



**The World Bank**

GREATER ABIDJAN PORT - CITY INTEGRATION PROJECT (P159697)

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## Combined Project Information Documents / Integrated Safeguards Datasheet (PID/ISDS)

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Appraisal Stage | Date Prepared/Updated: 11-May-2018 | Report No: PIDISDSA24134



## BASIC INFORMATION

### A. Basic Project Data

Country Cote d'Ivoire	Project ID P159697	Project Name GREATER ABIDJAN PORT - CITY INTEGRATION PROJECT	Parent Project ID (if any)
Region AFRICA	Estimated Appraisal Date 02-May-2018	Estimated Board Date 28-Jun-2018	Practice Area (Lead) Transport & Digital Development
Financing Instrument Investment Project Financing	Borrower(s) Ministry of Finance	Implementing Agency PRICI (PCU)	

#### Proposed Development Objective(s)

The Project Development Objective (PDO) is to support the improvement of urban management, logistics efficiency, port accessibility and urban mobility in the Greater Abidjan Agglomeration.

#### Components

- Urban planning, services and governance
- Urban transport infrastructure
- Logistics services and competitiveness
- Project management
- Contingency Emergency Response

## PROJECT FINANCING DATA (US\$, Millions)

### SUMMARY

Total Project Cost	400.00
Total Financing	330.00
of which IBRD/IDA	315.00
Financing Gap	70.00

### DETAILS

#### World Bank Group Financing



International Development Association (IDA)	315.00
IDA Credit	315.00
<b>Non-World Bank Group Financing</b>	
Counterpart Funding	15.00
Borrower	15.00

Environmental Assessment Category

A-Full Assessment

Decision

The review did authorize the team to appraise and negotiate

Other Decision (as needed)

## B. Introduction and Context

Country Context

1. **Côte d'Ivoire is in the midst of a healthy recovery from a decade-long civil war.** The country has the largest economy in francophone Sub-Saharan Africa, and the third largest in West Africa, with a population of 24.3 million, and a GDP of US\$39.91 billion in 2017<sup>1</sup>. Since resumption of political stability at the end of 2011, the country has grown at an average rate of 8.9% per year, and achieved macroeconomic stability, with inflation held below 3%. Growth is expected to continue at a rate above 7 % per annum through 2019<sup>2</sup>, reflecting buoyant domestic demand, steady foreign direct investment, and continued public spending, particularly on Transport, ICT, and Energy infrastructure. The economy however remains vulnerable to external shocks, especially the volatility in the prices of the country's main export commodities (i.e., cocoa, cashew nuts, palm oil, and cotton) and climatic changes.

2. **The country is one of the most urbanized in Sub-Saharan Africa, with Abidjan the most populated city.** More than half – 54% - of Côte d'Ivoire population lives in urban centers, with an urbanization rate increasing at a high rate of 5 % yearly, albeit with high spatial disparity between the Greater Abidjan Agglomeration (GAA) and the rest of the country. The GAA is home to approximately 5.4 million people, representing 42% of the country's urban population, and has been rapidly expanding as a port city around the Ebrié Lagoon. The GAA covers 19 municipal jurisdictions, of which 13 are under the

<sup>1</sup> IMF (International Monetary Fund) data available (for 2017):  
<http://www.imf.org/external/datamapper/NGDPD@WEO/OEMDC/ADVEC/WEOWORLD/NGA/CIV>

<sup>2</sup> Current IMF (International Monetary Fund) forecast



Autonomous District of Abidjan, and the remaining 6, are surrounding municipalities<sup>3</sup>. It is the country's main economic hub, contributing to approximately 80 % of formal employment and 90% of formal enterprises.

3. **The Autonomous Port of Abidjan (*Port Autonome d'Abidjan, PAA*), a major industrial hub of the Greater Abidjan Agglomeration (GAA) and Côte d'Ivoire's largest port, is the country's major economic growth driver.** The PAA contributes around 90% of Côte d'Ivoire's customs revenue, hosts 65% of the country's industrial activities and, for all of its activities, constitutes the main economic pole of the country, accounting for 60% of the Ivorian GDP. The PAA, with a throughput of around 650,000 twenty-foot equivalent units (TEUs) per year, handles 80% of the country's maritime traffic, and has the third largest freight volumes among the 25 ports in West African coast (between Dakar and Lagos), due in part to its role as a gateway for the landlocked countries of Burkina Faso, Mali and Niger. The PAA has been surrounded by the rapid and dense urbanization of Abidjan, currently connects with the hinterland through highly congested urban roads, and with a small share (less than 5%) by rail to the neighboring countries.

#### Sectoral and Institutional Context

4. **Adequate port-city integration is key for the Greater Abidjan Agglomeration (GAA) sustainable growth.** The GAA strives to secure a sustainable development path through: i) maintaining the competitiveness of the PAA port as a regional gateway, as well as the country and Abidjan's main source of economic growth, and ii) efficient urban land-use planning for a harmonious and equitable urbanization that enables universal access to housing, jobs and public services for the GAA population. In doing so, it is paramount to ensure synergies between these two development drivers through careful management of the Port-City integration, where sound urban planning ensures better port access to its hinterland and to the related logistics and industrial facilities, while ensuring that the growth in port related freight and logistics activities does not negatively impact the city's traffic conditions, road safety and air quality.

5. **Compared to other port cities in the region and internationally, inefficient freight transport and logistics is a severe constraint to GAA's growth<sup>4</sup>.** Of firms in Abidjan, 71% report transport as a major or severe obstacle to business, whereas this share is below a third in most comparator cities. Congestion and delays directly impact the delivery costs in the metropolitan area, making freight transport costs in Abidjan among the highest in the world, at US\$0.32 per ton km<sup>5</sup>. A recent study<sup>6</sup> estimated the annual cost of such congestion at 1.4 billion euros, or 4 % of the country's GDP.

6. One of the major hindrances to the GAA's sustainable growth path is the increased congestion

<sup>3</sup> The Greater Abidjan Agglomeration covers the metropolitan area of Abidjan, and consists of nineteen municipal jurisdictions, of which 13 are under the Autonomous District of Abidjan (Abobo, Adjamé, Anyama, Attécoubé, Bingerville, Cocody, Koumassi, Marcory, Plateau, Port-Bouët, Songon, Treichville, Yopougon), and six( 6) surrounding municipalities (Grand-Bassam, Bonoua, Alépé, Azaguié, Dabou, Jacqueville)

<sup>4</sup> See Annex 4 for more details of the Benchmarking against other port city comparators, using World Bank Enterprise Survey Data.

<sup>5</sup> See World Bank (2015a). These costs are much higher than in other developing countries such as Vietnam (US\$0.14) and India (US\$0.06), and even the United States (US\$0.22), where labor costs and overheads are much greater.

<sup>6</sup> Study by MEDEF and Bolloré Africa Logistics



within the city and the constrained access to its Port. The PAA is at the core of the GAA metropolitan area, and a major economic hub that generates a high volume of truck movements bringing goods in and out for Abidjan, the rest of Côte d'Ivoire and the hinterland's landlocked countries. The high volume of trucks imposes strain on traffic flows on the port's main access roads and causes continuous congestion in and around the port area, heavily impeding its efficient operation. This problem is particularly acute during the February to June peak season for crops exports (cotton, coffee, cocoa, cashew nut), that generates an intense flow of trucks towards the warehouses and stores in and around the port area for packaging and light conditioning operations prior to export<sup>7</sup>. The lack of truck parking space in the Port area<sup>8</sup> with only 200 formal parking lots for an average of over 1,200 trucks needing parking at any given time (while waiting to load), leaves truckers with the only option of parking along the Port main access roads, substantially reducing their capacity, damaging their structure, causing accidents, and hindering access to the Port.

7. Another major hindrance is the inefficient operation within the port itself. The shortage of free storage areas within the Port has been exacerbated by the slow process of removing the imported goods. As a result, the Port's main handling areas are used as stacking (storage) areas, slowing down the berthed ships' unloading operations, causing excessive waiting time at sea to berth (up to 20 days), and limiting the port to only 55% of its capacity.<sup>9</sup> All these factors contribute to the loss of attractiveness and competitiveness of the PAA as a regional gateway, which further affected by the inefficient organizational systems and operating procedures of the actors responsible for Port passage, shipowners and consignees, handlers, freight forwarders, and more generally all transport and logistics players. The same challenges can be found in the performance of Port authorities, police, customs, phytosanitary services, etc.

8. **The absence of efficient and reliable urban public transport is another important constraint to the rapid and sustainable growth of the GAA.** Today, most of the working population do not have rapid access to jobs, schools or other public services because of excessive transport costs and delays. While employment opportunities are concentrated in the city center, over 60% of trips are taken by foot or bicycle, and the average trip is less than 5 kilometers, indicating that many individuals are currently confined to informal employment near their neighborhood. When undertaking such trips, residents face difficult conditions, including: (i) lack of sidewalks and cycling routes, while the few that exist, are permanently occupied by small businesses or parked vehicles; and (ii) unavailability of safe pedestrian crossings. Of the motorized trips, 57% are by car (private, taxis and Wôrô-Wôrô<sup>10</sup>), 43% by public transport (including 2/3 by Gbâka, 1/3 by SOTRA public buses and lagoon boat shuttle services, and a few employers' buses). In spite of the significant government investments in road infrastructure, the population still suffers from slow and unreliable transport services, especially for commuting trips during peak hours when travel time could reach up to 3 hours. Consequently, the GAA remains disconnected, developing as a collection of small and fragmented neighborhoods and isolated villages, limiting workers' access to job opportunities and preventing firms from reaping scale and agglomeration benefits.

9. **The lack of urban planning and governance capacities is an impediment to timely urban**

<sup>7</sup> Storage, drying, bagging, industrial processing, potting of containers

<sup>8</sup> Two public car parks currently exist (OIC park on Vridi and Ex-Hino park on Treichville) for a total capacity of about 200 trucks

<sup>9</sup> Currently the Port container terminal's annual throughput is around 650 000 TEUs, against a capacity of 1.2 million TEUs

<sup>10</sup> In Côte d'Ivoire Mini-vans are known as "Gbâka", and pool-taxis are known as "Wôrô-Wôrô".



**infrastructure development, and private investments in Abidjan.** The years of civil unrest left undeveloped most of the key priority projects identified under Abidjan Urban Master Plan, adopted in 2000, causing a large urban infrastructure investment backlog. It has also led to a large number of parcels of public land illegally occupied. As a result, the population's access to basic services remain limited in Abidjan, particularly in poor neighborhoods, where less than 70% of the benefit from solid waste collection services and only 23% of homes are fully equipped with water and sanitation facilities<sup>11</sup>. This calls for urgent action through a combination of investments and improved urban planning and governance. A key issue going forward will be to develop a detailed land use framework, with planned investments and zoning regulations, that will enable timely infrastructure development, and facilitate private investment to expedite its deployment. This will be achieved through the operationalization of the Greater Abidjan Urban Development Plan (SDUGA) developed in 2016, which among others will provide visible street addressing and buildings' numbering that would improve accessibility in the city, speed up response time of emergency services as well as benefit the development of other spin-off services such as home delivery and e-commerce.

**10. Côte d'Ivoire has started to enhance its business enabling environment, and is ready to scale up the Private Sector Participation in infrastructure.** Since the return to stability the country has made significant progress in term of governance and institutional reform. The Government has adopted measures to improve the business environment and institutional architecture, including the opening of the Commercial Court in Abidjan (in October 2012), the launch of the one-stop shop for business formalities (operational since December 2012); the creation of a unit and call center in government to fight racketeering (in July 2011). In 2012, the Government of Côte d'Ivoire put in place a PPP legal and institutional framework with the adoption of the following two decrees: (i) the PPP decree<sup>12</sup> setting rules for PPP contracts; and (ii) the decree setting the institutional framework for PPP development, which includes the creation of the national PPP committee (CNP-PPP). The latter has benefited from a comprehensive Bank support under the Côte d'Ivoire Infrastructure Financing Project (P158820).

**11.** With the consolidation of institutions, the Government has also embarked on a strategy to promote public private partnerships (PPP) to broaden access to social services and infrastructure, as well as implementing the doing business reforms and investment promotion agenda (including the rehabilitation and development of industrial zones, and the implementation of an industrial development policy).

### C. Proposed Development Objective(s)

#### Development Objective(s) (From PAD)

The Project Development Objective (PDO) is to support the improvement of urban management, logistics efficiency, port accessibility and urban mobility in the Greater Abidjan Agglomeration

#### Key Results

**12. The project's theory of change is derived from the PDO and the higher-level objectives of the**

<sup>11</sup> World Bank, 2015a

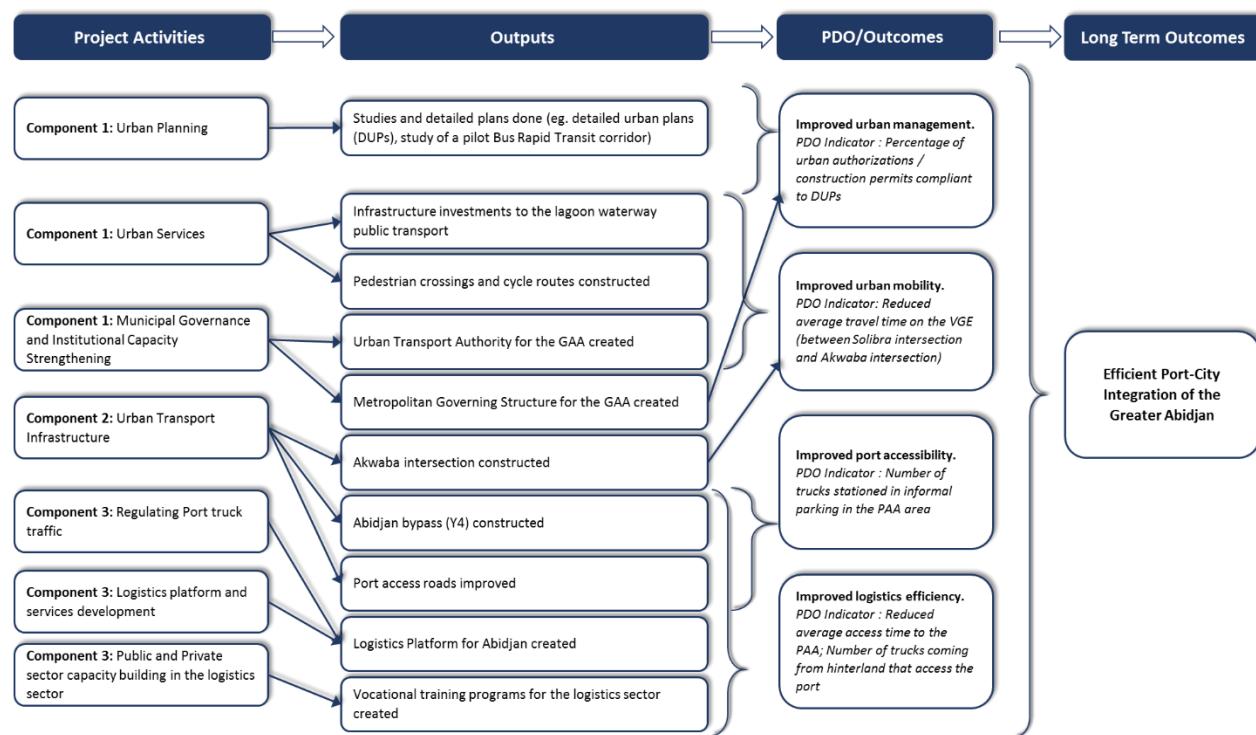
<sup>12</sup> "décret n° 12-1151 du 19 Décembre relative aux contrats de partenariats public-privé"



**project.** As presented in the Figure 1 below, the project PDO consists of four interdependent and mutually reinforcing sub-objectives of improving urban management, logistics efficiency, port accessibility, and mobility in the Greater Abidjan Agglomeration. The achievement of the PDO will be measured through the proposed key outcome indicators presented in the Section VII Results Framework.

13. Since the GAA's economy is heavily dependent on the PAA and related activities, it's future prosperity and growth will depend on the Port's performance. The fast and poorly planned urbanization of the past has severely constrained the Port accessibility to its hinterland, as well as negatively impacted mobility in the city. As illustrated in Figure 2, with the provision of new transport and logistics infrastructure and services, the Project aims to enhance accessibility to the Port and facilitate the movement of goods and people around the city. However, for such investments to be sustainable, it is paramount that greater urban planning, governance and management capacity is in place to ensure harmonious and mutually supporting Port and City development in the future.

**Figure 1 Project Theory of Change**



#### D. Project Description

14. **To achieve the PDO, the project comprises three complementary components:** (i) Component 1: Urban Planning, Services and Governance; (ii) Component 2: Urban Transport Infrastructure; and (iii)



Component 3: Logistics Services and Competitiveness. In addition, a cross cutting component is dedicated to overall project management and monitoring.

**Component 1: Urban Planning, Services and Governance (estimated cost: US\$74.0 million, of which US\$73.0 million IDA financing and US\$1.0 million counterpart financing)**

15. This component aims to: (i) provide operational and effective urban planning instruments for the national, district and municipal governments to achieve inclusive and sustainable development in Greater Abidjan; (ii) strengthen the capacities of national and local governments for better urban management; and (iii) promote access to basic urban infrastructure and services.

16. Given the importance of urban governance to transport planning and implementation, Component One includes technical assistance to help Government develop urban planning tools and strengthen its urban and transport management institutions. It also supports priority investments to improve the operation and functioning of the District of Abidjan.

17. ***Subcomponent 1.1: Urban Planning:*** The government of Côte d'Ivoire, with the assistance of JICA, has prepared and adopted an Urban Master Plan for Greater Abidjan (SDUGA). To help implement the plan, the project will: (i) finance Detailed Urban Plans (DUPs) for selected municipalities to help manage city growth and guide urban investment, including, for example, land use and development; and (ii) pilot implementation of DUPs with priority investments identified through consultation with communities and in partnership with other donors.

18. ***Subcomponent 1.2: Municipal Governance and Institutional Capacity Strengthening.*** This component will help Government improve municipal governance and institutional capacity through providing technical assistance:

- (i) for the identification of the most appropriate Metropolitan Governing System (MGS) for the GAA, including: reviewing the system of current urban governance; assisting in the development of a new system and supporting its formation.
- (ii) for SDUGA implementing institutions, including the Ministry in charge of urban planning and the Autonomous District of Abidjan (ADA) and the 13 communes of Abidjan through studies and on-demand tailored support
- (iii) for preparation of a Multi-Modal transport plan; and on-demand support and training on international best practice.

19. ***Subcomponent 1.3: Urban Services*** This sub component will focus on the planning and delivery of priority urban services in Abidjan, in particular those identified in the SDUGA, including (but not limited to):

- (i) Detailed Study of a pilot Bus Rapid Transit (BRT) corridor based on an on-going feasibility study
- (ii) Strategic infrastructure investments to improve the lagoon waterway public transport. This will include renovating and adding stations and improving connectivity between these stations and land public transport services;
- (iii) Modernizing and scaling up street addressing in the 13 communes of the district of Abidjan to support urban service management;
- (iv) Construction of pedestrian crossings and bicycle routes in Abidjan to improve road safety



conditions. This activity will focus on major public transport nodes, where crowding and transfers are particularly hazardous to women, children and the elderly; and

- (v) Environmental management: upgrading and conservation of green areas defined in the SDUGA to prevent and mitigate negative environmental externalities caused by economic activities and uncontrolled urban sprawl including development of a specific land use plan and identification and implementation of priority investments in this zone (such as outdoor recreational spaces, including sports fields to benefit youth).

**Component 2: Urban Transport Infrastructure (estimated cost: US\$173.2 million, of which US\$164.2 million IDA financing and US\$9.0 million counterpart financing)**

20. The main objective of this component is to support the improvement of PAA accessibility as well as the mobility of good and passengers in the GAA. While solving all problems of mobility within the GAA is not possible under a single operation, the purpose of this component is to implement the high priority investments recommended under the SGUDA, in synergy with other complementing investments currently being implemented with other donors funding (AfDB, MCC, and JICA). Three investments in urban transport infrastructure are intended to improve the traffic flows along the PAA main access roads, as well as the city's backbones, where most economic (industrial and logistics) activities are take place. Specifically, these are:

21. ***Subcomponent 2.1: Construction of the Abidjan bypass (Y4) western section, connecting the A1 (Autoroute de l'Est) and A3 (Autoroute du Nord) Highways:*** The bypass is a vital section of transport infrastructure that will significantly enhance access to and travel within the GAA by enabling suburb to suburb trips which will reduce congestion in the center and allow traffic accessing Abidjan to self-redistribute along the main radial access highways, easing congestion, and providing access to land on the city fringes for industrial and logistics activities. In addition to the PAA, it will also provide easy access to the Abidjan Logistics Platform (ALP) included in this project, to Abidjan center, the various hinterland routes, and the industrial zone PK24-26. The Truck Parking Facility (TPF) under the ALP, in particular, will benefit from greater access and attractiveness to trucks to/from the various hinterland routes, thanks to the bypass. The African Development Bank is financing the development of the first section of Y4 between Mitterrand Boulevard and Alépé road (24,4 Km). If additional funding becomes available, Section 3 of the Y4 will be constructed to complete the ring road and provide link between the industrial zone of PK24-26 and Songon in the West, along the Dabou road, where a substantial residential development is under construction to meet future demand for housing for the industrial zone PK24-26 and the rest of Abidjan.

22. ***Subcomponent 2.2: Improvement of Abidjan Port's access roads:*** This activity will improve accessibility to the port's dependent logistics facilities and industrial units, in complementarity with the MCC project that will rehabilitate the Port main southern access, along the Blvd. Petit Bassam. The investment will substantially improve accessibility to those units, reducing congestion, accidents and vehicle operating costs. A total of 4.4 km of roads will be rehabilitated including the Zimbabwe neighborhood access road via Vridi city, UNICAO – OIC Parc road, and MAERSK – SIEPBA road.

23. ***Subcomponent 2.3: Redesign of Akwaba intersection to increase capacity, reduce delays and accidents:*** The upgrade of Akwaba junction is a high priority for the sustainability of the GAA current urban and economic growth pattern, given the sheer volume of traffic transiting daily through this central node.



The junction currently serves as the main access for i) key economic centers such as the Port<sup>13</sup>, the industrial and logistics zones of Vridi, Biétry, and Zone 4; ii) key dense residential areas of Koumassi, Vridi/Petit Bassam, and Treichville, where most of Port and Vridi industrial zone employees live; iii) the Félix Houphouët Boigny Airport (located at 3.5km from Akwaba junction); and iv) the Bassam zone, where a substantial part of future residential and economic activities in the GAA are expected to develop in the future. In addition, the traffic bottle neck caused by the current ground level junction causes substantial delays, that tail back to the entire length of the Valéry Giscard d'Estaing (VGE) Boulevard, where users and riparian populations suffer major problems of accessibility, delays, air and noise pollution, and high level of accidents.

24. The Akwaba junction upgrade will substantially increase its throughput capacity, and complement planned and ongoing interventions by other donors (see § 65), such as MCC (redesign of signaling junctions along the VGE), and JICA (upgrading the Solibra junction into an interchange), to provide seamless, safe and reliable access to the Port for trucks, and for commuters between the city center in Plateau and beyond, and Zone 4, Koumassi and Bassam areas, as well as journeys to the airport.

25. The upgrade will consist of grade separation of the dominant traffic flow between VGE Bv. and Bassam road (A100), through a flyover straddling the other flows. The latter will be using the ground level redesigned high capacity round about to travel between the junction arms. The design allows for future inclusion of a fifth junction arm to directly serve the Marseille Boulevard via a new lagoon bridge when the proposed real estate developments on the Boulevard and road improvements are built.

**Component 3: Logistics Services and Competitiveness (estimated cost: US\$142.2 million, of which US\$67.2 million IDA financing, US\$5.0 million counterpart financing, and US\$70.0 million private sector financing)**

26. This component will address inefficiencies in port operations, and across the logistics sector value chains which hampers the Greater Abidjan's future economic growth and prosperity. Specific activities under this component will focus on: i) easing traffic congestion in and around the Port area, improving Port connectivity with key logistics centers within the GAA and the port's hinterland as a whole; ii) developing the public-sector Logistics planning capacity, and professionalizing the logistics industry; and iii) better regulating the Logistics industry for more auspicious environment for private sector participation in the sector.

27. ***Subcomponent 3.1: Logistics Platform:*** This sub-component will support the development of a Logistics Platform (LP) for Abidjan. While the feasibility study is underway, it is expected that the Platform will encompass key facilities such as: i) a Dry Port providing additional capacity to the PAA offshore area (under customs); ii) a Truck Parking Facility (TPF), and iii) a Logistics Zone (LZ) for stowage, warehousing, re-packaging, conditioning, and light transformation. The main objective of the LP is primarily to help address the main problems of: i) inefficient intra-port operation, essentially due to insufficient storage space and limited handling area, causing major delays in ship unloading; and ii) poor truck traffic management around the Port area and along its main access roads and delivery routes, causing urban

<sup>13</sup> Together with Western access, via the Houphouët Boigny Bridge, they represent the only two possible access options to the Port.



congestion and inefficient logistic services. The LP investment is expected to alleviate such inefficiencies through i) providing additional offshore storage space to free up the port's main handling area and expedite the loading and unloading of ships, resulting in increased port throughput capacity, and ii) regulating truck access to the Port to reduce congestion along its main access roads, informal parking around the port area, and unnecessary trips when possible. The study is also assessing the option of providing railway shuttle services between the LP and the port, which will substantially reduce the need for truck access to the port and greatly boost the future utilization of the LP facilities, and consequently its economic and financial viability. When operational, the LP will also have positive externalities not related to logistics activities including: i) improving urban mobility for city dwellers by removing trucks from urban roads; and ii) attracting investments and creating jobs on and around the Logistics Zone itself.

28. In line with the Maximizing Finance for Development (MFD) approach, the ongoing feasibility study of the LP, will explore options for sustainable Private Sector solutions, leveraging the Private Sector for Growth and Private Sector Development. This may include the financing and/or delivery of all or parts of the three LP facilities by private entities, **so long as it is proven economically viable, fiscally and commercially sustainable, transparent regarding the allocation of risks, provide value for money and ensure environmental and social sustainability.**

29. The ongoing feasibility study will provide preliminary designs of the LP, as well as estimates of the required capital and operating costs and the potential revenue streams from each of the three facilities, which will serve as inputs to a detailed financial viability assessment. Among others, the viability assessment will test the value for money of procuring the LP facilities through a Public Private Partnership (PPP) model, and determine what is the optimal risk share between the public and private parties, for each facility and the amount of funding or guarantees, if any, needed to make it financially viable and bankable. The study will be completed in December 2018.

30. The next steps for the preparation, procurement and implementation of the LP will be as follow:

- (i) As part of the ongoing feasibility study of the LP, an preliminary environmental and social impacts assessment will be undertaken, to help guide the selection of the optimal location of the Platform, in addition to the economic and financial considerations. The study will be completed by end of 2018, a validation workshop will be held in Abidjan, and involving the various Authorities in charge and the stakeholders to select the design option and investment phasing that maximizes the project socio-economic viability;
- (ii) Once the location of the LP is identified, a full ESIA will be undertaken as well as a RAP in early 2019.
- (iii) A transaction advisory support will then be provided by GIF, to structure feasible PPP models and identify the one that maximizes value for money, then prepare the related tendering and contractual documents, by summer 2019;
- (iv) The PPP Tender will then be organized in autumn 2019, and completed by Spring 2020, with the selection of the preferred bidder, with whom negotiations will be carried out and completed by summer 2020;
- (v) The financial close will then require approximately six months to complete, leading to the signing of the financing agreement by early 2021, and the kickoff of the works shortly after that.
- (vi) Prior to the beginning of the works the RAP will be implemented and proof provided to the Bank before any funding from the IDA resources could be used.



31. While the exact amount of needed subsidy to bridge a potential funding gap will be dictated by the market and will only be known after the bids are received, a provisional amount of US\$ 55 million has been allocated, (based on preliminary estimates) to complement the expected private sector contribution of up to US\$ 70 million. This is an important indicator for the Project bankability, that public funding is available to support the LP transaction, should it be needed, and that the Government is committed to the Project. Should part of the allocated subsidy remain unutilized, this could be redirected to support the other public transport improvement in the GAA such as a scale-up of the lagoon transport activities, and/or a public transport fleet renewal scheme<sup>14</sup> for the mini-vans known as “Gbâka”, and pool-taxis known as “Wôrô-Wôrô”, both of which are prone to private sector participation.

32. It should be noted that the MFD approach requires much longer to prepare to achieve a bankable project compared to an all-public one. The reason being that the full life costs and risks of the Project should be assessed, priced, negotiated and shared in an optimal way between the different parties to the partnership, for the entire project life, with no-options for renegotiation, except for “force majeure”. Such long-term commitment requires substantial amounts of advisory support, studies and investigations of potential future events, which results in high transaction costs and time, that private parties are only willing to go through if they are reassured of the Government’s firm commitment to the Project, which is indicated by earmarking US\$ 55 million for potential public support to the Project.

33. In addition, to comfort for the MFD approach, an initial market testing was recently undertaken by the Ivorian Ministry of Transport through a call for Expressions of Interest (EoIs) to investing in the LP. The received EoIs were very encouraging<sup>15</sup>, with respondents expressing strong interest in the LP which they consider as a viable investment with a strong business case. In addition, the ongoing study has consulted potential customers for the LP, namely the Ivorian Federation of Maritime Forwarders (FEDERMAR), as well as the representations in the PAA of the Burkina Faso and Mali’s associations of importers/exporters, in order to gauge their willingness to use the facilities once built, and at what price and quality of service, including the additional cost of shuttling between the PAA and the LP. The respondents expressed a strong need for the LP and interest to use it in the future, particularly for all destinations outside the Port’s immediate area, which represents more than 60% of PAA containerized traffic.

34. Finally, support from the Global Infrastructure Facility (GIF) has already been arranged, and will be used once the ongoing feasibility study is completed, to provide advisory services to structure the PPP transaction and support during tendering and negotiations. This will include a review of the legal and regulatory framework in place, and will craft a specific framework that regulates the operation and management of the LP facilities, including the freedom to develop services within the LP, such as warehouses and Inland Container Depots (ICDs), as well as setting policies on land management, transport and trade facilitation, and environmental and social safeguards.

35. **Subcomponent 3.2: Managing Port truck traffic.** The Port of Abidjan is surrounded by the metropolitan area and generates a high volume of truck movements to bring in and take out goods for

<sup>14</sup> A similar truck fleet renewal scheme is currently being piloted under the PAMOSET Project (P156900), and is progressing well

<sup>15</sup> More than five major Maritime and Logistics operators responded.



the Abidjan area, the rest of Cote d'Ivoire and the landlocked countries in the hinterland. The high volume of heavy trucks combined with the informal trucks parking practices on the Port roads while waiting for a load (due to insufficient formal parking space), further reduces the access roads' capacity and exacerbates the congestion and poor access problems.

36. To help solve this problem, this sub-component will support the development of an efficient truck traffic management system within PAA, that among other activities will help regulate and monitor trucks' access time to the Port area to reduce unnecessary dwell time and parking in and around the PAA. The Port currently uses a Port Management Information System (PMIS) and ERP designed to manage daily operations including services to ships, transit, and invoicing of Port related services. Among soft measures to be supported, traffic management will be a priority, with the double objective of removing trucks parking in the port vicinity to take advantage of off-peak hours in urban movements to move the major part of goods out of the port. The activity will add functionalities to the existing PMIS through the launch of a Port Community System (PCS) that includes a Truck Appointment System (TAS) linking the Port to the Logistics Platform to manage traffic within the Port premises. The new PCS will ensure close coordination with the activities of the Single Window, to ensure synergies between the two systems, namely in the areas of documents processing and tracking the movement of shipments. This would require implementing an appointment scheme for the receipt and delivery of the goods in the Port, either organized at terminal level<sup>16</sup> or at port level. In this system, trucks would be allowed in the Port only at a prescribed time, with a booking system that would ensure that stevedores have mobilized the required resources to ensure quick delivery or receipt, and preventing further appointments in the slot when the handling capacity has been reached. The system could be set in a manner that would incentivize off-peak deliveries and receipts.

37. **Subcomponent 3.3: Public and Private sector capacity building in the logistics sector.** The creation of the logistics zone will open-up opportunities for value added activities in the logistics sector, such as warehousing for third parties, loads deconsolidation/consolidation, last mile logistics in the Abidjan metropolitan area, to name a few. For most shippers, due to a lack of adequate service in the logistics industry, a large part of their logistics functions is internalized.

38. This sub-component will therefore support the logistics sector's competitiveness through the development of skills in the areas of services to help professionalize the industry and improve its compliance with international best practices. The support will include: (a) capacity-building activities for private sector actors in logistics; (b) development and improvement of a certification and accreditation system program for drivers and managers of transport companies; (c) development of a vocational training program; (d) delivery of training in several logistics services functions: operational, administrative, supervisory, and/or managerial jobs, focusing on operational and administrative functions; and (e) acquisition of equipment and training facilities, and refurbishment to jump-start training delivery for both the transport and non-transport sectors.

39. **The sub-component will design and implement vocational training programs for the logistics sector.** An assessment of skills and competency within the logistics sector will be carried out. Based on this, a training programs targeting identified competences gaps will be designed, in order to help

<sup>16</sup> Most of the terminal operating systems used for container terminals have that functionality which can be activated.



professionalize economic operators (formal and informal) across the trade logistics value chain. The programs will give priority to two main target beneficiaries: 1) The C&F agents, licensed by Customs; and 2) The FEDERMAR companies (stevedores and shipping agents). The activity will identify an implementing partner from academia, schools or training institutes working strategically with FERDAMAR as well as FIATA, the global association of freight forwarders which has established training programs or train-the-trainer schemes, will be approached as a strategic partner. The activity will identify training initiatives that can be implemented at low maturity levels in the educational and logistics sectors

40. **Technical assistance to the Government of Côte d'Ivoire to support regulations in the logistics sector.** The TA will help the government departments and agencies involved in the logistics sector to play their role in enhancing competencies and skills in the logistics sector, including: education policy and development of curricula; advocacy; public-private dialogue and multi-stakeholder collaboration; regulation of freight and logistics services; customs brokerage. In its current form, the regulation of the logistics sector is incomplete, and needs to be reviewed and expanded to cover how operators are licensed to access the industry (regulation of the industry), and how the provision of logistics service is regulated (regulation of the market).

**Component 4: Project Management estimated cost of US\$11 million, of which US\$11.0 million IDA financing)**

41. **This sub-component will finance project management support.** The activities under this component include support to fiduciary activities (procurement and financial management), project monitoring and evaluation, safeguard plans implementation, and communication, as well as the coordination among the various Government agencies and the private sector. Moreover, the National School of Statistics and Applied Economics (ENSEA) will closely collaborate with the PRICI unit for project monitoring related activities. In view of further involving Côte d'Ivoire's universities, ENSEA will be involved in the collection, analysis, and evaluation of PDO and intermediate results indicators.

**Component 5: Contingent Emergency Response Component (CERC) (US\$0 million equivalent)**

42. This component is included in accordance with OP/BP 10.00 Investment Project Financing, paragraphs 12 and 13, for situations of urgent need of assistance as a provision of immediate response to an Eligible Crisis or Emergency, as needed. It will allow the GoCI to request the Bank rapid reallocation of project funds in order to respond promptly and effectively to an eligible emergency or crisis, i.e. a natural or man-made disaster or crisis that has caused or is likely to imminently cause a major adverse economic and/or social impact. To trigger this component, the GoCI needs to officially declare an emergency or provide a statement of fact justifying the request for the activation of the use of emergency funding. If the Bank agrees with the determination of an eligible emergency and associated response needs, financing from other project components could be reallocated to cover eligible expenditures for emergency response and recovery. Disbursement would be made based on a positive list of goods, the procurement of specific works and consultant services, and/or emergency operation costs required for immediate response and recovery. A specific CERC Operations Manual will apply to this component, detailing financial management, procurement, safeguards, eligible expenditures (including a positive list of goods) and any other necessary implementation arrangements.



## E. Implementation

### Institutional and Implementation Arrangements

43. **The project builds on the existing institutional arrangement under the World Bank-funded PRICI.** The Project Coordination Unit (PCU) for the PRICI under the Ministry of Economic Infrastructure will also take charge of the coordination of the implementation of the Greater Abidjan project (PACOGA), continuing the shared PCU model already implemented for other World Bank transport projects in the country. The PRICI PCU is currently satisfactorily managing PRICI (P156253), Urban Water Supply Project (P156739), Transport Sector Modernization and Corridor Trade Facilitation Project (PAMOSET, P156900), and Abidjan-Lagos Corridor Project (P096407). The framework structure is discussed in the following paragraphs.

44. **A Steering Committee.** Given the dominant infrastructure component of the project, this committee will be chaired by the Minister of Economic Infrastructure or his/her representative, and will include the following Ministers or their representatives: the Minister of Economy and Finance; the Secretary of State to the Prime Minister in charge of Budget and State Portfolio; the Minister of Transport, the Minister of Construction, Housing, Sanitation and Urban Planning; the Minister of Vocational Training in charge of SMEs; the President of the District of Abidjan; and the Head of UVICOCI. The Steering Committee will provide overall supervision of the project, ensure coherence of activities with the sector strategy, and convene inter-sectoral coordination for the subcomponents of other ministerial departments. The committee also validates annual budgeted work plans (ABWPs).

45. **A Technical Committee.** This committee will be composed of director-level staff involved in project implementation. It provides more operational oversight of project implementation and advises the Steering Committee accordingly.

46. **A Project Coordination Unit (PCU).** The PRICI PCU will be the Project Coordination Unit and will be responsible for Fiduciary management, M&E, and communicating project activities and achievements. It will be strengthened by additional technical expertise required by the multi-sectoral nature of the project, including the appointment of a Deputy Project Coordinator, who will work full time on the Greater Abidjan project. The PRICI PCU existing team will be complemented with a part time logistics specialist, a full-time urban planning specialist, a procurement specialist, environmental management specialist and a social management specialist.

47. **The Specialized Implementation Agencies (SIAs) will implement each project activity that falls within their respective institutional mandate.** The scope of the existing implementing agencies under PRICI will be extended and new agencies will come onboard to cover all the additional sectors involved in the project. The PRICI - PCU will sign a delegated management contract with all identified project-executing agencies. The contracts will define the scope of roles and responsibilities for the agencies involved in the project implementation.

**F. Project location and Salient physical characteristics relevant to the safeguard analysis (if known)**

The project interventions will be located in Greater Abidjan. In terms of safeguard matters, the first analysis' findings show potential safeguard concerns. On environmental level, adverse impacts will mainly be related to risks of accidents and noise as works will take place in inhabited areas. The disruption of road services may also occur. As for social side, there will be displacements of populations as well as lost of assets.

**G. Environmental and Social Safeguards Specialists on the Team**

Abdoul Wahabi Seini, Social Safeguards Specialist

Abdoulaye Gadiere, Environmental Safeguards Specialist

**SAFEGUARD POLICIES THAT MIGHT APPLY**

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	<p>The proposed project will fund the development and construction of urban infrastructure, such as roads, squares and an industrial zone.</p> <p>All these activities may induce potential adverse impacts on environmental components. For the interventions for which the exact locations are known such as Abidjan bypass (Y4), the development of port's access roads and the rehabilitation of Akwaba interchange, Environmental and Social Impact Assessments (ESIAs) have been prepared.</p> <p>After being prepared, the ESIAs for the Y4 road and feeder roads have been disclosed in Cote d'Ivoire on February 24 while the ESIA of Akwaba roundabout has been disclosed on February 26, 2018. Thereafter the three ESIAs have been disclosed at the World bank website on February 26,2018.</p> <p>For the rest of investments for which the location is not yet defined, an Environmental and Social Management Framework (ESMF) has been developed, reviewed, consulted upon and disclosed both within Cote d'Ivoire on January 30 and at the World bank website on February 26,2018.</p>
Performance Standards for Private Sector Activities OP/BP 4.03	No	



Natural Habitats OP/BP 4.04	Yes	The project will undertake investments on waterways to foster the development of fluvial transport. Such activities may impact on natural habitats.
Forests OP/BP 4.36	No	It is not anticipated that forests will be impacted by the project.
Pest Management OP 4.09	No	The project does not finance activity that may induce the use of pesticides or chemical products.
Physical Cultural Resources OP/BP 4.11	Yes	This policy is triggered because of activities requiring civil works and excavations with potential discoveries of physical cultural resources. In order to anticipate and to be sure that all the precautions have been taken to protect and safeguard physical cultural resources, the ESMF prepared in line with the OP4.01 include a section on how to handle in a proper way, the chance of finding physical cultural assets within the project area.
Indigenous Peoples OP/BP 4.10	No	There are no indigenous people as defined by the policy in the project area.
Involuntary Resettlement OP/BP 4.12	Yes	<p>The project supports some activities that may lead to land acquisition or restriction of access to sources of livelihood such as the Abidjan bypass (Y4), the rehabilitation of the port's access roads, the rehabilitation of Akwaba interchange . A Resettlement Policy Framework (RPF) consistent with OP 4.12 was prepared by the Borrower, reviewed by the Bank specialists and cleared by the RSA. It has been disclosed in-country on February 24, 2018, and on the World Bank's website on February 26, 2018. In addition to the RPF, 03 Resettlement Action Plans (RAPs) were also prepared for activities for which locations are already known. There are (i) the Akwaba intersection rehabilitation, (ii) the development and rehabilitation of access roads for the port of Abidjan and, (iii) the construction of the Section 2 of the Abidjan bypass (Y4). The RAP of the Akwaba roundabout was disclosed in Cote d'Ivoire on February 27, 2018 and at the World bank website on February 28, 2018.</p> <p>As for the Y4 road, its RAP was disclosed in Cote d'Ivoire and at the World bank website the same day, namely on February 27,2018.</p> <p>With respect to the feeder roads of the port, the RAP was also disclosed in Cote d'Ivoire on February</p>



		24,2018 and at the World bank website on February 27,2018.
		The RPF will cover the activities for which locations are not known yet and will be used as a guide to conduct specific Resettlement Action Plans (RAPs) for other further investments. All new RAPs will be submitted to the Bank for approval (included RSA clearance) and disclosure prior to the commencement of any civil works with lands related issues.
Safety of Dams OP/BP 4.37	No	The project will not finance dams or rely on dams
Projects on International Waterways OP/BP 7.50	No	The project is not expected to affect international waterways
Projects in Disputed Areas OP/BP 7.60	No	The project will not be located in a disputed area.

## KEY SAFEGUARD POLICY ISSUES AND THEIR MANAGEMENT

### A. Summary of Key Safeguard Issues

1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:

This operation will support activities related to the construction of the Akwaba roundabout, Y4 road, feeder roads of the port of Abidjan, and other investments. These civil works will unquestionably induce environmental and social adverse impacts in terms of trees cutting, dust, noise, waste management, security and health issues both for populations and for employees. Such civil works will be implemented in inhabited areas; thus, they may be associated with more risks.

On social level, due the fact that investments will be made in inhabited areas, different civil works may induce the displacement of populations and loss of economy.

2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:

Potential long-term indirect of the construction of the Y4 and the feeder roads of the port are negative impacts related to the increase rate of accidents because of the excess speed due to good road traffic conditions.

3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.

During the development of ESAs, more specifically on the Akwaba roundabout and the Y4 road, alternatives were studied to minimize negative environmental and social impacts associated with the works. That means the alternative dimension has been taken into account in these investments' designs with a view to minimizing adverse impacts on the environment and communities. For example, for the Akwaba intersection, the technical design was modified to avoid a certain number of economic activities such as the expropriation of a fuel station, thus saving jobs and mitigating environmental issues linked with this activity.



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.

The project was rated as a category "A" and triggers four (04) safeguards policies namely OP4.01 "Environmental Assessment"; OP4.04 "Natural Habitats"; OP4.11 "Physical Cultural Resources" and OP4.12 "Involuntary Resettlement". To address the potential negative impact associated with the planned investments, the Government has prepared height (8) appropriate safeguards instruments: an Environmental and Social Management Framework (ESMF), a Resettlement Policy Framework (RPF), 03 Environmental and Social Impact Assessment (ESIAs) and 03 Resettlement Action Plans(RAP).

The ESMF outlines an environmental and social screening process for component's activities. It also includes: Guidelines for an Environmental and Social Impact Assessment (ESIA); Environmental Guidelines for Contractors as well as sub-contractors; and a summary of the World Bank's safeguard policies). It also contains two chapters to take into account Natural Habitats and Physical Cultural Resources matters respectively. That means guidance and guidelines have been included in the ESMF to this end.

The RPF has been prepared by the government to address such circumstances and supervision and monitoring will identify if Resettlement Action Plans will need to be prepared during implementation to address any land acquisition or temporary displacement of livelihood activities.

The RPF has been developed to address potential land acquisition or loss of economic activity on the part of individuals or groups of individuals in project intervention zones.

These two safeguard instruments have been disclosed within the country respectively on January 30 and February 23, 2018. Thereafter, they were also disclosed at the World Bank website on February 26, 2018.

For those investments that the locations were known with certainties an ESIA and a RAP have been developed. This is the case of Akwaba roundabout, the Y4 road and feeder roads of the port.

The ESIA and the RAP of the Akwaba roundabout were disclosed in Cote d'Ivoire respectively on February 26 and February 27, 2018 and at the World bank website respectively on February 26 and February 28, 2018.

As for the Y4 road, its ESIA and RAP were disclosed respectively in Cote d'Ivoire on February 24 and February 27, 2018 and at the World bank website respectively on February 26 and February 27,2018.

With respect to the feeder roads of the port, the ESIA and the RAP were also disclosed in Cote d'Ivoire on February 24,2018 and at the World bank website respectively on February 26 and February 27,2018.

All these documents have been prepared, in full compliance with national legal and regulatory framework and World Bank safeguard policies, including a broad consultation framework involving all relevant stakeholder groups, both public and private, as well as civil society.

A Grievance Redress Mechanism (GRM) was set up to allow stakeholders and interested parties to bring up any concern regarding the project to the PIU with the aim of finding a solution.

Safeguards documents include guidelines on Occupational, Health and Safety(EHS/OHS), and clearly mention that the company Environmental and Social Management Plan (Works-ESMP) must be approved by the PIU and their partners prior to the works commencement. Moreover, the tender documents and the contracts for main contractors as well as the sub-contractors must also include sections related to EHS/OHS.

With respect to potential labor influx, the project will establish guidance and rules for (i) contractors to enhance the ESMPs and workers contracts will include measures for managing the potential impacts of such an outside workforce on the local community. Specific details will be prepared during the investment activities for contractors who will bring in workers and operators from outside the area, and these are likely to be housed in work camps during



construction

To ensure that the safeguard instruments prepared in line with policies triggered by the project are implemented properly, the PIU will hire an environmental safeguard specialist and a social safeguards specialist. The environmental safeguards specialist must have additional experience in EHS/OHS, and the social safeguards specialist in GBV, Social inclusion and any labor related risk. Both specialists will be fully in charge of all aspects of environmental and social safeguards aspects and will regularly monitor all safeguard requirements. More specifically, the two specialists, the whole PIU, the implementing agencies as well as the other stakeholders will ensure that children are not employed in civil works as labor force.

World Bank implementing support missions will also include environmental and social safeguards specialists to ensure that all safeguard issues are addressed properly, in a timely manner.

5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.

The key stakeholders are the populations of District of Abidjan, transporters, Ministry of Transport, Ministry of Economic Infrastructures (and their relevant agencies/departments); the Autonomous port of Abidjan, NGOs, etc. One of the key principles of this project from the outset was to foster participation of all relevant stakeholders. This approach will be sustained throughout project implementation. The environmental and social assessment studies, namely the ESMF, RPF, ESAs and RAPs were also carried out according to the same principle, using broad-based public consultation approach, involving the above stakeholder groups. The objective was to raise awareness of project activities and impacts and foster ownership on their part. All the relevant bodies have been adequately informed of the Project. Concerns of the communities and some details of consultations have been taken into account in the body of the report and other results provided as Annexes in the ESMF, RPF, ESAs and RAPs. The key concerns raised during the consultation process included: (i) maintaining traffic flow during construction, (ii) permanent information and sensitization of the population, (iii) compensation process for those impacted by the project, (iv) participation of local population as employee on works they qualify for, (v) development of access to homes, businesses and social infrastructure during the execution of works. All these concerns have been addressed in the alternatives proposed through the ESMF, the RPF, the ESAs, the RAPs prepared within the project.

## B. Disclosure Requirements

### Environmental Assessment/Audit/Management Plan/Other

Date of receipt by the Bank	Date of submission for disclosure	For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors
19-Jan-2018	26-Feb-2018	26-Feb-2018

### "In country" Disclosure

**Resettlement Action Plan/Framework/Policy Process**

Date of receipt by the Bank 15-Jan-2018	Date of submission for disclosure 26-Feb-2018
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**"In country" Disclosure****C. Compliance Monitoring Indicators at the Corporate Level (to be filled in when the ISDS is finalized by the project decision meeting)****OP/BP/GP 4.01 - Environment Assessment**

Does the project require a stand-alone EA (including EMP) report?

Yes

If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?

Yes

Are the cost and the accountabilities for the EMP incorporated in the credit/loan?

Yes

**OP/BP 4.04 - Natural Habitats**

Would the project result in any significant conversion or degradation of critical natural habitats?

No

If the project would result in significant conversion or degradation of other (non-critical) natural habitats, does the project include mitigation measures acceptable to the Bank?

NA

**OP/BP 4.11 - Physical Cultural Resources**

Does the EA include adequate measures related to cultural property?

Yes

Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?

Yes

**OP/BP 4.12 - Involuntary Resettlement**

Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?

Yes



If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?

Yes

#### **The World Bank Policy on Disclosure of Information**

Have relevant safeguard policies documents been sent to the World Bank for disclosure?

Yes

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

#### **All Safeguard Policies**

Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?

Yes

Have costs related to safeguard policy measures been included in the project cost?

Yes

Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?

Yes

Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?

Yes

#### **CONTACT POINT**

##### **World Bank**

Hatem Chahbani  
Sr Transport. Spec.

Mahine Diop  
Senior Municipal Engineer

Mohamadou S Hayatou  
Senior Private Sector Specialist

##### **Borrower/Client/Recipient**



Ministry of Finance  
Adama Coulibaly  
Director of Cabinet  
adcoulibaly@hotmail.com

**Implementing Agencies**

PRICI (PCU)  
Gilbert EPKINI  
Project Coordinator  
gekpini@gmail.com

**FOR MORE INFORMATION CONTACT**

The World Bank  
1818 H Street, NW  
Washington, D.C. 20433  
Telephone: (202) 473-1000  
Web: <http://www.worldbank.org/projects>

**APPROVAL**

Task Team Leader(s):	Hatem Chahbani Mahine Diop Mohamadou S Hayatou
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**Approved By**

Safeguards Advisor:	Hanneke Van Tilburg	15-May-2018
Practice Manager/Manager:	Nicolas Peltier	15-May-2018
Country Director:	Jacques Morisset	15-May-2018