeders line</b>				
<b>► Satisfaction rating by public transport users of the BRT and its feeder lines (Percentage, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	75.00
Date	01-Apr-2019	20-Oct-2020	20-Oct-2020	30-Jun-2025
<b>□ Satisfaction rating among women who use the BRT and its feeder lines (Percentage, Custom Supplement)</b>				



	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	75.00
<input type="checkbox"/> Satisfaction rating by poor public transport users of the BRT and its feeder lines (Percentage, Custom Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	75.00
<b>► Average passenger ridership in the BRT buses per weekday (Number (Thousand), Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	330.00
Date	01-Apr-2019	20-Oct-2020	20-Oct-2020	30-Jun-2025
<input type="checkbox"/> Average ridership by female passengers in the BRT buses per weekday (Number (Thousand), Custom Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	165.00
<b>► Number of transport service providers trained through formal training programs (Number, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	6,000.00
Date	01-Apr-2019	20-Oct-2020	20-Oct-2020	30-Jun-2025
<input type="checkbox"/> Number of formal transport sector workers trained through the training programs financed by the project (Number, Custom Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	500.00
<input type="checkbox"/> Number of female formal transport sector workers trained through the training programs financed by the project (Number, Custom Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	150.00
<input type="checkbox"/> Number of informal transport service providers trained through the training programs financed by the project (Number, Custom Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	5,500.00
<input type="checkbox"/> Number of female informal transport service providers trained through the training programs financed by the project (Number, Custom Supplement)				



	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	1,000.00

### Intermediate Results Indicators by Components

Implementation of the East-West Bus Rapid Transit (BRT) corridor between Yopougon and Bingerville				
<b>► A contract agreement with a private company to invest and operate in the BRT operations is signed (Yes/No, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	01-Apr-2019	20-Oct-2020	20-Oct-2020	30-Jun-2025
Comments:	The YES value will be reached when the concession agreement between the private operator and the GoCI is signed meaning that the deal is closed.			
<b>► Percentage of the BRT infrastructure constructed (Percentage, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	100.00
Date	01-Apr-2019	20-Oct-2020	20-Oct-2020	30-Jun-2025
Comments:	It will be the aggregation of the physical progress of each works contract (roads, stations, terminals, depots, and so on). MoT will collect the information from the supervision firms.			
<b>► Number of operational BRT buses (Number, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	157.00
Date	01-Apr-2019	20-Oct-2020	20-Oct-2020	30-Jun-2025
Comments:	MoT will collect the information from the BRT operator which has the number of operational buses every day. The number will be an average of these daily numbers			
<b>► Percentage of female staff in the BRT operator (Percentage, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	30.00
Date	01-Apr-2019	20-Oct-2020	20-Oct-2020	30-Jun-2025
<b>► Annual disclosure by MoT of the audited annual financial statements and the operational results of the BRT (Yes/No, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target



Value	No	No	No	Yes
Date	01-Apr-2019	20-Oct-2020	20-Oct-2020	30-Jun-2025
Comments:	The audited annual financial statements as well as the operational results will come from the BRT operator under the supervision of MoT and will be published on MoT's website for transparency purposes			
<b>► A mirror system to monitor the fare collection system is in use at MoT (Yes/No, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	01-Apr-2019	20-Oct-2020	20-Oct-2020	30-Jun-2025
Comments:	The baseline is NO because the mirror system is not yet in place. The value will be YES when a reliable mirror system is fully in use at MoT. It will allow MoT to monitor in real time the flow of revenues from fares in the BRT system.			
<b>► Number of serious injuries and deaths involving a BRT bus (Number, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	0.00
Date	01-Apr-2019	20-Oct-2020	20-Oct-2020	30-Jun-2025
<b>► Road safety assessment carried out on the BRT corridor with focus on pedestrians (Yes/No, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	01-Apr-2019	20-Oct-2020	20-Oct-2020	30-Jun-2025
Comments:	Before the implementation of the project, most of the pedestrian crossings are unsafe, and therefore the baseline is NO. After completion of implementation of the BRT trunk corridor works, an independent road safety audit/inspection will be conducted for all pedestrian crossings and the corridors will be considered to be safe and rating upgraded to YES if it can attain a road safety rating equivalent to 3-star i-RAP (International Road Assessment Program) rating (or equivalent assessment).			
<b>► A road safety management plan is in place within the BRT operator (Yes/No, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	01-Apr-2019	20-Oct-2020	20-Oct-2020	30-Jun-2025
Comments:	MoT will monitor that the BRT operator obtains and maintains a road safety certification. The YES value of this indicator will be reached when the BRT operator is certified ISO39001 (or equivalent certification).			

Strengthening of SOTRA and the restructuring of the feeder system to mass transit lines

**► Restructuring Plan of the bus network is implemented (Yes/No, Custom)**



	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	01-Apr-2019	20-Oct-2020	20-Oct-2020	30-Jun-2025
<b>► Number of SOTRA facilities rehabilitated (Number, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	4.00
Date	01-Apr-2019	20-Oct-2020	20-Oct-2020	30-Jun-2025
<b>► ITS and fare collection system is in use for SOTRA (Yes/No, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	01-Apr-2019	20-Oct-2020	20-Oct-2020	30-Jun-2025
<b>► Roads rehabilitated non-rural (Kilometers, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	30.00
Date	01-Apr-2019	20-Oct-2020	20-Oct-2020	30-Jun-2025
Comments:	This core indicator will measure the number of km of road works financed under components B. This indicator will monitor the progress of the road works outside of the BRT infrastructure, which are key physical outputs of component B.			

Organizing the artisanal transport sector and last-mile accessibility				
<b>► Number of facilities rehabilitated for the informal sector (stations, stops etc..) (Number, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	10.00
Date	01-Apr-2019	20-Oct-2020	20-Oct-2020	30-Jun-2025
<b>► Pedestrian and cycle paths rehabilitated (Kilometers, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	15.00
Date	01-Apr-2019	20-Oct-2020	20-Oct-2020	30-Jun-2025



▶ Number of urban transport vehicles renewed (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	3,000.00
Date	01-Apr-2019	20-Oct-2020	20-Oct-2020	30-Jun-2025

Human capital development and operational support				
▶ Number of student graduated from the ENPC/INPHB Master (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	30.00
Date	01-Apr-2019	20-Oct-2020	20-Oct-2020	30-Jun-2025
▶ Number of informal operators benefitting from the social security coverage (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	5,000.00
Date	01-Apr-2019	20-Oct-2020	20-Oct-2020	30-Jun-2025
▶ A GRM (Grievance Redress Mechanism) is in use during construction (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	01-Apr-2019	20-Oct-2020	20-Oct-2020	30-Jun-2025
Comments:	MoT with the support of the World Bank will ensure that a GRM is permanently operational			
▶ A GRM (Grievance Redress Mechanism) for the BRT operation is in use (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	01-Apr-2019	20-Oct-2020	20-Oct-2020	30-Jun-2025
Comments:	MoT with the support of the World Bank will ensure that a GRM is permanently operational			

**Performance-Based Conditions**





**Data on Financial Performance**

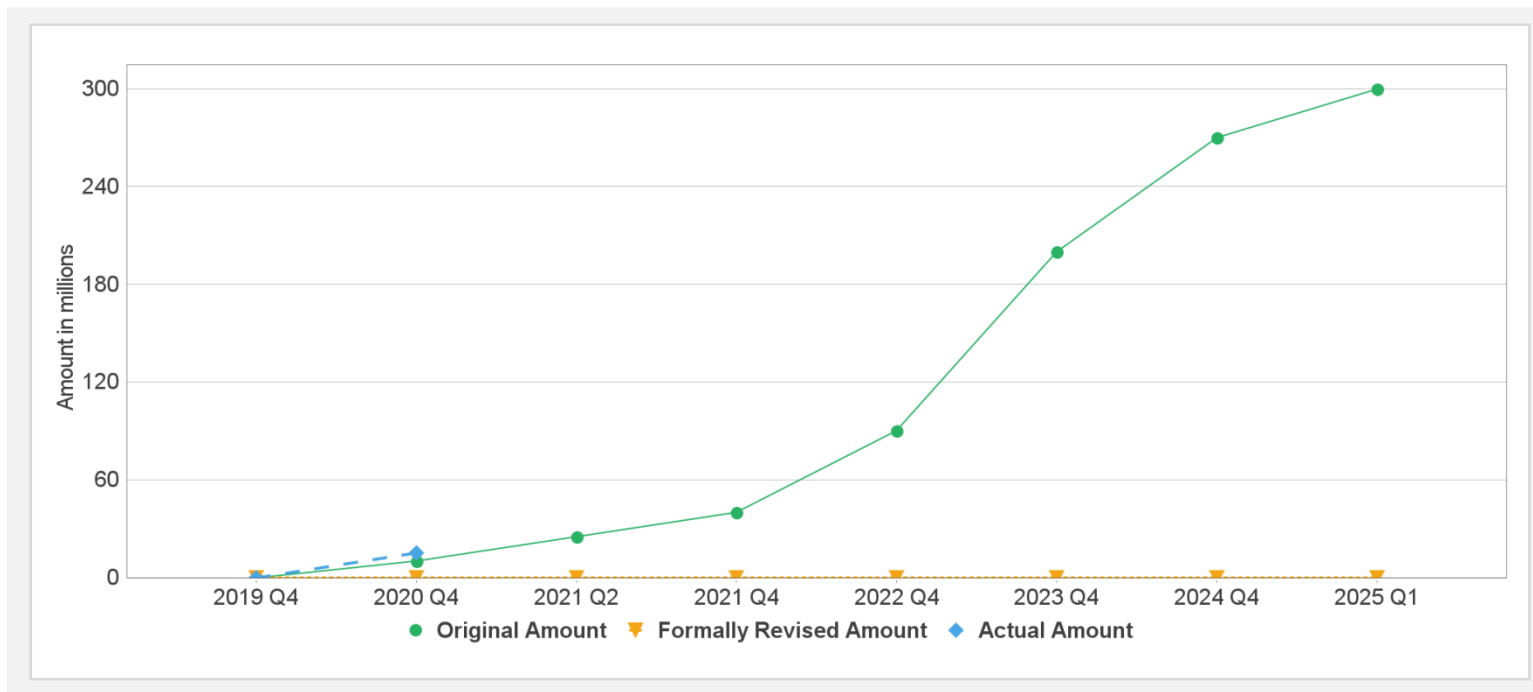
**Disbursements (by loan)**

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P167401	IDA-64500	Effective	USD	300.00	300.00	0.00	15.74	296.42	5%

**Key Dates (by loan)**

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P167401	IDA-64500	Effective	27-Jun-2019	16-Sep-2019	13-Feb-2020	14-Oct-2025	14-Oct-2025

**Cumulative Disbursements**



**PBC Disbursement**

PBC ID	PBC Type	Description	Coc	PBC Amount	Achievement Status	Disbursed amount in Coc	Disbursement % for PBC



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### **Restructuring History**

Level 2 Approved on 19-Mar-2020

### **Related Project(s)**

There are no related projects.

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