Project Information Document/ Integrated Safeguards Data Sheet (PID/ISDS)

Concept Stage | Date Prepared/Updated: 15-Jan-2020 | Report No: PIDISDSC25573
## BASIC INFORMATION

### A. Basic Project Data

<table>
<thead>
<tr>
<th>Country</th>
<th>Project ID</th>
<th>Parent Project ID (if any)</th>
<th>Project Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Burkina Faso</td>
<td>P168963</td>
<td></td>
<td>Ouagadougou Urban Transport Project (P168963)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Region</th>
<th>Estimated Appraisal Date</th>
<th>Estimated Board Date</th>
<th>Practice Area (Lead)</th>
</tr>
</thead>
<tbody>
<tr>
<td>AFRICA</td>
<td>Dec 01, 2020</td>
<td>Mar 25, 2021</td>
<td>Transport</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Financing Instrument</th>
<th>Borrower(s)</th>
<th>Implementing Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investment Project Financing</td>
<td>Ministry of Transport, Urban Mobility and Road Safety</td>
<td>City of Ouagadougou</td>
</tr>
</tbody>
</table>

#### Proposed Development Objective(s)

To improve urban mobility along a high priority corridor in Ouagadougou in terms of the quality and level of service, safety and security for passengers and improve the over-all urban transport system integration.

## PROJECT FINANCING DATA (US$, Millions)

### SUMMARY

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Project Cost</td>
<td>250.00</td>
</tr>
<tr>
<td>Total Financing</td>
<td>250.00</td>
</tr>
<tr>
<td>of which IBRD/IDA</td>
<td>150.00</td>
</tr>
<tr>
<td>Financing Gap</td>
<td>0.00</td>
</tr>
</tbody>
</table>

### DETAILS

**World Bank Group Financing**

| International Development Association (IDA) | 150.00 |
| IDA Credit                                  | 150.00 |

**Non-World Bank Group Financing**

| Commercial Financing                         | 100.00 |
| Unguaranteed Commercial Financing           | 100.00 |
B. Introduction and Context

Country Context

**Burkina Faso is a landlocked country with low income and high demographic growth.** Burkina Faso’s gross national income per capita is US$610 (Atlas method, 2016) and 40.1 percent of the 18.5 million population lives in poverty. With an average growth rate of around three percent per year, the population is estimated to reach 21.5 million by 2020. The country is ranked 185 out of 188 countries on the 2017 Human Development Index.

**Recent economic performance has been relatively strong, but Burkina Faso’s poverty rate remains high.** Burkina Faso’s economy relies heavily on agriculture (especially cotton) and gold which contribute to a substantial part of export revenues. Over the last fifteen years, economic growth has averaged about 5.5 percent per year and Burkina Faso has significantly reduced its poverty rate, from 53 percent of the population in 2003 to 40.3 percent in 2014. Moreover, during this period, the bottom 40 percent of the population reported an increase in consumption twice as large as that of the top 60 percent. However, owing to Burkina Faso’s rapid population growth rate, the number of poor people remained roughly the same at around 7 million. The country also faces increasingly harsh climatic conditions, which hinder efforts to reduce extreme poverty.

**Burkina Faso has weathered its recent political crisis.** Burkina Faso experienced a major political crisis in October 2014 and again in September 2015. The internal unrest associated with these crises was fueled by the unequal distribution of resources and a perceived lack of accountability in the management of public resources. Since then, presidential, legislative and local government elections were held successfully, leading to a stable political situation. In mid-2015, Burkina Faso suffered its first terrorist attack. There have been nearly 140 more assaults resulting in the deaths of some 150 people; mostly civilians, but also a score of security personnel. Despite recent gains against jihadist groups, in recent months attacks have moved beyond the more insecure north and started to occur more frequently in the east and parts of the center. The population is increasing pressure on the Burkinabe government to accelerate military reforms and regain firm control of the security situation.
Burkina Faso is rapidly urbanizing. The urbanization rate is 31.6%, following a steady increase from 6.3% in 1975 to 25.7% in 2010, and it is estimated to reach at least 41% by 2030 and 52% by 2050. The urban population is expected to double within 15 years to reach 9.7 million by 2025 (UN-Habitat, 2014). The country is still predominantly rural and has a population density that is unevenly spread. The country’s urbanization is occurring mainly in two large cities (the capital city Ouagadougou and Bobo-Dioulasso), the remaining secondary cities being predominantly small and with rural characteristics.

Ouagadougou is faced with fast population growth and urban sprawl. The capital Ouagadougou makes up roughly 45% of the total urban population of the country, with about 2.5 million inhabitants and is estimated to be growing at a staggering nine percent annually (UN-Habitat, 2014), with 100,000 new inhabitants per year. The population will reach 3 million by 2025, that is twice the population in 2006. This trend should continue since the demographic transition is not completed in the country and the stock of population living in rural areas is still significant. In addition to its population growth, Ouagadougou has almost tripled its built-up area in 22 years (from 58 square km in 1983 to 160 square km in 2005). The city is expanding in the form of a large urban sprawl, especially with the development of spontaneous habitat in the peripheric areas. The population density is low at 50 inhabitants per hectare, which is three times less than the density of Dakar. In 2025, at constant density, Ouagadougou’s urban surface is expected to reach 700 square km (against 400 today), covering a radius of 15 km from the city center (against 10 km today). As a result of the sprawl, travel demand increases quickly: the flow of people moving into and out of the city center each day was estimated at 900,000 in 2012 (TRANSITEC, 2012) and reached 1,000,000 people in 2014. At this pace, this number will double by 2030, while the length of trips will also increase.

The historical structure of the city and its layout do not respond to the needs generated by such rapid urbanization. Administrative and economic activities are concentrated in the city center and physical barriers (dam, forest, military camp, airport, canals) limit access to the center through a limited number of crossing points. Mobility demand is strong for trips from the periphery to the center where most jobs are located. Consequently, traffic increases much on the seven radial national roads serving downtown, causing severe congestion at rush hours.

The share of public transport is declining, and two-thirds of the total trips are made by motorcycle. The sheer domination of motorcycle in Ouagadougou is a singularity not observed in other West African capitals where traffic is usually dominated by (informal) shared modes of transport such as moto-taxi, collective taxi, minibus and bus. The number of motorcycles matriculated in the city was almost multiplied by nine in ten years between 2003 and 2013 (from 146 000 to 1 283 000), whereas the number of cars was only multiplied by 2.5 during the same period (from 109 000 to 264 000). The proliferation of motorcycles is a major cause of pollution and road accident. Only 71 km of lanes are dedicated to motorcycles and mixed traffic contributes to road accidents.

Bus ridership is dramatically low and represents less than one percent of the total trips. Burkina Faso is the only country in Africa with no informal bus services. Bus services are essentially provided by SOTRACO (Société de Transport en Commun de Ouagadougou), a company with public and (mainly) private capital. In 2012, it operated about ten lines with about 30 functional buses at a modest frequency of one bus every 20 or 30 minutes. In 2017, the bus fleet was reduced to 20 buses and the frequency to one bus every 45 minutes. The buses still in operation are overloaded and

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1 Rapport Habitat III, March 2015
2 Schéma Directeur du Grand Ouagadougou, 2008
3 Référentiel pour la hiérarchisation des voiries ouagalaises, rapport provisoire 2017
4 One half of all trips in the city is made by vehicle (bicycle, motorcycle, car, bus, etc.), the other half is made by foot.
unreliable. The absence of a central terminal and the limited number of bus stops equipped with a shelter also hinder the quality of service. SOTRACO was recapitalized several times and is currently in difficult financial situation. These problems stem from an increase in operating costs, in particular fleet maintenance costs. Insufficient cash flow delays bus maintenance, which reduces the availability of the fleet to operate and generate revenues. This jeopardizes the company’s financial viability. As a result, the ridership on SOTRACO buses is on the decline.

**The prominence of motorcycle in Ouagadougou is significant.** A situation not common in other West African capitals where the provision of urban transport services is usually provided by informal buses. The number of registered motorcycles in the city was almost multiplied by nine in ten years between 2003 and 2013 (from 146 000 to 1 283 000), whereas the number of cars was only multiplied by 2.5 during the same period (from 109 000 to 264 000). Only 71 km of lanes are dedicated to motorcycles and mixed traffic contributes to road accidents.

The road density is low and cannot meet the growing transport demand and limits the bus network development. The city has 2,422 km of roads of which only 22% is paved and most of these paved roads are in the city center. Most of the road network consists of poorly maintained dirt roads. Allocation of road space is biased toward private cars and disadvantages pedestrians, bicyclists, and motorcyclists. Sidewalks and secure pedestrian crossings are limited, if not absent. Traffic law enforcement is insufficient despite the existence of a municipal police. As a result, traffic and parking are anarchic, traders and boutiques overflow the public domain and obstruct the right-of-way.

**The Government of Burkina Faso and the City of Ouagadougou have recognized the importance of urban mobility.** Over the last years, they have carried out several urban development studies which led to the prepration of the Ouagadougou Urban development Master Plan (e.g. A Plan d’Occupation des Sols (POS), Programme d’Appui à la Mobilité (PAMO), Observatoire des Deplacements Urbains (UDUO); Schema Directeur du Grand Ouaga (SDAGO)) with the support of development partners, including the World Bank, the AfD, and the city of Lyon. The city has adopted a strategy that aims at classifying the urban road network (and thus adapting its infrastructure to its main users) and has prepared a traffic management plan to optimize the use of road space and reduce transit traffic. The overall objective of the City is to improve urban mobility, lessen congestion and pollution, and better regulate the use of public domain. This strategy is expected to free up some space for public transport (e.g. dedicated lanes) and pedestrians (e.g. sidewalks and public spaces). In this vein, the Government signed in September 2018 a US$330 million contract of public-private partnership with Ebomaf, a Burkinabe public works contractor, for the construction and paving of a 125 km bypass road that should reduce city transit traffic.

**Ouagadougou is relocating the economic activities and essential social services currently concentrated in the city center and is developing seven secondary centers,** most of them located along the seven radial national roads serving the city center. These secondary centers should provide the population of peripheric areas with jobs, markets, administrations and essential social services that can currently be found in the city center. This development is also expected to relieve congestion in the city center. The PAMO II financed by the AfD is developing infrastructure, including bus terminals in three of the seven proposed secondary centers.

**This project will support the Ouagadougou Urban Mobility program (2016-2021).** This program endorsed by the City Council in 2015 aims at improving the mobility of Ouagadougou’s inhabitants and is structured around four main projects: (1) fluidity of traffic, (2) strengthening of road infrastructures, (3) valorization of public transport and (4) improvement of parking infrastructures/facilities. The total budget is unknown, but the city has mobilized partners to finance parts of the program. The AFD, IDB, and AfDB are financing civil works.
Ouagadougou joined the initiative “MobiliseYourCity” in June 2018. The initiative aims to strengthen urban mobility planning in developing countries to reduce greenhouse gas emissions from urban transport. MobiliseYourCity provides a methodological framework, an international reference platform, tools for capacity building, technical assistance and facilitates access to finance at local and national levels. The city of Ouagadougou will seek technical and financial support to develop a Sustainable Urban Mobility Plan (SUMP).

Relationship to CPF

The proposed project is consistent with the current Country Partnership Framework (CPF) for the period FY18-FY23, specifically with its focus area 1 and objective 1.3 to “improve connectivity for better access to markets”. The WBG is supporting the Government’s National Plan for Social and Economic Development (PNDES – 2016-2020) through projects focused on urban and regional roads to improve transport connectivity and to reduce mobility issues that threaten urban areas’ economic and social development, mainly in Ouagadougou and Bobo-Dioulasso.

C. Proposed Development Objective(s)

To improve urban mobility along a high priority corridor in Ouagadougou in terms of the quality and level of service, safety and security for passengers and improve the over-all urban transport system integration.

Key Results (From PCN)

Achievement of the PDO will be evaluated using the following key results indicators: (i) reduction in average public transport travel time along the East-West Corridor (ii) reduction in average energy consumption and GHG emissions (per passenger-km and in absolute terms), (iii) reduction in the number of traffic accidents along the project corridor, and (iv) Qualitative improvement in public transport convenience, comfort, safety, and security.

D. Concept Description

The proposed project supports the Ouagadougou urban mobility program by financing the development of a pilot Bus Rapid Transit (BRT) line, possibly along the East-West corridor (Saaba to Tanghin Dassouri) including a set of activities to facilitate the integration of trips made by pedestrians, bicycles, motorcycles and other motorized mode of transport. The project will also finance critical sections of urban roads to support the extension of the bus network and facilitate feeder bus services and trips made by bicycles and motorcycles. The project will also strengthen transport institutions by supporting the setting up and the operationalization of the Ouagadougou Public Transport Authority. The proposed project design is consistent with the urban transport strategy set in the Ouagadougou urban mobility program and with the Sustainable Mobility for All agenda.

Pedestrian and bicycle/motorcycle facilities will be part of the proposed project to increase the attractiveness of the BRT line and will be integrated within the design of the overall BRT System. The focus will be on improving access by creating a friendly environment for non-motorized modes, particularly focusing on issues related to enhancing the pedestrian environment and increasing convenience, with consideration of the special needs of the handicapped. Such improvements will enhance the BRT stations, interchange stations and terminals, provide better access paths, and include special features in the signaling system.
The project facilitates environmentally sustainable urbanization of Ouagadougou. The project targets improvements in sustainable transport modes (buses, bicycles/motorcycles and walking) to upgrade the urban environment and respond to the mobility needs of the urban poor. The proposed project is expected to have three major components: (a) An integrated BRT line, possibly along the East-West corridor, including public transport integration facilities (pedestrian sidewalks, cycle and motorcycle lanes, parking facilities) (b) Institutional strengthening to set up and operationalize the urban transport authority; (c) project management support.

The project would be financed to the tune of $150 million, of which $100 million would come from the non-concessional IDA Scale-Up Facility (SUF) window and $50 million from the concessional national IDA (IDA) window. One of the conditions of the non-concessional financing is the participation of the private sector, notably through the financing of rolling stock (for about $100 million) and its operation as part of a public transport network that will be identified in the context of the project. The acquisition of the rolling stock and the services rendered for its operation should follow the rules of open procurement. The SUF and IDA contribution will cover the financing of public transport infrastructure, namely road and junction improvements, intermodal stations and stations, Bus Rapid Transit (BRT) corridors, as well as the institutional support and capacity building components of the project.

The project components would be as follow:

**Component 1: Development of infrastructure for the provision of public transport** (roads and junctions for the operation of the bus, bicycles and pedestrian network and pilot project for a high-service bus corridor). These developments will be identified by a feasibility study that is currently being carried out. The study comprises 3 main activities: (i) the estimation of transport supply and demand; (ii) the identification of a public transport network capable of meeting transport demand; and (iii) the feasibility of a high service bus corridor. This component could also fund priority activities that would improve the implementation of a public transport network in the city of Bobo-Dioulasso, to the extent that funding is available.

**Component 2: Support for the implementation of an integrated public transit system.** The feasibility study will determine the size and technical specifications of the rolling stock as well as business models, including Public Private Partnership (PPP) models, operating models (specifications) for both heavy and feeder lines. This component of the project will support the start of operation of the bus network. This will involve drafting the specifications for the operation of the bus lines and their concessioning. The project would also finance studies and transaction advisory services to enable the selection of the operator(s) in charge of operating the bus network by indicating the technical specifications of the necessary rolling stock. This component would also provide technical assistance for the restructuring of SOTRACO's public bus network to improve its integration and coordination with the BRT line.

**Component 3: Institutional support and capacity building.** The project could support the Government and local authorities, particularly in the establishment of a Public Transport Authority and the identification of sources of funding for urban mobility programmes. This component would also provide support to the municipality of Bobo-Dioulasso to identify an urban transport project as well as support to the new Directorate General of Urban Mobility and Road Safety recently established within the Ministry of Transport.

**Component 4: Project management support:** his component will finance the PIU operation costs
SAFEGUARDS

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

The project will mainly focus on Ouagadougou.

The human environment is marked by urban sprawl and insufficient infrastructures. Trade is highly developed and the private sector is mostly made up of small businesses operating mostly in handcraft and in the informal sector.

Whilst the overall street and sidewalk environment of Ouagadougou may be characterized by street trade with table tops in front of houses, ambulant traders, and other informal businesses, those activities are street specific and vary in intensity. The two potential project corridors identified so far for the BRT distinguish themselves from other streets of Ouagadougou in that they are rather large, and have low levels of encroachment by street traders or other informal businesses such as motorcycle repairs, car repairs, street restaurants and so forth. However, these corridors have a couple of hot spots which are manageable: they will induce economic displacement but physical displacement is unlikely.

Project design will be informed by potential adverse environmental and social impacts in the right-of-way. Environmental and social impact assessment (ESIA) will be prepared prior to appraisal, based on the findings of the feasibility study. The preparation of resettlement action plan (RAPs), however, will be contingent upon the detailed design, as a RAP prepared without a detailed design would be a blunt instrument unable to pinpoint which structures are affected, to measure the impacts and to assess or calculate due compensation.

There are nearly 70 extractive firms and 320 manufacturing firms in Ouagadougou. Some industries, such as the Brakina brewery, iron and cement plants, and the municipal slaughterhouse are in the direct area of the project. There are, in particular, a large number of very small companies active in the processing of local raw materials, cereals, fruits and vegetables, milk, meat.

The informal sector employs about 60% of the urban working population. 51% of jobs in the informal sector are held by women. The informal sector contributes significantly to the production of solid waste regardless of its geographic position in the urban fabric. This situation deserves consideration during the operation phase of the project, as well as urban security in the potential future east-west corridor (Saaba to Tanghin Dassouri).

B. Borrower’s Institutional Capacity for Safeguard Policies

Measures taken by the Borrower to address safeguard policy issues are described in Law n°006-2013/AN, Decree n° 2015-1187 and sectorial regulations on air, water, health, safety and security, including sub-regional and international requirements on environmental aspects.

The country has an acceptable legal and regulatory environmental and social framework. The Ministry of Environment, Green Economy and Climate Change (MEEVCC) is in charge of environmental issues. Among this ministry’s entities, there is the national agency in charge of environmental assessments called BUNEE (Bureau National des Evaluations Environnementales) that is in charge of approving environmental studies, monitoring and evaluation of such studies, and implementation at the national level.
The Borrower’s institutional capacity for safeguard policies has been assessed. The Government of Burkina Faso and the potential Project Implementing Unit (PIU) have several years of experience in applying and implementing Islamic Development Bank and French Development Agency financed projects but has not implemented any World Bank project. The PIU is staffed with environmental and social development specialists who will receive relevant training on World Bank safeguards policies at project preparation stage.

C. Environmental and Social Safeguards Specialists on the Team

Antoine V. Lema, Social Specialist  
Leandre Yameogo, Environmental Specialist  
Gertrude Marie Mathilda Coulibaly Zombre, Social Specialist

D. Policies that might apply

<table>
<thead>
<tr>
<th>Safeguard Policies</th>
<th>Triggered?</th>
<th>Explanation (Optional)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental Assessment OP/BP 4.01</td>
<td>Yes</td>
<td>This new operation would support the construction of a pilot BRT line of around 30 km, possibly along the east-west corridor (Saaba to Tanghin Dassouri), and the construction of a bus terminal and bus maintenance facilities. Further, the project will fund a set of activities to facilitate the integration of trips made by pedestrians, bicycles, motorcycles and other motorized mode of transport. In addition to that, the project would fund critical sections of urban roads to support the extension of the bus network and facilitate feeder bus services and trips made by bicycles and motorcycles. Other investment such as bus passenger information system and ticketing, feeder roads to the BRT line to extend the bus network and bicycle and motorcycle and park and ride facilities to improve urban road transport integration are also planned under the operation. These types of investments are generally associated with civil works with risks and environmental adverse impacts such as excavations, dust, noise, and particularly community health and safety with road traffic, solid wastes management during civil works and operation phase. Major risks and negative environmental impacts are expected within the project because of close specific sites around and in Ouagadougou (not clearly designated at this stage for critical sections of urban roads). Therefore, the project is rated as a Category “A” (Full Assessment).</td>
</tr>
</tbody>
</table>
Hence, Environmental and Social Impact Assessments (ESIAs) will be prepared for the BRT road section with a specific chapter on road safety, and for the construction of a bus terminal and bus maintenance facilities, once the BRT corridor has been selected and the sites of the bus terminal and bus maintenance facilities have been identified.

An Environmental and Social Management Framework (ESMF) will be prepared to cover all investments for which the exact locations were not identified prior to appraisal. The ESMF will be reviewed, consulted upon, approved and disclosed in Burkina and on the World Bank website before appraisal and at least 120 days prior to Board date.

Once the locations of the unidentified structures are confirmed, additional ESIAs will be prepared.

<table>
<thead>
<tr>
<th>Performance Standards for Private Sector Activities OP/BP 4.03</th>
<th>No</th>
<th>The project does not trigger this policy.</th>
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</thead>
<tbody>
<tr>
<td>Natural Habitats OP/BP 4.04</td>
<td>No</td>
<td>The project, in its components, will not involve natural habitats.</td>
</tr>
<tr>
<td>Forests OP/BP 4.36</td>
<td>No</td>
<td>The project, in its components, will not involve direct implementation of activities impacting the forestry in general and particularly the Bangre-Weogo Park.</td>
</tr>
<tr>
<td>Pest Management OP 4.09</td>
<td>No</td>
<td>The project will not invest in activities involving pest management.</td>
</tr>
<tr>
<td>Physical Cultural Resources OP/BP 4.11</td>
<td>Yes</td>
<td>Civil works will lead to excavations with possible discoveries of physical cultural resources. Training and advisory services provided to communities will ensure that they are better equipped to preserve their physical cultural resources. In addition to that, the ESMF will include a section on Cultural Physical Resources in case of fortuitous discoveries to be managed in a proper manner.</td>
</tr>
<tr>
<td>Indigenous Peoples OP/BP 4.10</td>
<td>No</td>
<td>There are no Indigenous Populations that fulfill the WB criteria in OP/BP 4.10 and therefore the policy is not triggered.</td>
</tr>
<tr>
<td>Involuntary Resettlement OP/BP 4.12</td>
<td>Yes</td>
<td>Component 1 of the project will induce land acquisition through the construction of road sections, a bus terminal, bus maintenance facilities, and infrastructures for two-wheel vehicles, thus triggering OP 4.12. Subject to the availability of detailed design for the above infrastructures prior to appraisal, Resettlement...</td>
</tr>
</tbody>
</table>
Action Plans (RAPs) will be prepared and disclosed, prior to appraisal; otherwise, RAPs will be prepared after Board approval.

A Resettlement Policy Framework (RPF) will be prepared to cover all investments for which the exact locations were not identified prior to appraisal. The RPF will be reviewed, consulted upon, approved and disclosed in Burkina and on the World Bank website before appraisal and at least 120 days prior to Board date.

Once the locations of the unidentified structures are confirmed, additional RAPs will be prepared.

A social impact assessment of the project will be undertaken, including extensive consultations of stakeholders, individual transport users (women, children, men and elderly), institutions (private and public) and transport service providers, including their workers and labor unions, if need be.

<table>
<thead>
<tr>
<th>Safety of Dams OP/BP 4.37</th>
<th>No</th>
<th>The project will not involve safety of dams.</th>
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<tbody>
<tr>
<td>Projects on International Waterways OP/BP 7.50</td>
<td>No</td>
<td>The project will not involve international waterways.</td>
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<tr>
<td>Projects in Disputed Areas OP/BP 7.60</td>
<td>No</td>
<td>The project will not be located in a disputed areas.</td>
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</table>

### E. Safeguard Preparation Plan

**Tentative target date for preparing the Appraisal Stage PID/ISDS**

**Nov 01, 2020**

**Time frame for launching and completing the safeguard-related studies that may be needed. The specific studies and their timing should be specified in the Appraisal Stage PID/ISDS**

The required environmental and social safeguard documents are an Environmental and Social Management Framework (ESMF), a Resettlement Policy Framework (RPF), Environmental and Social Impact Assessments (ESIAs) and Resettlement Action Plans (RAPs).

The ESMF, RPF, and ESIAs for investments whose locations are identified before appraisal need to be prepared, reviewed, consulted upon, approved, and disclosed within the country by the Government of Burkina Faso, and on the World Bank’s website 120 days before the Board date.

The preparation of RAPs must be based on detailed designs which pinpoint the structures affected and facilitate the measurement of the impacts and the assessment of due compensation.

The ESMF and the RPF will be prepared to cover all investments for which the exact locations were not identified prior to appraisal.
CONTACT POINT

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Lead Transport Specialist

Borrower/Client/Recipient
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Implementing Agencies
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APPROVAL

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Country Director: Christophe Rockmore 07-May-2020