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Report No: PAD5467

INTERNATIONAL DEVELOPMENT ASSOCIATION

PROJECT APPRAISAL DOCUMENT

ON A

PROPOSED CREDIT

IN THE AMOUNT OF EURO 181.3 MILLION  
(US\$200.0 MILLION EQUIVALENT)

TO

BURKINA FASO

FOR THE

SECONDARY CITIES URBAN MOBILITY AND DEVELOPMENT PROJECT

September 7, 2023

Transport Global Practice  
Western And Central Africa Region

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## CURRENCY EQUIVALENTS

(Exchange Rate Effective July 31, 2023)

Currency Unit = Euro

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0.906 Euro = US\$1

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US\$ 1.103 = Euro 1

## FISCAL YEAR

January 1 - December 31

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## ABBREVIATIONS AND ACRONYMS

ACOMOD	Agency of Consulting and Delegated Project Management in Building and Urban Development of Burkina ( <i>Agence de Conseil et de Maitrise d’Ouvrage déléguée en Bâtiment et Aménagement Urbain du Burkina</i> )
AFD	French Development Agency ( <i>Agence Française de Développement</i> )
AGETIB	Agency for the Execution of Infrastructure Works in Burkina Faso ( <i>AGENCE des Travaux d’Infrastructures du Burkina</i> )
APA	Alternate Procurement Arrangement
ASI+R	Avoid-Shift-Improve+Resilient Framework
BCEAO	Banque Centrale des Etats de l’Afrique de l’Ouest
CCDR	Country Climate and Development Reports
CERC	Contingent Emergency Response Component
CONASUR	National Council for Emergency Relief and Rehabilitation ( <i>Conseil National de Secours d’Urgence et de Réhabilitation</i> )
CPF	Country Partnership Framework
DA	Designated Account
DGMU	General Directorate of Urban Mobility ( <i>Direction Générale de la Mobilité Urbaine</i> )
DFIL	Disbursement Letter
DRM	Disaster Risk Management
ECOWAS	Economic Community of West African States
EIRR	Estimated Internal Rate of Return
E&S	Environmental and Social
ESCP	Environmental and Social Commitment Plan
EU	European Union
FCV	Fragile, Conflict and Violence
FI	Financial Intermediaries
FM	Financial Management
GBV	Gender-Based Violence
GDP	Gross Domestic Product
GEMS	Geo-Enabling Initiative for Monitoring and Supervision
GHG	Greenhouse Gas
GM	Grievance Mechanism
GRS	Grievance Redress Service
ICT	Information and Communication Technology
IDA	International Development Association
IDP	Internally Displaced Person
IFR	Interim Financial Report
LMP	Labor Management Plan
M&E	Monitoring and Evaluation
MTMUSR	Ministry of Transport, Urban Mobility and Road Safety ( <i>Ministère des Transports, de la Mobilité Urbaine et de la Sécurité Routière</i> )
MTR	Midterm Review
NAP	National Adaptation Plan
NBS	Nature-Based Solutions
NDC	Nationally Determined Contribution

NGACBP	Next Generation Africa Climate Business Plan
NGO	Non-Governmental Organization
NMT	Non-Motorized transport
NPV	Net Present Value
O&M	Operation and Maintenance
PA	Project Account
PA-SD	Action Plan for Stabilization and Development ( <i>Plan d'action pour la Stabilité et le Développement</i> )
PEFA	
PFM	Public Expenditure and Financial Accountability Project Financial Management
PIM	Project Implementation Manual
PMA	Project Management Assistance
PMU	Project Management Unit
PNDES	National Economic and Social Development Plan ( <i>Plan National de Développement Économique et Social</i> )
PPP	Public Private Partnership
PPSD	Project Procurement Strategy for Development
PS-CSM	Sectoral policy for Trade and Market Services ( <i>Politique Sectorielle « Commerce et Services Marchands »</i> )
PS-ITCH	Sectoral policy for Transport, Communication and Housing Infrastructure ( <i>Politique sectorielle infrastructures de transport, de communication et d'habitat</i> )
PTDIU	Transport and Urban Infrastructure Development Project ( <i>Projet de transport et de développement des infrastructures urbaines</i> )
RAP	Resettlement Action Plan
SEA/SH	Sexual Exploitation and Abuse/Sexual Harassment
SEP	Stakeholder Engagement Plan
SIA	Specialized implementing agencies
SMP	Security Management Plan
SoE	State of Expenses
SONABEL	Burkina National Electricity Company ( <i>Société Nationale Burkinabè d'Électricité</i> )
SONATER	National Society for Land Management and Rural Equipment ( <i>Société Nationale de l'Aménagement des Terres et de l'Équipement Rural</i> )
SOTRACO	Public Transport Company ( <i>Société de Transport en Commun</i> )
SRA	Security Risk Assessment
SPC	Shadow Price of Carbon
SPD	Standard Procurement Documents
SMP	Security Management Plan
TA	Technical Assistance
TMC	Technical Monitoring Committee
TPM	Third-Party Monitor
UA	Universally Aligned
UN	United Nations
UN-Habitat	United Nations Human Settlements Program
UNHCR	United Nations High Commissioner for Refugees
WASH	Water, Sanitation and Hygiene



TABLE OF CONTENTS

<b>DATASHEET .....</b>	<b>1</b>
<b>I. STRATEGIC CONTEXT .....</b>	<b>9</b>
A. Country Context.....	9
B. Sectoral and Institutional Context .....	10
C. Relevance to Higher Level Objectives.....	13
<b>II. PROJECT DESCRIPTION.....</b>	<b>14</b>
A. Project Development Objective .....	14
B. Project Components .....	16
C. Project Beneficiaries .....	19
D. Results Chain .....	20
E. Rationale for Bank Involvement and Role of Partners .....	21
F. Lessons Learned and Reflected in the Project Design .....	22
<b>III. IMPLEMENTATION ARRANGEMENTS .....</b>	<b>22</b>
A. Institutional and Implementation Arrangements .....	22
B. Results Monitoring and Evaluation Arrangements.....	23
C. Sustainability.....	23
<b>IV. PROJECT APPRAISAL SUMMARY .....</b>	<b>23</b>
A. Technical, Economic and Financial Analysis (if applicable) .....	24
B. Fiduciary.....	25
C. Legal Operational Policies.....	28
D. Environmental and Social.....	29
<b>V. GRIEVANCE REDRESS SERVICES .....</b>	<b>30</b>
<b>VI. KEY RISKS .....</b>	<b>30</b>
<b>VII. RESULTS FRAMEWORK AND MONITORING .....</b>	<b>32</b>
<b>ANNEX 1: Implementation Arrangements and Support Plan .....</b>	<b>46</b>
<b>ANNEX 2: Climate Change Adaptation and Mitigation .....</b>	<b>51</b>
<b>ANNEX 3: Detailed Assessment of Alignment with Paris Agreement .....</b>	<b>57</b>
<b>ANNEX 4: Economic and Financial Analysis.....</b>	<b>59</b>
<b>ANNEX 5: Maps.....</b>	<b>63</b>
<b>ANNEX 6: References .....</b>	<b>64</b>



DATASHEET

**BASIC INFORMATION**

Country(ies)	Project Name	
Burkina Faso	Secondary Cities Urban Mobility and Development Project	
Project ID	Financing Instrument	Environmental and Social Risk Classification
P177918	Investment Project Financing	Substantial

**Financing & Implementation Modalities**

<input type="checkbox"/> Multiphase Programmatic Approach (MPA)	<input checked="" type="checkbox"/> Contingent Emergency Response Component (CERC)
<input type="checkbox"/> Series of Projects (SOP)	<input checked="" type="checkbox"/> Fragile State(s)
<input type="checkbox"/> Performance-Based Conditions (PBCs)	<input type="checkbox"/> Small State(s)
<input type="checkbox"/> Financial Intermediaries (FI)	<input type="checkbox"/> Fragile within a non-fragile Country
<input type="checkbox"/> Project-Based Guarantee	<input checked="" type="checkbox"/> Conflict
<input type="checkbox"/> Deferred Drawdown	<input type="checkbox"/> Responding to Natural or Man-made Disaster
<input type="checkbox"/> Alternate Procurement Arrangements (APA)	<input type="checkbox"/> Hands-on Enhanced Implementation Support (HEIS)

Expected Approval Date	Expected Closing Date
28-Sep-2023	29-Sep-2028

Bank/IFC Collaboration

No

**Proposed Development Objective(s)**

The proposed PDO is to improve urban mobility, access to basic services and economic opportunities , and strengthen institutional capacity for urban management in selected secondary cities in Burkina Faso.



**Components**

Component Name	Cost (US\$, millions)
Urban mobility services and infrastructure	99.50
Urban infrastructure and basic services	79.30
Institutional strengthening	8.70
Project Management Support	12.50
CERC	0.00

**Organizations**

Borrower: BURKINA FASO  
 Ministry of Economy, Finance and Prospective

Implementing Agency: Ministry of Transport, Urban Mobility and Road Safety

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

**SUMMARY**

<b>Total Project Cost</b>	200.00
<b>Total Financing</b>	200.00
<b>of which IBRD/IDA</b>	200.00
<b>Financing Gap</b>	0.00

**DETAILS**

**World Bank Group Financing**

International Development Association (IDA)	200.00
IDA Credit	200.00

**IDA Resources (in US\$, Millions)**

	Credit Amount	Grant Amount	SML Amount	Guarantee Amount	Total Amount
<b>Burkina Faso</b>	200.00	0.00	0.00	0.00	200.00



National Performance-Based Allocations (PBA)	200.00	0.00	0.00	0.00	200.00
<b>Total</b>	<b>200.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>200.00</b>

**Expected Disbursements (in US\$, Millions)**

WB Fiscal Year	2024	2025	2026	2027	2028	2029
Annual	11.11	16.75	20.63	33.06	49.22	51.62
Cumulative	11.11	27.86	48.49	81.55	130.77	182.39

**INSTITUTIONAL DATA**

**Practice Area (Lead)**

Transport

**Contributing Practice Areas**

Fragile, Conflict & Violence, Urban, Resilience and Land

**Climate Change and Disaster Screening**

This operation has been screened for short and long-term climate change and disaster risks

**SYSTEMATIC OPERATIONS RISK-RATING TOOL (SORT)**

Risk Category	Rating
1. Political and Governance	● High
2. Macroeconomic	● Substantial
3. Sector Strategies and Policies	● Moderate
4. Technical Design of Project or Program	● Moderate
5. Institutional Capacity for Implementation and Sustainability	● Substantial
6. Fiduciary	● Substantial
7. Environment and Social	● Substantial
8. Stakeholders	● Substantial
9. Other	● High





10. Overall

● Substantial

**COMPLIANCE**

**Policy**

Does the project depart from the CPF in content or in other significant respects?

Yes  No

Does the project require any waivers of Bank policies?

Yes  No

Have these been approved by Bank management?

Yes  No

Is approval for any policy waiver sought from the Board?

Yes  No



**Environmental and Social Standards Relevance Given its Context at the Time of Appraisal**

E & S Standards	Relevance
Assessment and Management of Environmental and Social Risks and Impacts	Relevant
Stakeholder Engagement and Information Disclosure	Relevant
Labor and Working Conditions	Relevant
Resource Efficiency and Pollution Prevention and Management	Relevant
Community Health and Safety	Relevant
Land Acquisition, Restrictions on Land Use and Involuntary Resettlement	Relevant
Biodiversity Conservation and Sustainable Management of Living Natural Resources	Relevant
Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities	Not Currently Relevant
Cultural Heritage	Relevant
Financial Intermediaries	Not Currently Relevant

**NOTE:** For further information regarding the World Bank’s due diligence assessment of the Project’s potential environmental and social risks and impacts, please refer to the Project’s Appraisal Environmental and Social Review Summary (ESRS).

**Legal Covenants**

Sections and Description

Financing agreement schedule 2:, Section I.A.2: The recipient shall recruit and hire no later than three (3) months after the Effective Date, or such later date as agreed by the Association, and thereafter maintain throughout Project implementation period: (i) two (2) accountants, and (ii) one internal auditor, (iii) an urban mobility specialist, (iv) an urban development specialist, and (v) a monitoring and evaluation specialist, each with qualifications, experience and terms of reference, acceptable to the Association

Sections and Description

Financing agreement schedule 2: Section I.A.2: (c) the recipient shall recruit and hire no later than six (6) months after the Effective Date, or such later date as agreed by the Association, an external auditor, with qualifications, experience and terms of reference, acceptable to the Association

Sections and Description



Financing agreement schedule 2: Section I.A.2: the recipient shall no later than three (3) months after the Effective Date, or such later date as agreed by the Association, establish a protocol to govern the collaboration with the specialized agencies involved in the implementation of activities under the Project

Sections and Description

Financing agreement schedule 2: Section I.A.2: The recipient shall recruit and hire no later than three (3) months after Effective Date, or such later date as agreed by the Association, a Project management assistance firm to assist selected Municipalities under Part 2 of the Project, with qualifications, experience and terms of reference, acceptable to the Association.

Sections and Description

Financing agreement schedule 2: Section I.A.3: The Recipient shall, no later than three (3) months after the Effective Date, or such later date as agreed with the Association, establish and thereafter maintain throughout the Project implementation period, a technical committee, with composition, mandate and resources satisfactory to the Association (“Technical Committee”).

Sections and Description

Financing agreement schedule 2: Section I.D.1: Without limitation to the obligations set forth in Section I.B above, the Recipient shall, not later than three (3) months after the Effective Date, and thereafter, on November 30 of each subsequent year during the implementation of the Project, or such later date as the Association may agree in writing, prepare and furnish to the Association for its approval, the consolidated Annual Work Plan and Budget containing all proposed activities for inclusion in the Project during the following calendar year, together with the financing plan for such activities and a timetable for their implementation, including: (a) detailed timetables for the sequencing and implementation of proposed Project activities; (b) types of expenditures required for such activities and a proposed financing plan and sources of funding for such expenditures; and (c) any Operating Costs or Training that may be required under the Project.

Sections and Description

Financing agreement schedule 2: Section I.A.5. The Recipient shall, no later than two (2) months after the Effective Date, or such later date as agreed with the Association, establish and thereafter maintain, throughout the Project implementation period, a steering committee with composition, mandate and resources satisfactory to the Association, a steering committee, to be chaired by the Minister of MTMUSR, and comprised of members from, inter alia, the Ministry of Urban Planning, Land Affairs and Housing, the Ministry of Solidarity, Humanitarian Action, National Reconciliation, Gender and the Family, the Ministry of National Education, Literacy and the Promotion of National Languages, the Ministry of Infrastructures, sector stakeholders, Municipalities and other entities as deemed relevant for the Project (“Steering Committee”);

Sections and Description

Financing agreement schedule 2: Section I.A.2: No later than three (3) months after the Effective Date, or such later date as agreed by the Association, acquire and establish an accounting software acceptable to the Association.

**Conditions**



Type Effectiveness	Financing source IBRD/IDA	Description Financing Agreement, article IV: The Recipient has established the Project management Unit in accordance with Section I. A. 2 of Schedule 2 to this Agreement
Type Effectiveness	Financing source IBRD/IDA	Description Financing Agreement, article IV: The Recipient has prepared and adopted a Project Implementation Manual, in accordance with Section I. B of Schedule 2 to this Agreement
Type Effectiveness	Financing source IBRD/IDA	Description Financing Agreement, article IV: The Recipient has recruited or appointed a Project coordinator, an environmental specialist, a social development specialist, a security specialist, a financial management specialist and a Procurement specialist to the Project Management Unit, in accordance with Section I. A. 2. (a) of Schedule 2 to this Agreement
Type Disbursement	Financing source IBRD/IDA	Description Financing agreement, schedule 2, section III.B.1: No withdrawal shall be made under Category (2), unless and until the recipient has adopted a Matching Grant Manual in form and substance satisfactory to the Association
Type Disbursement	Financing source IBRD/IDA	Description Financing agreement, schedule 2, section III.B.1: No withdrawal shall be made under Category (3), unless and until the Recipient has adopted a PPP Manual in form and substance satisfactory to the Association;
Type Disbursement	Financing source IBRD/IDA	Description Financing agreement, schedule 2, section III.B.1: No withdrawal shall be made for payments under Category (4), unless and until the Recipient has prepared, disclosed, consulted upon, and adopted the respective Resettlement Action Plans (RAPs) in accordance with Section I.G of Schedule 2 to this Agreement; Disbursement of funds under Category (4) shall be made gradually for the amount specified in each adopted Resettlement Action Plan (RAP). Subsequent disbursements shall occur for each additional RAP adoption.
Type Effectiveness	Financing source IBRD/IDA	Description Financing Agreement, article IV: The Recipient has prepared, consulted upon, disclosed, and adopted three Environmental and Social Impact Assessments (ESIA) in accordance with Section I. G of



		Schedule 2 to this Agreement and the ESCP;
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## I. STRATEGIC CONTEXT

### A. Country Context

- Burkina Faso is one of the poorest countries in the world with 32.7 percent<sup>1</sup> of the population (7.5 million people) living with less than US\$2,15 per day, a GDP per capita of US\$941 in 2022.**<sup>2</sup> According to the World Development Indicators, its population is growing rapidly at 3 percent per annum, one of the highest rates in the world. A turbulent political history, difficult climate, and isolation from major trade corridors pose daunting development challenges. Less than 20 percent of the population has access to electricity (less than 1 percent in rural areas), and not even half are literate. The country ranks 144th out of 157 countries in the 2020 World Bank's Human Capital Index and 184th out of 191 in the 2021-2022 United Nations Development Programme's (UNDP's) Human Development Index.
- The security situation in the country has deteriorated dramatically since 2015, leading to a dire humanitarian situation and rampant food insecurity.** Since 2016, armed groups have attacked the northern, eastern, and western regions of the country, causing significant levels of displacements. As of June 2023, CONASUR reports roughly 2.1 million Internally Displaced Persons (IDPs), a 12 percent increase within a year, and representing 65 percent of all IDPs within G5 Sahel countries. Health and education services have been severely impacted; an estimated 6,100 schools remain closed, affecting over one million children (as of April 2023).<sup>1</sup> Similarly, almost 40 percent of health facilities are either shut or functioning at a limited capacity, restricting access of roughly 2.5 million individuals. Burkina Faso's food insecurity crisis has deepened considerably as a result of extreme weather conditions, increased violence, price increases of staple goods, and restrictions on movement.<sup>2</sup> According to UN OCHA, 3.4 million people were experiencing acute food insecurity in 2022. Increasing conflict has also harmed the economy by disrupting labor force, impeding mining, threatening gold exports, and agricultural production.
- The country's political and governance architecture is fragile, and macroeconomic conditions are worsening.** Burkina Faso experienced military coups in January and September 2022. The incumbent government now operates under a transitional plan and timeline approved by the Economic Community of West African States (ECOWAS).<sup>6</sup> The heightened uncertainty following the coups has raised the country's risk premium and discouraged private investment, including foreign direct investment. The pressure on fiscal accounts, already weakened by the COVID-19 pandemic, has impeded public investment and consumption.<sup>7</sup>
- Progress has been made in terms of gender equality, but major gaps still need to be addressed.** In 2021, the country ranked 157th out of 170 countries on the Gender Equality Index.<sup>8</sup> The maternal mortality ratio was 320 per 100,000 live births in 2017, well below the regional average of 534. Girls' secondary-school completion rate and adolescent fertility were also below regional averages.<sup>9,10</sup> Female-headed households are more likely to be poor than those headed by men. In 2019, women's labor force participation rate was 58.5 percent versus 74.7 percent for men.<sup>11</sup> Women have also been disproportionately affected by conflict. Internal forced displacement has led to an increase in early and forced marriage seen as a way to protect girls from harsh poverty and the stigma of an unwanted pregnancy.<sup>12</sup>
- Climate hazards are becoming more frequent and costly, threatening livelihoods and exacerbating the already poor condition of infrastructure, while also heightening social and economic vulnerabilities.** Burkina Faso has experienced extreme heat and variable rainfall levels, with two major droughts over the last decade affecting over

<sup>1</sup> OCHA Humanitarian Snapshot (April 2023)

<sup>2</sup> ACAPS Burkina Faso Conflict-induced Displacement Briefing Note, 06 April 2023



5 million people. The country faces water scarcity, flash floods, windstorms, and outbreaks of disease.<sup>13</sup> It is expected to experience a 2.3°C mean annual temperature increase over the next two decades—1.5 times greater than the world average<sup>14</sup>—and is unprepared to adapt to climate change.<sup>15</sup> The country ranks 161<sup>st</sup> out of 182 countries in the ND-GAIN Country Index, indicating very high vulnerability and low readiness to adapt to climate change impacts.<sup>16</sup> Climate change could reduce annual GDP by 6.8 percent under a dry and pessimistic climate scenario, by 2050.<sup>17</sup>

## B. Sectoral and Institutional Context

6. **Burkina Faso is urbanizing rapidly but urban growth particularly in the three key secondary cities** Bobo-Dioulasso, Kaya, and Ouahigouya has not been managed with appropriate spatial planning and sufficient investment. In 2019, the urbanization rate was 26.1 percent,<sup>19</sup> from 6.4 percent in 1975. The two largest cities are the capital, Ouagadougou, and Bobo-Dioulasso, representing 45.1 and 16.9 percent of the country's urban population, respectively, according to the 2019 census. Rapid urbanization has outpaced the municipalities' ability to provide land, infrastructure, and services in a timely manner and with required quality. This translates to greater challenges for service delivery due to lack of efficiency and high costs. This has resulted in (i) low density and sprawling development that consumes agricultural and marginal land (prone to climate-related disasters and the impacts of climate change); (ii) lack of safe roads and poor urban transport; (iii) informal settlements at the outskirts that are poorly connected to areas of economic opportunity; (iv) a dearth of services; and (v) a less-than-ideal environment for economic development.
7. **As a result of the sharp increase in violence in rural areas, secondary cities<sup>4</sup> are hosting an increasing number of Internally Displaced People (IDPs).**<sup>3</sup> As of March 2023, urban areas that account for approximately one-third of the national population are hosting more than 1.2 million internally displaced persons (IDPs). About 47 percent of IDPs are school-aged children. The top four communes hosting IDPs are secondary cities<sup>5</sup>. The populations of cities like Kaya, and Ouahigouya have nearly doubled due to the inflow of IDPs. This situation has eroded service delivery and frayed social ties particularly with hampered access to essential services.
8. **Bobo-Dioulasso, capital of the Hauts- Bassins region, is the economic capital of Burkina Faso.** The government's National Land Use Planning and Sustainable Development Plan envisions it as the future agro-pole of the country. The city is experiencing strong demographic growth, with a population estimated at 904,920 inhabitants in 2019 (from 490,000 in 2006) and representing 16.9 percent of the country's urban population. The resulting urban sprawl almost doubled in 20 years, increasing informal peri-urban settlements and putting pressure on the city to meet new demand, particularly for urban mobility. The city lies at a crossroad of international transit routes to Mali, Côte d'Ivoire, and Ghana, and on the railroad, line connecting Ouagadougou to Abidjan. Truck traffic through the city center and lack of parking at the entry points to the city contribute to urban mobility challenge.<sup>20</sup>
9. **Kaya, the capital of the Centre-Nord region, is the "last bastion" between Ouagadougou and the conflict areas in the north.** Its population has doubled in less than two years, turning the town into a dense humanitarian hub of 243,000 inhabitants, including 122 570 IDPs as of March 31, 2023. Most of the IDPs have settled in the urban sectors of the commune (Kaya Ville), increasing pressure on underdeveloped services, especially schools, water and sanitation infrastructure, and health centers. The poorly developed rainwater drainage system also exposes 25 percent of urban Kaya to potential flood damage. Lastly, the local economy of the city is collapsing due to the scarcity of goods, inaccessible distribution networks, and growing poverty.



10. **Ouahigouya is the capital of the Nord region and has been submerged by a massive flow of about 147,000 IDPs by end of March 2023.** It is crossed by a major road linking Ouagadougou to Mopti in Mali and is part of the highly insecure tri-border area.
11. **In Kaya and Ouahigouya, the security situation aggravates the conditions created by weak implementation of urban planning instruments and underinvestment.** The rapid inflow of IDPs has increased demand for physical infrastructure and services, including mobility, water and sanitation, and access to land and safe housing; annex 5 provides examples of the resulting urban sprawl, shown in maps of Kaya and Ouahigouya. Pressures on community resources—jobs, livelihoods, and food—undermine social cohesion between IDPs and their hosts. The most affected population are school-aged children, who represent 49 percent of IDPs in Kaya and 48 percent in Ouahigouya. From a few hundred in 2019/20, the number of internally displaced students enrolled in Kaya’s schools during the 2021/22 school year grew to 12,318 (including 5,843 girls), 25 percent of the student body. Class sizes have swelled.<sup>21</sup> Forced displacement has also provoked land speculation and led to emergency, unplanned settlements on the outskirts of both cities.
12. **Transport infrastructure and services are particularly poor in the “last mile” leading to low-income neighborhoods, impeding IDPs’ access to services and opportunities.** In the three cities, access roads are largely unpaved, lack drainage, and are prone to deteriorate rapidly in rainy seasons, becoming impassable for buses and taxis.<sup>22</sup>
13. **Urban mobility in the three cities is characterized by a prevalence of motorized two and three wheelers and bicycles, and a weak public transport system.** The public transport systems are operated by the Société de Transport en Commun (SOTRACO), which began bus operations in Bobo-Dioulasso in 2018 and in Ouahigouya in 2020.<sup>23</sup> Kaya has no bus transportation system; public transport is provided by a dozen collective taxis. In Bobo-Dioulasso, the municipality and SOTRACO signed a 10-year monopoly agreement in 2021 for bus transport services.<sup>24</sup> Demand for bus transport is high, while bus frequency and usage are low. This situation disproportionately affects women who tend to travel with children and loads, owing to high costs of alternative modes.<sup>25</sup> In Ouahigouya, the bus network is new, with one regular route and two student-dedicated routes covering a total length of 39.1 km. Taxis including collective taxis and motorized three-wheelers (3W) are the only alternative means of public transport<sup>26</sup> Around 700 taxis operated in Bobo-Dioulasso in 2020 (1 per 1,228 inhabitants), but fewer than 10 in Kaya.<sup>27</sup> The taxis are old, and many owners are converting them to use unauthorized butane gas as fuel, which poses problems of road safety and pollution. Although meant to transport goods, 3Ws are the most convenient option for last-mile connectivity. In 2020, about 6,603 3Ws were operating in Bobo-Dioulasso and 1,000 in Kaya. However, transport of passengers by motorized 3Ws (as well as by mopeds, motorcycles, motor tricycles, and quadricycles) developed without regulation.<sup>28</sup>
14. **Road safety remains a challenge in Burkina Faso.** The lack of a reliable crash data management system makes it difficult to compare and assess the impacts of local and national policies. The World Health Organization estimates that 5,686 people died in road crashes in Burkina Faso in 2016, which corresponds to a rate of 30.5 fatalities per 100,000 inhabitants, high even by regional standards (rates are 23.4 for Senegal and 21.4 for Nigeria). The cost of road fatalities and serious injuries is estimated at US\$1,104 million, equivalent to 10.1 percent of GDP. Bobo-Dioulasso alone accounts for 12 percent of all crashes and 6 percent of fatalities countrywide.<sup>29</sup>
15. **The electrification of the transport sector in Burkina Faso has the potential to address pressing development issues, however current electricity generation in Burkina is not sufficient to absorb a rapid e-mobility transition.** A transition to electric mobility (emobility) is still at an early stage, driven by the influx of affordable electric vehicles, including two-wheelers. The transition will have to occur gradually in line with an effort to increase energy production, enhance the reliability of the grid, and green the energy supply. National electricity generation





in 2016 was about 990 GWh, with a high share coming from fossil fuels (about 834 GWh)<sup>49</sup>. Nearly 40 percent of the country's power was imported from other countries, such as Ghana (mostly hydroelectric power) and Côte d'Ivoire (mostly thermal power).

16. **With massive inflows of IDPs reshaping urban centers, existing plans for secondary cities need to be enforced and updated to follow a sustainable urban development model.** The urban planning and construction code instituted two planning tools for urban municipalities: the master plans for urban development and planning and land-use plans. Since 2013, 23 cities out of 49 have a master plan, including 12 regional capitals. In addition, the communal development plan defines the development strategy of municipalities. However, most secondary cities have adopted neither a land-use plan nor a communal development plan, owing to lack of capacity. As the population swells in secondary cities like Bobo, Kaya, and Ouahigouya, planning documents quickly go out of date.<sup>30</sup> Frequent updates are necessary.
17. **The 3 cities are also vulnerable to climate hazards, including extreme heat and water scarcity, wildfire, and floods.**<sup>31</sup> In Bobo-Dioulasso, 9.2 percent of schools, 13.9 percent of major roads, 11.4 percent of hospitals, 20 percent of police stations, and 11 percent of the densest settlement areas are exposed to both river and rainwater flooding. This exposed urban area grew at an average annual rate of 2.4 percent between 1985 and 2015—from 6 km<sup>2</sup> to 12 km<sup>2</sup>—reaching 11.6 percent of the city's urban area.<sup>32</sup> Bobo-Dioulasso has experienced nine extreme flood events since 1985, including one in September 2009 that caused 12 fatalities and displaced 300,000 people, reportedly affecting 3,297 households. The National Council for Emergency Relief and Rehabilitation (*Conseil National de Secours d'Urgence et de Réhabilitation*, CONASUR) has provided flood relief and rehabilitation, however, some of the needs are still to be addressed.
18. **Storm-water drainage plans have been developed and are awaiting implementation.** The Transport and Urban Infrastructure Development Project (PTDIU, P151832) funded the preparation of stormwater plans in the country's secondary cities, including Bobo-Dioulasso, Kaya, and Ouahigouya. In view of the size and amount of work identified, the effort has been subdivided into four implementation phases, including an emergency phase for investments in critical infrastructure to enhance resilience to climate change to be financed by this Project.
19. **Gender gaps remain in mobility and employment in the transport sector.** Women, especially IDPs living in host sites, worry about gender-based violence when traveling.<sup>12</sup> In addition, lack of efficient public transport keeps women living in suburbs from taking advantage of employment opportunities in urban and industrial areas.<sup>33</sup> Women's mobility and access to public spaces is also shaped by social perceptions—as 8 out of 10 Burkinabe believe that women should not go to public spaces alone, even walking alone on the street is controversial (47 percent).<sup>34</sup> Women hold only 3.82 percent of jobs in the transport sector<sup>35</sup> and represent only 4 percent of the bus operator workforce in technical jobs (3 women out of 75 employees in technical jobs in the Project area).<sup>36</sup>
20. **The government, supported by development partners, is addressing the challenges in secondary cities from humanitarian and development perspectives.** In 2021, the CONASUR began the elaboration of the National Strategy for the Recovery of Internally Displaced Persons and Host Communities 2023–2027. Adopted in 2023 as part of the government's commitment to the World Bank under the Prevention and Resilience Allocation, the strategy includes measures to support the socioeconomic integration of IDPs in their host communities. The active donors include the European Union (EU) and the United Nations Human Settlements Program (UN Habitat).<sup>37</sup>
21. **The lack of coordination among urban management actors leads to ineffective interventions.** Urban management requires clear paths of decision-making, frameworks for coordination, and clear roles and responsibilities for each actor. In Burkina Faso, four ministries are involved in urban developments. The Ministry of Urban Planning, Land Affairs and Housing is in charge of urban planning; the Ministry of Transport, Urban Mobility and Road Safety (MTMUSR) is in charge of urban mobility planning and road safety; the Ministry of



National Solidarity and Humanitarian Action is in charge of humanitarian, emergency relief and IDPs management; and the Ministry of Infrastructure is in charge of roads construction. Each ministry has a regional or provincial representation, and municipalities oversee the implementation of urban development strategies and policies at local level. The General Directorate of Urban Mobility (DGMU) within MTMUSR prepared the National Urban Mobility Strategy 2022–2026, with three major challenges: (i) improving governance; (ii) developing multimodal transport; and (iii) reducing the negative externalities.

22. **Strengthening local governments capacity in urban planning is paramount for better service delivery and for addressing the challenges faced by secondary cities.** Although decentralization is stated in the country's constitution, national government ministries and agencies continue to play a predominant role in planning infrastructure, and service delivery. Local governments remain highly dependent on transfers from the central government, while the assignment of functional responsibilities as spelled out by the local government law is open-ended or vaguely delineated. Clarifying responsibilities with respect to urban management and facilitating vertical coordination will require stronger urban governments with local planning capacity to unite economic and spatial planning and ensure that urbanization supports growth, investment, and community aspirations. More planning capacity is needed as well. Taking its cue from the Greater Ouagadougou Transport Council, the municipality of Bobo-Dioulasso is establishing a local public transport authority to plan, organize, finance, and develop urban transport within the city.

### C. Relevance to Higher Level Objectives

23. **The proposed Project is consistent with the objectives of the revised Country Partnership Framework (CPF-Report N 123712) for FY18–FY23 following a Performance Learning Review (Report 166080-BF), specifically focus area 3 and objective 3.2 to “strengthen service delivery in areas affected by conflicts.”** The Project is also aligned with the World Bank's strategy for countries affected by fragility, conflict, and violence (2020–25) by remaining engaged and supporting IDPs in the country.
24. **It is also in line with the priorities of IDA's Prevention and Resilience Allocation in Burkina Faso (P173609) and the World Bank's West and Central Africa Region's strategy (2021–25).** It will support the Government's priorities on improving IDPs' access to services and opportunities, in part by helping local governments cope with flows of IDPs. It is also aligned with AFW strategy to promote inclusive and sustainable growth, raise employment, improve climate resilience, mitigating climate shocks, support critical infrastructure, reinforce institutions, and raise government capacity.
25. **The proposed project is in line with the orientations defined by the second National Economic and Social Development Plan 2021-2025 (PNDES II), the Action Plan for Stabilization and Development (PA-SD), the "labor, employment and social protection" sectoral policy 2018-2027 and sectoral policies including "trade and market services" (PS-CSM), "transport, communication and housing infrastructure" (PS-ITCH).**
26. **The Project is aligned with the National Strategy for the Recovery of IDPs and Host Communities 2023–2027 (SNR-PDICA), adopted in 2023.** The SNR-PDICA centers on three axes: (i) Improving access to basic social services and promoting decent living conditions in resettlement areas; (ii) revitalizing the local economy and empowering affected populations, in particular youth and women; and (iii) preventing conflict in areas with severe security challenges.
27. **It is also consistent with Burkina Faso's Nationally Determined Contributions (NDC), and its National Adaptation Plan (NAP).**<sup>38</sup> NDC priority actions covered by this Project include: (i) the deployment of a sustainable urban transport Project in Bobo-Dioulasso; and (ii) mapping of flood risk areas in populous settlements. Examples of



relevant NAP recommendations include: (i) turning the towns of Burkina Faso into hubs of economic growth and sustainable development by promoting a green economy; and (ii) consideration of resilience for transportation when planning and building roads.

28. **The Project is consistent with the Sahel Region Country Climate and Development Report (CCDR) and contributes to the objectives of the 2020 Next Generation Africa Climate Business Plan (NGACBP).**<sup>39</sup> Aligned with the CCDR, the proposed Project promotes the development of a resilient urban development pathway over the next three years, along with other actions by 2030 to improve public spaces, rehabilitate and upgrade roads, and improve drainage systems and flood defenses taking into account multi-decadal rainfall projections. Similarly, the Project also aims to ramp up climate-smart development that addresses climate change impacts and manages climate change risks.
29. **Finally, the proposed Project is consistent with sector strategies and development plans for Bobo-Dioulasso,** namely its: (i) Sustainable Energy and Climate Action Plan; (ii) Special Delegation’s Action Plan; and (iii) Urban Mobility and Sustainable Development Program. The Project aims to contribute to climate adaptation and mitigation using the Avoid-Shift-Improve+Resilient Framework (ASI+R) by financing measures that: (i) lead to a reduction in motorized trips through integrated urban development and mobility planning; (ii) enable a shift to less carbon-intensive transport modes; (iii) reduce the carbon-intensity of transport systems and improve the efficiency of freight and passenger vehicles; and (iv) enhance planning, infrastructure construction, maintenance, and rehabilitation standards to integrate climate resilience considerations and disaster risk management.

## II. PROJECT DESCRIPTION

### A. Project Development Objective

#### PDO Statement

30. The proposed PDO is to improve urban mobility, access to basic services and economic opportunities and strengthen institutional capacity for urban management in selected secondary cities<sup>40</sup> in Burkina Faso.

#### PDO Level Indicators

##### Improved urban mobility

- People benefiting daily from improved urban mobility in the three cities.
- People benefiting from improved climate-resilient roads.

##### Improved access to basic services and economic opportunities

- Direct beneficiaries with improved access to basic services.
- Direct beneficiaries with improved access to economic opportunities.

##### Strengthened institutional capacity for urban management

- Municipalities with dedicated budget and management committee in place for infrastructure maintenance.

#### Proposed Project Design Principles and Approach

31. **As concluded by a recent World Bank study<sup>18</sup>, the best path to create economic opportunities and promote growth, stability, and social cohesion is to prioritize investments in secondary cities in resilient basic infrastructure and services, connectivity, capacity for resilient urban planning, management, and local**



**governance.** The Project will focus in a first phase on three secondary cities of Burkina Faso: Bobo-Dioulasso, Kaya, and Ouahigouya. These cities have been chosen based on several criteria: (i) the burden of IDPs on host communities; (ii) spatial and thematic complementarity with the other Projects financed by the World Bank and other partners; (iii) their security situation and accessibility; (iv) available budget; and (v) vulnerability to climate shocks (e.g., floods and extreme temperatures). Investments in the cities will aim to improve urban development and mobility and in Kaya and Ouahigouya particularly investments will seek to improve living conditions and socioeconomic recovery in the face of the current humanitarian and security crisis. Considering the security context, the Project will build in some flexibility to allow activities to be executed in other cities if the security situation in the selected cities do not allow for activities to be executed.

- 32. **To limit urban sprawl and foster urban economies, an integrated approach will be utilized,** considering the overall characteristics of the territory, vulnerability to climate shocks, and the spatial location and concentrations of people and economic activities. The Project will support access to public facilities in densely populated neighborhoods and central areas, and preservation of urban green and public spaces. Risk-sensitive, climate-resilient urban planning and infrastructure design are paramount in view of these cities’ vulnerability to climate change.
- 33. **Security considerations are among the criteria used to determine implementation approaches and thus the Project will initially focus on the centers of urban areas which are generally safer.** If the security situation deteriorates, non-governmental organizations and UN agencies may be called upon to support implementation of the activities unless it becomes no longer safe to intervene, at which point Project activities will be paused and the Project will build in enough flexibility to ensure that activities can be implemented in other cities.
- 34. **To reinforce social cohesion and build trust between citizens and local and central administrations, the Project will use a people-centered approach, placing people and their environment at the center of Project design, selection of activities, implementation, monitoring, and reporting.** The approach is described in the Project components section and in the section on citizen engagement.
- 35. **The proposed Project’s scope (and thematic and geographic areas of intervention) will complement Projects under preparation or implementation by other donors and partners for developing secondary cities, as well as World Bank’s ongoing Projects dealing with fragility (table 1).**

Table 1: Complementary Projects and donors

This proposed Project ...	Other projects
... will build additional classrooms for primary schools and provide equipment and materials for learning.	Redeployment of civil servants in education facilities by Burkina Faso Local Governance for Basic Services and Resilience Program (P177875). Support for education (distribution of school supplies, support for school canteens, and so on) by the Community Based Recovery and Stabilization Project for the Sahel (P173830).
... intervenes in three secondary cities Bobo-Dioulasso, Kaya, and Ouahigouya.	Emergency Local Development and Resilience Project (P175382) intervenes in Fada- N’Gourma and in cities and communes in the East and the Boucle du Mouhoun regions The European Union (EU) has selected four secondary cities (Koudougou, Dédougou, Banfora, and Gaoua) as areas of intervention. After a first phase of diagnostic, EU is carrying out feasibility and technical studies for two facilities per city.
... will finance the construction/rehabilitation of the access roads to economic infrastructure built by	AFD was planning to finance a Sustainable Local Economy Development Project that will build a bus terminal and market in the dry port hub in Bobo-Dioulasso.



the French Development Agency (AFD).	
... will provide access to basic services (transport, water, education, health...) and access to economic opportunities to IDPs.	UN Habitat is completing a Project in Kaya with financial support from the EU to increase access to adequate housing, basic infrastructure and built local capacity on urban planning to better manage rapid urban population growth.

**B. Project Components**

**Component 1: Urban mobility services and infrastructure (US\$99.5 million equivalent)**

36. This component will support the improvement of urban mobility in the three cities by financing the rehabilitation and upgrading of urban roads and road safety improvements. In Bobo-Dioulasso, the component will also improve inclusive urban transport services to climate-resilient standards and address the differentiated mobility barriers of women, elders, and people with disabilities. The component will help reduce air pollution and GHG emissions generated by urban transport by promoting a modal shift from individual motorized means of transport (cars, two-wheelers) to safer non-motorized and/or collective transport. It will also support a pilot activity for electric three-wheelers (e3Ws).

37. **Subcomponent 1.1: Urban mobility services.** This subcomponent will support:

**a) Professionalization/organization of urban transport operators in Bobo-Dioulasso.** The subcomponent will finance necessary policy reforms, technical assistance (TA) and capacity building activities required to integrate operators (taxis, 3Ws) into a comprehensive and professional public transit system to provide last-mile connectivity and facilitate a modal shift from private cars to cleaner transport modes.

**b) Technical Assistance and support for the modernization and capacity strengthening of SOTRACO.** It will finance TA for the design and implementation of a PPP scheme for the expansion of SOTRACO bus fleet with electric buses based on similar best practices in other countries. This will include (i) the design of an electric bus fleet acquisition mechanism; (ii) the development and carrying out of public private partnership subprojects (“PPP Subprojects”), including the financial analysis, business model and bidding documents; (iii) the financing of electric buses through PPP Financing; (iv) carrying out of technical studies for bus network restructuring; and (v) acquisition of, and Training on software for SOTRACO for the improvement of bus operation, exploitation, and maintenance. .

**c) Pilot activity for e3W** will finance a TA and a matching grant facility. The TA will design the pilot with clear selection criteria, propose financing thresholds and a mechanism for implementing the facility. The TA will also (i) monitor the pilot and document the results; and (ii) develop a communication program to disseminate results to raise public awareness and stimulate private investments. The matching grant facility will support (i) the acquisition of 150 e3Ws to cover the last mile and improve bus access; and (ii) the maintenance and availability of charging points and spare parts for the e3Ws. The beneficiaries will be current 3Ws operators who would have successfully participated in the “Professionalization/organization of Urban transport operators” activity under sub-component 1.1 (a) of the Project and meet the criteria outlined in the study. Priority will be given to women and IDPs who are already urban service providers and who have been trained under component 1.1 (a).

**d) Implementation of Gender Action Plan in Transport.** This plan will incorporate findings of an ongoing assessment of gender disparities, including in mobility patterns. It will recommend measures to improve the quality and safety of transport services, and to increase women’s employment in the sector. It will also include a communication campaign and training for women on safest routes to take in case of climate shocks.



38. **Subcomponent 1.2: Urban mobility infrastructure.** It will finance the rehabilitation and upgrading of 60 km of urban roads to climate-resilient standards in the three cities with a strong focus on improved accessibility, road safety, and the provision of facilities dedicated for trips made by Non-Motorized Transport (NMT) (cycling and walking), such as solar lighting, construction of pedestrian pathways and sidewalks (permeable and light colored to reduce heat). The Project will prioritize road sections and interventions based on two criteria: (i) the level of vulnerability of roads and road sections to climate shocks (e.g., floods, extreme heat) and opportunities to enhance climate resilience at the road and network level; and (ii) the opportunity to improve access to basic services and economic opportunities (schools, hospitals, markets, well-lit bus stations). The selected roads will be the backbone of neighborhood upgrading detailed under Component 2. The Project design will include safety measures for all users, especially for women and children and NMT. Road safety screening and appraisal tools will be used on the selected road section.<sup>42</sup>
39. This subcomponent will also finance: (i) the construction of climate-resilient and energy-efficient intermodal parking lots and infrastructure to support the modal shift to NMT and public transport systems and efficient urban freight logistics; and (ii) the construction of climate-resilient bus facilities and well-lit bus stops equipped with passenger information systems, seats, and solar panels to power lighting features along selected routes. The passenger and freight parking and rest areas will use energy-efficient lighting, powered by solar energy.
40. **Subcomponent 1.3: Road safety.** It will be implemented by the PMU in collaboration with the National Road Safety Agency (ONASER) and will be based on the “safe system approach” comprising safe urban road infrastructure for all users, including pedestrians and cyclists, improvement of post-crash responses to save lives, and awareness raising measures. This subcomponent will finance the improvement and digitization of the crash data collection system based on the findings of a study financed under the Transport and Urban Infrastructure Development Project (P151832) to enhance road safety of roads not rehabilitated/upgraded under sub-component 1.2. Road safety inspections for identified existing urban roads with black spots will be conducted and the recommendations implemented.

## **Component 2: Urban infrastructure and basic services (US\$79.3 million equivalent)**

41. **This component will focus on improving the living condition of the population through the provision of safe, resilient, green, inclusive urban infrastructure and socioeconomic services** in the three cities using a spatial and people-centered approach that also considers vulnerability to climate shocks (e.g., floods and extreme temperatures). Neighborhoods along the roads rehabilitated in Component 1 will benefit from complementary investments (public and green spaces, economic investments, schools, boreholes, etc.).
42. **Initial consultation with targeted communities will result in a long list of potential investments.** Priority areas will be identified through the urban diagnostic study (it will also identify the impact of IDPs on basic infrastructures access) and climate vulnerability assessment. The long list of investments will be rationalized and prioritized to result in a short list of investments. This short list will be discussed with the concerned communities.

Participatory processes will ensure women are included for the selection of the investments.

43. **Subcomponent 2.1: Urban infrastructure for better living conditions.** This subcomponent will improve the supply of basic services and promote climate-resilient urban development. This will include: (i) the construction, rehabilitation, and maintenance of stormwater infrastructure, driven solely by climate change-exacerbated flooding, by financing a portion of the ready-to-implement emergency phase of the drainage network as defined in the feasibility studies of the PTDIU (P151832) as critical to enhance resilience to climate change impacts. This includes the implementation of suitable NBS for improved rainwater management. (ii) The rehabilitation and improvement of public spaces, including urban greening, which includes the creation or preservation of existing urban forests and /or green spaces, to reduce temperature, address the urban heat island effect and contribute





to carbon dioxide absorption; the construction of water boreholes where needed due to high temperatures and water scarcity; the construction of shaded playgrounds, squares with seating areas, riverfronts, pedestrian walkways; including energy-efficient and solar powered street lighting. (iii) The construction and equipment of classrooms to be fully electrified by solar panels to meet their energy demand, including separate restroom facilities for boys and girls including IDPs. (iv) The energy efficiency retrofit and climate-resilient rehabilitation of Kaya's municipality building by adding solar panels and improving drainage systems, with the construction of a new floor fully electrified by solar panels.

44. **This subcomponent will be designed in a phased approach, starting with a pre-identified first set of investments** composed of labor-intensive construction of stormwater drainage channels, combined with Nature Based Solutions (NBS) to enhance climate resilience, and create jobs notably through Community-based Operations and Maintenance (O&M) mechanisms. As a complement, "quick wins" such as small neighborhood community investments (drinking water supply, equipped classroom, equipment for women and IDP, street solar lightning, etc.) will be identified through beneficiaries' consultations. These investments, implemented during the first year, will allow for immediate and tangible impacts on beneficiaries. Activities involving boreholes and investments to drinking water will not tap into, and/or affect the waterways of the Volta system. Component 3 will support local institutions (both deconcentrated and decentralized) for Projects from Year 2 onwards or when ready for execution.
45. **Subcomponent 2.2: Urban infrastructure and capacity building for economic opportunities.** Based on the recommendation of the ongoing urban diagnostic and impact of IDPs on the three cities, this subcomponent complements subcomponent 2.1, following the same spatially based approach, to promote local economic development and capacity in key areas through rehabilitation or improvement of economic infrastructures including climate-resilient small markets, bus stations and gardening perimeters, and support to women's and socio-professional associations including training and provision of business kits.
46. **Subcomponent 2.3: Prevention, Monitoring, and Mitigation of Sexual Exploitation and Abuse, (SEA) and Gender-Based Violence (GBV).** This subcomponent aims to reduce the potential SEA/GBV hazards in each Project location and to mitigate related risks, and will finance GBV prevention activities, including the assessment of needs and available services in the Project areas, training and community awareness campaigns, and provision of support services.

### **Component 3: Institutional strengthening (US\$8.7 million equivalent)**

47. **This component will update and improve existing urban mobility and urban development planning frameworks to ensure the sustainable and climate-resilient use of urban land along selected corridors, as well as institutional strengthening, and capacity building for urban development at central (including the General Directorate of Cooperation - DGCOOP) and local levels.** Plans will be informed on the changing climate patterns and climate change risks and will contain specific measures to address these, including enhancement of drainage systems to reduce the risk of floods and nature-based solutions to reduce the urban heat island effect and extreme temperatures. In Bobo-Dioulasso, this will support the establishment of a consultation platform to coordinate national and local actions, set up a municipal agency for civil works and an Urban Transport Organizing Authority, and provide technical assistance to the 3 municipalities for core municipal management functions. Component 3 will also support development of a climate informed Transport Asset Management System (TAMS) and of a master's program in transport and urban mobility to address the gap in competencies in the national sector strategy.

### **Component 4: Project management support (US\$12.5 million equivalent)**



48. **4.1: Project management** will finance costs associated with (i) Project Management Unit (PMU) staff, office equipment, and Information and Communication Technology (ICT); (ii) consulting services for Project fiduciary support and environmental and social monitoring, including financing of resettlement compensation, and grievance mechanisms; (iii) updating of Security Management Plans (SMPs) and their implementation; (iv) costs associated with additional staff, equipment, and ICT; and (v) cost associated with Project management assistance.
49. **4.2: Monitoring and evaluation (M&E)** will finance costs associated with consulting services for data collection, monitoring and reporting of Project performance indicators, steering committee and technical meetings. It will also include an impact evaluation to assess the rate of satisfaction expressed by the beneficiaries for the Project investments.

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

50. **Following an eligible crisis or emergency, the Borrower may request the World Bank to reallocate Project funds to support emergency response and reconstruction activities.** This component would draw from the uncommitted resources under the Project from other Project components to cover emergency response. Based on a World Bank approved CERC Manual, the implementation of the Contingency Emergency Response Plan will be prepared.

#### **Detailed Project Costs and Financing**

51. The costs and financing of the Project's components are detailed in Annex 1.

#### **C. Project Beneficiaries**

52. **The primary beneficiaries will be the residents of the three cities.** The people-centered approach applied into the design of the Project with a focus on IDPs and the most vulnerable, will ensure that the estimated 1,430,000 combined population of the three cities will benefit from the Project. 819,000 direct beneficiaries (representing 52 percent of the three cities total population) including 200,000 IDPs (52 percent of total IDPs in the three cities) will have access to improved basic services. 300,000 people will also benefit from improved access to economic opportunities. 20,000 people including 12,000 IDPs will benefit from professional skills training and provision of business kits through the support to women's groups and socio-professional associations. And 11,000 daily jobs will be created throughout Project implementation of which 50 percent for IDPs. The state's presence will be reinforced through improved capacity of cities to address the needs of the population and prevent conflict. SOTRACO is also considered as direct beneficiary.

#### **Citizen Engagement**

53. **Citizen engagement is fully integrated into the Project design and will include the implementation of the following mechanisms:** (i) consultations; (ii) a grievance mechanism (GM); and (iii) a satisfaction survey at Project midterm. These mechanisms will help promote the effective participation of the beneficiaries and facilitate their ownership of the Project development results. Cross-cutting engagement interventions include the periodic consultation process to ensure that all relevant stakeholders, including displaced and vulnerable groups, are consulted about the Project investments in their communities and that the feedback informs the implementation of Project-financed small infrastructure. The consultation process will take place in two phases: (i) diagnostic phase to identify a broad set of possible sub-Projects, and (ii) validation phase to select a short list of the sub-Projects according to technical and budgetary feasibility. Under component 1 and 2, the Project will conduct a midterm satisfaction survey to get feedback from beneficiaries and make any necessary corrective measures.





54. **The Project will also develop a comprehensive, Project-specific Grievance Mechanism (GM) that will be designed to collect, review, and address stakeholders' complaints and grievances.** Using multiple uptake locations, the GM will be easily accessible to all stakeholders to report concerns or complaints if they feel affected by any of the Project interventions. It will include specific procedures to address complaints related to sexual exploitation, abuse, and harassment; referral to GBV service providers; and confidential, survivor-centered complaint-management protocols.
55. **The implementation and monitoring of interventions aimed at engaging citizens will be anchored within the social services of the municipalities, which is part of the institutional strengthening.** Key elements of transparency and accountability include the integration of communication actions to ensure a good understanding of the engagement interventions, civic engagement processes, and effective community participation.

#### **Gender**

56. **Through the Gender action Plan, the Project will seek to reduce the gender gaps identified in mobility, labor force participation including at decision making level in the transport sector and access to economic opportunities.** It will finance activities specifically designed to benefit women and that will be confirmed during consultations held at Project preparation and implementation stages. In mobility, the Project will finance well-lit bus stations, sidewalk, pedestrian pathways, and lighting to foster safe travel. A response system as part of the bus operations will be developed (e.g., communication campaigns, and a hotline) to prevent and respond to sexual harassment in public transport. The plan will propose actions to increase women's employment in technical positions in the long term and help address barriers that women may be facing. Finally, it will also provide support to women's groups and socio-professional associations, such as skill-building training in business and marketing, and multifunctional platforms to develop their agrobusinesses.

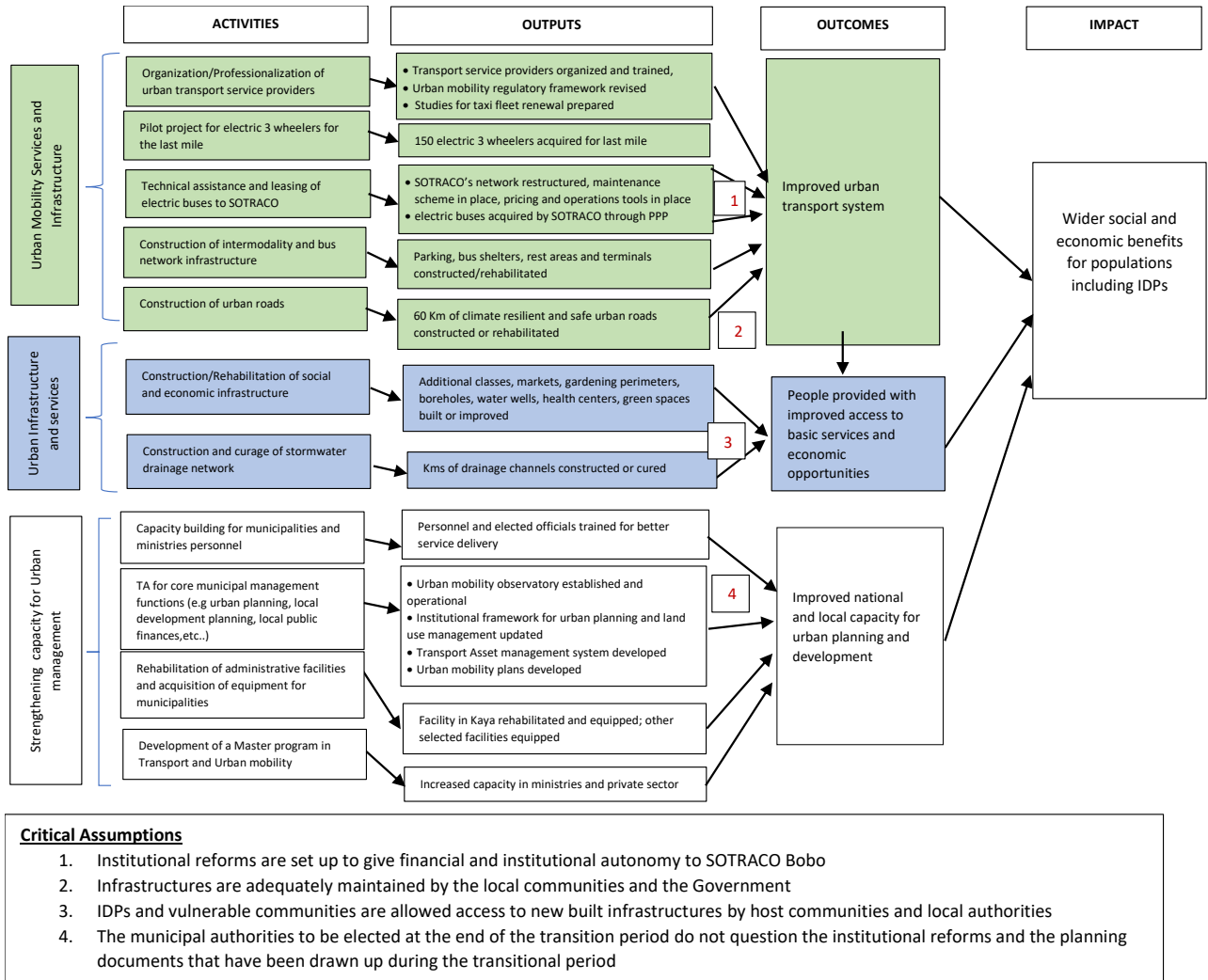
#### **Climate Change**

57. Annex 2 summarizes the Project's climate change adaptation and mitigation measures, and Annex 3 provides a detailed Paris Alignment assessment for activities covered under this Project.

### **D. Results Chain**



Figure 6: Results Chain



### E. Rationale for Bank Involvement and Role of Partners

58. **The proposed Project will operationalize the recommendations from the Risk and Resilience Assessment by placing inclusion at the heart of its activities.** The integrated multisectoral approach finances intervention menus to address several drivers of fragility at the same time for several groups, while also following a “do no harm” principle.
59. **The government does not have the required financial means to cover all the needs identified in its investment strategies in a context of political, humanitarian and security fragility.** IDA support will contribute the financial resources to overcome numerous challenges to the country’s stabilization and development. IDA currently finances the Emergency Local Development and Resilience Project (PUDTR-BF, P175382) and the Community Based Recovery and Stabilization Project for the Sahel (P173830). This Project complements them, and IDA will likely attract other donors.



60. **Coordination with humanitarian and security actors, and other donors.** The proposed Project will facilitate coordination through platforms such as the Emergency Program for the Sahel (PUS-BF) and its local nodes. A focus will be placed on addressing the needs of IDPs and other vulnerable groups both for information sharing and targeting. Coordination efforts will include EU and UN support for the territorial expansion of internal security (including local police) and linking security with development, which will: (i) ensure a constant flow of information that will allow the World Bank to monitor security risks as part of Project supervision; (ii) in accordance with ESF, do no harm by minimizing risks associated with potential military deployments in Project areas; and (iii) integrate partners into contingency plans to reduce risks. The World Bank is taking the lead for the Secondary Cities thematic group of the Alliance Sahel.
61. **Urban transport and development involving large infrastructure works pose environmental and social challenges and issues related to sexual exploitation, abuse, and harassment. These challenges and issues should be carefully mitigated to reap the benefits of the new infrastructures.** Combined with the complexity of the institutional structure in the sector and the need to leverage additional investments from the private sector, the World Bank would play an important role in coordinating all concerned parties and bringing in international expertise.

## F. Lessons Learned and Reflected in the Project Design

62. **A multisectoral, integrated approach ranging from development to security and humanitarian actions is necessary for communes and cities benefiting from this intervention in order to address many issues at once, and transition from crisis response to recovery and consolidation.** The Project's design aligns with best practices of the PUDTR-BF (P175382) and the "Recovery and Stabilization of the Commune of Konna" of the Sahel Alliance. The latter Project showed that under certain conditions and with specific support it is possible to construct small urban infrastructure such as schools' rehabilitation, in secondary cities in fragile areas of the country granting the cities the responsibility to implement activities within their territory. International lessons were integrated from Mali and Niger, such as the Mali Reconstruction and Economic Recovery Project (PRRE, P167396) and Niger Refugees and Host Communities Support Project (P164563). The PUDTR-BF (P175382) achieved significant results by using (i) specialized agencies for the implementation of certain activities; (ii) fast track procurement procedures, which include raising the review thresholds for quotation, the absence of prior review by the World Bank, framework contracts, and the promotion of local contractors in high-risk areas by increasing the advance payment; (iii) United Nations agencies in areas difficult to access by the government; (iv) risk-based review by the RSA of E&S instruments; and (v) procurement of small investments by municipalities.

## III. IMPLEMENTATION ARRANGEMENTS

### A. Institutional and Implementation Arrangements

63. The Project will be managed by a PMU within the MTMUSR. The PMU will be formally constituted and operationalized before Project effectiveness with full time dedicated specialist including a Project Coordinator, a Procurement Specialist, a Financial Management Specialist, an Environmental Specialist, a Social Safeguards Specialist and a security specialist. Additional staffs including two Accountants, an internal auditor, an M&E Specialist (proficient in GEMS), an urban mobility specialist and an urban development specialist will be recruited



not later than three months after Project effectiveness. An external auditor will also be recruited no later than six months after effectiveness. The overall institutional structure of the Project is outlined in annex 1.

64. The Matching Grant and Public and Private Partnership (PPP) mechanism under Component 1 will be fully designed during Project implementation. A PPP manual and a matching grant manual will be developed, specifying the complementary arrangements that will be put in place to support implementation.

## **B. Results Monitoring and Evaluation Arrangements**

65. **Responsibility for M&E activities.** The monitoring of outcomes and results will be based on the agreed results framework and the monitoring arrangements described in Annex 1. The PMU will be responsible for regularly monitoring Project performance. It will produce semiannual and annual progress reports. These reports will assess progress based on the indicators of the results framework. In addition to monitoring the results framework, periodic beneficiary surveys, community monitoring, and an impact evaluation at mid-term will ensure the Project is on track to meet its PDO.
66. **An evaluation will be conducted to assess the household-level welfare impacts of Component 2 investments.** The World Bank will support the development of the design of the impact evaluation, while PMU will be responsible for the data collection. It will aim to better understand the differential impacts on household behaviors and welfare that derive from spatially coordinated investments.
67. **The Geo-Enabling Initiative for Monitoring and Supervision (GEMS)** will support supervision and complement existing implementation arrangements with remote access and support to M&E. GEMS is supporting other Projects in Burkina Faso (such as the PUDTR-BF, P175382). Relevant Project coordination and technical stakeholder representatives will be trained to benefit from the extensive GEMS experience.

## **C. Sustainability**

68. **The decentralized approach of Project implementation will strengthen the people-centered approach and local capacity to better address the needs of the population, including conflict management, and also sustain the outcomes of the Project beyond its duration.** Critical factors considered to ensure the sustainability of Project objectives include the establishment of public infrastructure management committees to ensure inclusive access and appropriate operations and maintenance mechanisms. The Project will ensure that there are dedicated management resources in the commune budget for the maintenance of all their public infrastructure, based on the revenue allocated to the municipality by the central government. The Project will support capacity building for the management committee in charge of the municipalities and a maintenance program for key critical infrastructure on existing good practices, developed by the PMU.
69. The citizen engagement mechanisms that promote an open interface and effective dialogue including conflict resolution tools will be embedded in municipality operations towards an inclusive decision-making process. Income-generating activities will provide access to employment opportunities to the beneficiaries and skills for future employment, especially for women and youth.

## **IV. PROJECT APPRAISAL SUMMARY**

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## A. Technical, Economic and Financial Analysis (if applicable)

### Technical

70. **Investments in upgrading roads will be implemented using national standards technology and methods** (such as asphalt concrete, surface dressing, and concrete interlocking blocks), and no technical difficulties are foreseen in this area. Similarly, technology for construction of stormwater drains (masonry and concrete) is well known and has been implemented in the country before.
71. **The construction of stormwater drainage channels will be done during the first year of Project implementation.** The technical studies are finalized, the bidding documents are under preparation, and the specific safeguards documents (ESIAs and RAPs) are being finalized. The draft versions of the ESIAs will be cleared before board approval while the disclosure of the final versions are effectiveness conditions. The disclosure of the 3 RAPs are disbursement conditions.
72. **All investments will be designed to correspond to local conditions and, when possible, to make use of labor-intensive methods accessible to local construction firms and nature-based solutions.** Engineering consultants will be contracted to design these urban infrastructure investments and bidding documents. To ensure adequate contract management, the works will be overseen by dedicated construction management consultants, PMU staff, the three municipalities, and representatives of end users and beneficiaries.
73. **Construction materials for these urban infrastructures are readily available in Burkina Faso,** and the local construction industry has experience and adequate capacity to undertake the proposed urban infrastructure.

### Paris Alignment

74. **The operation is consistent with the goals of the Paris Agreement on both mitigation and adaptation.**
  - **Assessment and reduction of mitigation risks:** The activities financed by this Project are either universally aligned (UA) or have a low risk to preventing the country's transition to low-carbon development pathways, given its contribution to support to transit-oriented development, more efficient urban mobility and more sustainable transportation and urban planning. The Project design is incorporating the Avoid-Shift-Improve strategies, which include support for a holistic and integrated urban and transport planning vision in the three cities supported through this Project. UA activities included: (i) investments that support the concept of "integrated corridor;" and (ii) electric and non-motorized urban mobility for passenger and freight transport through the supply of electric vehicles for a PPP in SOTRACO; (iii) the rehabilitation of urban roads which do not lead to capacity expansion for private motor vehicles; (iv) construction and maintenance of the storm water drainage system without expanding or promoting expansion into areas of high carbon stocks or high biodiversity areas; and (v) the rehabilitation and improvement of green and public spaces (excluding energy-consuming installations). Activities that do not fall in the UA list have been detailed in Annex 3.
  - **Assessment and reduction of adaptation risks:** The operation adequately reduces the physical climate risks to the Project outcomes, and the Project's climate resilience and adaptation design considerations limit the exposure to a low level of residual risk. The main climate and disaster risks likely to affect the Project investments are flooding and expected increases in maximum temperature. The Project design takes into consideration the extreme heat, precipitation and flooding risks that threaten the outcomes of the Project. More details of such measures are found in Annexes 2 and 3.

### Economic and Financial Analysis

75. **Benefits of the investments to improve infrastructure and services in selected secondary cities in Burkina Faso are expected in seven main channels. As detailed in annex 4, these include:** (i) improved urban roads; (ii) drainage



systems for flood control; (iii) improved urban public spaces; (iv) investments in educational facilities; (v) construction of markets and peri-urban agricultural infrastructure; (vi) support of women's groups and socio-professional associations; and (vii) reduced climate risks due transit management, electrifying the bus fleet, and use of climate smart technologies wherever possible.

76. **Benefits of investments in urban roads in the three secondary cities.** About 41.5 percent of the Project funds for infrastructure will be spent on improving roads in the three secondary cities benefiting from the Project. The Highway Development and Management model (HDM-4) was used to estimate the net present value (NPV) and estimated internal rate of return (EIRR) of road investments. The main benefits associated with improved roads are reductions in vehicle operating costs, travel time costs, and costs related to traffic-related accidental death and injury. The EIRR for the base scenario is at 24 percent with an NPV at US\$90.9 million.
77. **Benefits of constructing and rehabilitating drainage systems.** Only 28.5 percent of the Project's budget will be spent on constructing and rehabilitating drainage systems in the three secondary cities. The main benefit will be reduced transit time due to flooding. The EIRR for the base scenario is 37.5 percent with an NPV of US\$205.2 million.
78. **Benefits of rehabilitation and improvement of green and public spaces.** Some 5.3 percent of the Project funds for infrastructure will be spent on rehabilitating and improving green and public spaces in the three secondary cities. Similar investments elsewhere demonstrate that investments in green and public spaces improve property values, and catalyze development, and improve quality of life. These assets are detailed in annex 4.
79. **Other benefits from the project:** Additional benefits are expected from investment in classrooms, in markets, in supporting women's groups and socio-professional associations. Returns to investment in education substantially exceed the costs, according to data compiled over decades. Returns are measured as the increase in lifetime earnings of people compared to the NPV of the costs of education;<sup>43</sup> returns to education in Africa are at 10.5 percent for an additional year of schooling<sup>43</sup>. Investments in markets will allow residents to add value to agricultural products and therefore achieve higher prices for them, which will increase the income of producers. Support for women's groups with capacity building for entrepreneurship and provision of equipment for production generates significant returns in the form of higher lifetime incomes for the people benefiting from the support (see annex 4 for details).
80. **The Project is estimated to result in a total net CO<sub>2</sub> emission of -140,887 tons during the Project's economic life.** The decrease in CO<sub>2</sub> emissions is attributed to improvements in vehicle fuel economy due to improvements in vehicle speeds that result from the rehabilitation and upgrading of 60km of urban roads. The Project gross emissions are 987,378 tons of CO<sub>2</sub> and the baselines emissions are 1,128,265 tons of CO<sub>2</sub>. The economic analysis incorporated the impact of the Project on GHG emissions. The total financial benefits from GHG emissions reductions during the economic life of the Project are estimated to be US\$9.6 million and US\$19.3 million in the low- and high-Shadow Price of Carbon (SPC) scenarios, respectively. These results have been incorporated in the economic analysis to calculate the NPV and EIRR. With the low-SPC scenario, the NPV of the Project is US\$97 million and the EIRR of 25.5 percent, in the high-SPC scenario the corresponding figures are US\$103 million and 27 percent, respectively. These figures represent a change between 7 to 14 percent in the NPV value and an increase between 1.4 to 2.9 percentage points in the EIRR, compared to the NPV and EIRR without consideration of the SPC.

## B. Fiduciary

### (i) Financial Management





81. **The FM assessment was carried out in accordance with the Financial Management (FM) Manual for World Bank-Financed Investment Operations effective on March 1, 2010, and reissued on the September 7, 2021.** The objective of the assessment is to determine if the implementing agencies have adequate FM arrangements to ensure that: (i) Project funds will be used for purposes intended in an efficient and economical way; (ii) the Project's financial reports will be prepared in an accurate, reliable, and timely manner; (iii) the Project's assets will be safeguarded; and (iv) the Project is subject to a satisfactory auditing process.
82. **The legislative and institutional framework for public financial management is in place in Burkina Faso.** This framework is in line with or approximates international standards. In addition, Burkina Faso has transposed the WAEMU directives, regulations, and rules on public finances into national law. However, the 2017 PEFA and the 2022 public expenditure and revenues review revealed that Burkina Faso still faces some weaknesses in PFM.
83. **The Government of Burkina Faso has requested the use of a ring-fenced financing mechanism for the fiduciary aspects of the proposed Project.** A new PMU will be anchored at the MTMUSR to coordinate the Project implementation and manage all Project funds. Part of the Project funds will support (i) a pilot activity to promote the use of clean transport modes in Bobo-Dioulasso through a matching grant facility to support the acquisition of 150 e3Ws (subcomponent 1.1-C) and (ii) the financing of electric buses to SOTRACO through a dedicated PPP).
84. **The MTMUSR has implemented several World Bank Projects and is familiar with World Bank procedures.** These include: P151832—PTDIU (2016–2022 with disbursement rate (DR) of 94.6%); P156892—PAMOSET (29 June 2017–30 June 2023, DR of 88.2 % at the time of this evaluation); P164078—Strengthening Climate Resilience in Burkina Faso (19 April 2019–19 January 2025, DR of 37.9% at the time of this evaluation); and P168386—Lomé-Ouagadougou-Niamey Economic Corridor (27 May 2022 -30 Sept 2027, DR of 6.4% at the time of this evaluation). The FM evaluations of those Projects vary between moderately unsatisfactory and moderately satisfactory, with an FM risk rated as Substantial.
85. **The FM risk before mitigation measures is high.** Three factors impact this risk: (i) a newly established PMU, (ii) the security context, which could affect the Project implementation, and (iii) the performance of the other Projects in the sector. All FM arrangements are needed (budgeting, staffing, financial accounting, financial reporting, funds flow, disbursements, and internal and external audit arrangements) to assure funds will be used as intended.
86. **The following measures would be taken:** (i) establish a Project implementation manual including FM manual with specifics of the proposed Project (before effectiveness); (ii) recruit one FM specialist (before effectiveness) and two accountants (three months (3) after effectiveness) on a competitive basis with qualifications and experience satisfactory to the Bank; (iii) implement an accounting software acceptable to the Bank to include the bookkeeping of the new Project and generate interim financial reports and financial statements (three months after effectiveness); (iv) recruit an internal auditor with TORs acceptable to the Bank (three months after effectiveness); (v) recruit an external auditor for Project financial statements audit (six months after effectiveness); (vi) prior to payments of matching grants under subcomponent 1.1-C, the PMU will prepare a Matching Grants Manual (to be approved by Project stakeholders and the World Bank), and sign a financing agreement with the selected beneficiaries. The Matching Grants Manual defines disbursement procedures and should include among others the modalities of selecting the beneficiaries, of implementing the matching grants as well as the modalities of payment of the matching grants; (vii) a PPP manual should be adopted and approved by the Project's stakeholders and the World Bank prior to financing the electric buses to SOTRACO under subcomponent 1.1-b. This would include detailed procedures and criteria for selecting new buses, procurement procedures, funds flow processes, financial and accounting procedures, and contributions from the different parties involved in the PPP.
87. **The FM risk is assessed as Substantial** after mitigation measures. Detailed FM arrangements are in annex 1.



**(ii) Procurement**

88. **Procurement will be carried out in accordance with the World Bank's Procurement Regulations** for IPF Borrowers, dated November 2020, the "*Guidelines on Preventing and Combating Fraud and Corruption in Projects Financed by IBRD Loans and IDA Credits and Grants*," dated July 1, 2016, and beneficiary disclosure requirements, as well as other provisions stipulated in the Project legal agreements.
89. **All procuring entities as well as bidders and service providers, that is, suppliers, contractors, and consultants,** shall observe the highest standard of ethics during the procurement and execution of contracts financed under the Project in accordance with paragraph 3.32 and annex 1 of the Procurement Regulations. When procurement is done in the national market, as agreed in the Procurement Plan, the country's own procurement procedures may be used with the requirements set forth or referred to in paragraphs 5.3–5.6 related to National Procurement Procedures. For all works contracts, procurements that apply standard procurement documents (SPDs) will adopt provisions of the World Bank related to environmental, social (including SEA and GBV), health, and safety risks and impacts. This includes codes of conduct that include prohibitions against sexual harassment (SH) and sexual abuse.
90. **Project Procurement Strategy for Development (PPSD) and Procurement Plan:** The PPSD and the procurement plan covering the first 18 months of the Project implementation have been prepared and approved. The Procurement Plan shall be submitted for the World Bank's review and approval through STEP and include for each contract (i) a brief description of the activities/contracts, (ii) the selection methods to be applied, (iii) reasonable cost estimates reflecting the prevailing market price, (iv) reasonable time schedules for processing and contract duration, (v) the World Bank's review requirements, and (vi) any other relevant procurement information in accordance with the roadmap provided in the World Bank's online procurement planning and tracking tools. Per paragraph 5.9 of the Procurement Regulations, the Recipient shall use the World Bank's online procurement planning and tracking tools to prepare, clear, and update its Procurement Plans and conduct all procurement transactions.
91. **Procurement activities will be carried out by:** (i) the PMU within MTMUSR at the central level and (ii) the municipalities at the local level. The PMU will carry out the following activities: (i) managing the overall procurement activities and ensuring compliance with the procurement process described in the relevant manuals; (ii) preparing and updating procurement plan annually in relation with the municipalities; (iii) ensuring compliance of bidding documents, draft RFPs, evaluation reports, and contracts in compliance with World Bank procedures, (iv) preparation at central level of bidding documents, evaluation reports, contracts and participation in the procurement commission activities in compliance with World Bank procedures; and (v) and seeking and obtaining approval of national entities and of IDA on procurement documents as required.
92. **For procurement activities managed at central level, the municipalities will prepare the required bidding documents and will participate in the bid evaluation for activities for which they are beneficiaries.** For other procurement activities managed at the local level, the municipalities will be responsible for: (i) the preparation of TORs and the bidding documents; (ii) setting up evaluation committees to prepare and evaluate reports and contracts in compliance with World Bank procedures; and (iii) seeking and obtaining approval of national entities and PMU on procurement documents as required.
93. **An assessment of the capacity of the PMU and municipalities to implement procurement activities of the Project was carried out.** This reviewed the organizational structures for implementing the Project; procurement capacities





and experience, staff in charge of procurement, tools including manuals, procurement filing, etc.; and interaction with different agencies.

- 94. **The assessment found that:** (i) MTMUSR, through dedicated PMUs, has experience implementing World Bank financed Projects, (paragraph 93)—it will set up a dedicated PMU in charge of this Project and appoint a qualified procurement specialist; and (ii) the Municipalities do not have enough experience in WB procurement procedures. A Project Management Assistance (PMA) firm will support their Project management and procurement.
- 95. **The key risks identified for procurement under the Project are:** (i) low technical capacity which may lead to poor technical documents; (ii) staff involved in the Project who may have not sufficient knowledge on World Bank procedures will be responsible for process control and approval; (iii) lack of proficient procurement staff to implement procurement actions on time and in line with Bank procedures; (iv) inadequate communication and interaction between municipalities and the PMU as well as the control and approval bodies may lead to delays in procurement processes and poor costs estimation; (iv) administrative routines may increase delays in the procurement processes and affect Project implementation; and (v) poor filing may lead to loss of documents.
- 96. **The overall Project risk for procurement is rated High.** The residual risk is assessed as Substantial after the following measures are adopted: (i) a qualified procurement specialist will be appointed to support procurement activities at the level of the PMU; (ii) a Project management assistance will be recruited to support procurement at the municipal level; (iii) specialized agencies depending on their area of expertise will be recruited as delegated contracting authorities (*maitrise d'ouvrage déléguée*); (iv) a manual of administrative, financial, and accounting procedures will be developed to clarify the role of each team member involved in the procurement process, the maximum delay for each procurement stage, specifically about the review, approval system, and signature of contracts; (v) the PMU will exercise quality control on all aspects of the procurement process, including technical documents, evaluation, selection, and award monthly; (vi) the PMU will monitor on regular basis the Procurement plan implementation and set up a close follow up with municipalities and official bodies involved to ensure appropriate actions are taken on time; (vii) a workshop will be organized at the beginning of the Project to train/update all key stakeholders involved in procurement on World Bank procurement procedures and policies; (viii) an adequate filing system will be set up for the Project records at the level of PMU, municipalities. The Project will finance appropriate equipment and the Procurement specialist will ensure compliance with bank procurement filing manual; (ix) a procurement plan for the first 18 months of Project implementation has been prepared and approved. During implementation, the plan will be updated as required at least annually; and (x) appropriate thresholds are set for procurement to be carried out by municipalities and agreed between World Bank and Government.
- 97. **Provision of solar-powered technology:** the Project will require bidders/primary suppliers of solar-powered cold-chains (and other material, as applicable) to provide two declarations: a Forced Labor Performance Declaration (which covers past performance), and a Forced Labor Declaration (which covers future commitments to prevent, monitor and report on any forced labor, cascading the requirements to their own sub-contractors and suppliers). In addition, the Recipient will include enhanced language on forced labor in the procurement contracts.
- 98. Procurement capacity assessment and Project procurement arrangements are detailed in Annex 1.

### C. Legal Operational Policies

Triggered?



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Projects on International Waterways OP 7.50	No
Projects in Disputed Areas OP 7.60	No

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#### D. Environmental and Social

99. **Risks and impacts.** The proposed activities could generate adverse effects both on biophysical and human resources. The environmental and social risks and impacts under the proposed Project are related to the risk of exclusion of certain vulnerable groups including women, youth, people with disabilities and IDPs mainly in consultation processes with the risks of lack of access to Project benefits and associated health and safety impacts. Based on the findings of the preliminary E&S assessment carried out on Bank’s side, the following Environmental and Social Standards (ESS) are relevant at this phase of the Project preparation: ESS1, ESS2, ESS3, ESS4, ESS5, ESS6, ESS8, and ESS10.

100. **The environmental risk is rated as “Substantial”.** The proposed civil works (construction and rehabilitation) may generate adverse environmental risks and impacts that will need to be mitigated and properly managed. The key potential risks and impacts associated with the Project’s activities identified in the Environmental and Social Management Framework (ESMF) are related to: (i) resource efficiency, pollution prevention, and management hazardous materials; and (ii) occupational and community health and safety as well as safety due to the civil works taking place in areas with high concentration of population. However, the potential risks and impacts associated with these civil works activities are expected to be limited and reversible with appropriate mitigation measures.

101. **The Project’s social risk is rated Substantial at this stage.** All these expected investments will be carried out in crowded areas where several stakeholders with different interests are involved. The implementation of proposed Project activities may be associated with potential social risks and impacts related to social inclusion, consultation and participation of key stakeholders, labor and working conditions, including child labor and forced labor, sexual exploitation, health and safety of populations during civil works, incidents and accidents during civil works both for workers and neighboring communities, social conflicts due to the lack of communication on Project benefits, involuntary resettlement compensation and land-use issues, and potential security risks, etc. These risks would be anticipated by improving communication, awareness campaigns and dissemination of information, strengthening the institutional capacities of certain key stakeholders, more inclusive consultation mechanisms, functional grievance mechanisms, etc.

102. **Sexual exploitation and abuse and sexual harassment (SEA/SH) risks,** using the World Bank SEA/SH Risk Screening Tool (civil works/infrastructure), are rated Moderate. Contextual drivers of risk include the general social acceptability of GBV, the limited capacity of the PMU to manage risks of SEA/SH, and the scarcity of GBV resources and services to respond and manage cases of GBV. The presence of vulnerable groups such as IDPs, students, vendors near schools and health centers, etc. associated with the influx of workers are additional factors that could cause a power imbalance in interpersonal relationships during Project implementation and lead to incidents of SEA/SH. Mitigation measures will be outlined in a SEA/SH Prevention and Response Action Plan with an estimated budget allocation and response protocol to any SEA/SH incident.

103. **Both E&S potential risks and impacts will be managed during Project implementation in accordance with the prepared ESMF and the Resettlement Plan Framework (RPF).** The RPF has been validated and disclosed both in country and on the World Bank’s website on August 1, 2023, while the ESMF was disclosed on August 2, 2023 in country and on September 5, 2023 on the World Bank website. The ESMF and RPF contain provisions to guide the preparation of Environmental and Social Impact Assessments/Environmental and Social Management Plans



(ESIAs/ESMPs) and subsequent Resettlement Action Plans (RAPs) as needed. For the construction of three stormwater drainage canals in Bobo-Dioulasso, Ouahigouya, and Kaya where sites are already selected, three ESIAs and three RAPs are being finalized. The final version of three ESIAs will be disclosed before project effective date and the three RAPs will be disclosed prior to any disbursement required for their implementation. The Borrower has prepared labor management procedures (LMP) disclosed in country and on the World Bank website on August 2, 2023, reflecting national labor standards and principles of ESS2 and a stakeholder engagement plan (SEP), including a GM that were reviewed, validated and disclosed in the country on August 2, 2023, and on World Bank's web site on August 15, 2023. In addition, the Environmental and Social Commitment Plan (ESCP) prepared by the Borrower has been disclosed on August 28, 2023.

104. **Given the fragile environment in the Project area, the Borrower has prepared a security risk assessment (SRA) and an SMP.** Both documents have been approved by the World Bank as part of the ESF instruments, in accordance with ESS4 (Community Health and Safety). A security specialist embedded within the PMU will enable the constant update of security risk information and the application of risk mitigation measures, to be reported monthly to the World Bank.

## V. GRIEVANCE REDRESS SERVICES

105. **Grievance Redress.** Communities and individuals who believe that they are adversely affected by a project supported by the World Bank may submit complaints to existing project-level grievance mechanisms or the Bank's Grievance Redress Service (GRS). The GRS ensures that complaints received are promptly reviewed in order to address project-related concerns. Project affected communities and individuals may submit their complaint to the Bank's independent Accountability Mechanism (AM). The AM houses the Inspection Panel, which determines whether harm occurred, or could occur, as a result of Bank non-compliance with its policies and procedures, and the Dispute Resolution Service, which provides communities and borrowers with the opportunity to address complaints through dispute resolution. Complaints may be submitted to the AM at any time after concerns have been brought directly to the attention of Bank Management and after Management has been given an opportunity to respond. For information on how to submit complaints to the Bank's Grievance Redress Service (GRS), please visit <http://www.worldbank.org/GRS>. For information on how to submit complaints to the Bank's Accountability Mechanism, please visit <https://accountability.worldbank.org>.

## VI. KEY RISKS

106. The Project's overall risk rating is Substantial due to: (i) high political and governance risk; and (ii) substantial macroeconomic, institutional capacity for implementation and sustainability, fiduciary, environmental and social risks and stakeholder risks. Furthermore, the security risks are rated High. The risks assessment is based on a detailed evaluation of specific risks carried out using a systematic operations risk-rating tool and estimated residual risks once mitigation measures are implemented.
107. The political and governance risk is High considering the political instability, the military coups, and the newly erected special delegations' authorities at local level. To help mitigate the risks, the Project will support the PMU to raise awareness of special delegations for the ownership of the Project and will build their capacity. Furthermore, by adopting a people-centered interventions with an inclusive and transparent dialogue and improving access to basic services, the project will address the drivers of fragility and promote social cohesion.



108. The macroeconomic risk is rated Substantial, given the global crisis related to the COVID-19 pandemic, and the ECOWAS sanctions on Mali, Burkina Faso and Niger. Inflation and cost overruns could be the consequences of this global macroeconomic context on Burkina Faso. To mitigate the risks, 15 percent contingencies will be included at the overall Project level.
109. Institutional capacity for implementation and sustainability risk is Substantial: due to: (i) multiple actors and line ministries with weak coordination and (ii) low technical capacity of local agencies to implement the Project. To mitigate this risk, the Project will establish a dedicated new PMU with experienced personnel under the Ministry of Transport and will recruit SIA to implement large amount investment activities.
110. Fiduciary risks are rated Substantial due to the newly established PMU, the security context, and the performance of the other Projects in the sector; adequate mitigation measures have been proposed accordingly in paragraphs 86 and 96.
111. Environmental and Social risks are rated Substantial as described above and mitigation measures have been provided accordingly in paragraphs 99-104.
112. Stakeholder risk is rated Substantial due to potential resistance from the incumbent bus operator SOTRACO to implement needed institutional and governance reforms as well as taxis with the introduction of e3Ws to cover the last mile. To mitigate the risk, funds for bus acquisition will be disbursed through a PPP with prerequisite that SOTRACO reforms be implemented. Similarly for taxis, the professionalization program will address this risk by facilitating the reorganization of the sector.
113. Security risk (other risk) is rated High. Although the security risk is lower in the cities than in the countryside, it is deemed high overall because the deterioration of security in certain regions of the country could affect the accessibility of the Project cities from the capital and could therefore impact implementation of activities. To mitigate the risk, a SRA was carried out during the Project preparation and a SMP have been prepared. They will be updated throughout implementation. The SRA preliminary result shows that the security risk is currently moderate in Bobo-Dioulasso, but it is high in Kaya and Ouahigouya. Remote monitoring (ICT, GEMS) will allow the World Bank team and central government entities to follow Project implementation in areas that become inaccessible due to conflict. Third-party monitoring may also be needed to ensure the quality of investment. The situation will be regularly reviewed, and maps updated accordingly. A security specialist will be recruited at the PMU level to update the SRA and SMP during Project implementation.



**VII. RESULTS FRAMEWORK AND MONITORING**

**Results Framework**

**COUNTRY: Burkina Faso**

**Secondary Cities Urban Mobility and Development Project**

**Project Development Objectives(s)**

The proposed PDO is to improve urban mobility, access to basic services and economic opportunities , and strengthen institutional capacity for urban management in selected secondary cities in Burkina Faso.

**Project Development Objective Indicators**

Indicator Name	PBC	Baseline	Intermediate Targets				End Target
			1	2	3	4	
<b>Improve urban mobility</b>							
People benefiting daily from improved urban mobility in the three cities (Number)		15,000.00	15,000.00	15,000.00	35,000.00	45,000.00	65,000.00
People benefiting from improved climate-resilient roads (Number)		0.00	0.00	0.00	100,000.00	200,000.00	250,000.00
<b>Improve access to basic services and economic opportunities</b>							
Direct Beneficiaries with improved access to basic services (Number)		0.00	173,000.00	346,000.00	619,000.00	719,000.00	819,000.00
Of which 30 percent are women (Number)		0.00	51,900.00	103,800.00	185,700.00	215,700.00	245,700.00



Indicator Name	PBC	Baseline	Intermediate Targets				End Target
			1	2	3	4	
Of which 50 percent are IDPs in Kaya and Ouahigouya (Number)		0.00	41,500.00	83,000.00	124,500.00	150,000.00	200,000.00
of which number of people benefitting from flood risk reduction (Number)		0.00	173,000.00	346,000.00	519,000.00	519,000.00	519,000.00
Direct Beneficiaries with improved access to economic opportunities (Number)		0.00	0.00	50,000.00	125,000.00	250,000.00	300,000.00
of which 50 percent are women (Number)		0.00	0.00	25,000.00	62,500.00	125,000.00	150,000.00
of which 50 percent are IDPs in Kaya and Ouahigouya (Number)		0.00	0.00	25,000.00	50,000.00	100,000.00	150,000.00
<b>Strengthen institutional capacity for urban management</b>							
Municipalities with dedicated budget and management committee in place for infrastructure maintenance (Number)		0.00	0.00	0.00	3.00	3.00	3.00

**Intermediate Results Indicators by Components**

Indicator Name	PBC	Baseline	Intermediate Targets				End Target
			1	2	3	4	
<b>Urban Mobility Services and Infrastructure</b>							



Indicator Name	PBC	Baseline	Intermediate Targets				End Target
			1	2	3	4	
A regulatory framework for urban public transport providers is in place (Yes/No)		No	No	No	No	Yes	Yes
Women staff employed in technical positions by the bus operator (Percentage)		4.00	4.00	4.00	4.00	15.00	25.00
Satisfaction rating among bus users along selected bus routes (Percentage)		0.00	0.00	0.00	90.00	90.00	90.00
Length of access roads rehabilitated following people-centric and climate change resilience specifications (Kilometers)		0.00	0.00	0.00	25.00	50.00	60.00
<b>Urban infrastructure and basic services</b>							
Newly built or rehabilitated social infrastructure (Number)		0.00	0.00	30.00	80.00	100.00	120.00
Rate of satisfaction expressed by the beneficiaries for the project investments based on addressed feedback from Mid Term satisfaction surveys (Percentage)		0.00	0.00	0.00	90.00	90.00	90.00
Construction or Curing of Storm Water Drainage Channel in flood prone locations in beneficiary urban cities (Kilometers)		0.00	25.00	50.00	75.00	100.00	100.00
Economic infrastructures constructed or rehabilitated by the project (Number)		0.00	0.00	0.00	20.00	45.00	55.00
Beneficiary employed through		0.00	2,750.00	5,500.00	8,250.00	11,000.00	11,000.00



Indicator Name	PBC	Baseline	Intermediate Targets				End Target
			1	2	3	4	
labor intensive works (Number)							
of which 50% are women (Number)		0.00	1,375.00	2,750.00	4,125.00	5,500.00	5,500.00
of which 50% are IDPs (Number)		0.00	1,375.00	2,750.00	4,125.00	5,500.00	5,500.00
Construction workers on project site who have signed the code of conduct (CoC) and attended the CoC training (Percentage)		0.00	100.00	100.00	100.00	100.00	100.00
<b>Institutional strengthening</b>							
Urban planning and/or management instruments integrating risk management and climate change resilience updated, developed and approved (Number)		0.00	0.00	1.00	2.00	3.00	3.00
Civil servants trained at central and local levels (Number)		0.00	50.00	150.00	250.00	275.00	300.00
Grievances registered and addressed within the project GM timeframe (Percentage)		0.00	100.00	100.00	100.00	100.00	100.00





**Monitoring & Evaluation Plan: PDO Indicators**

Indicator Name	Definition/Description	Frequency	Datasource	Methodology for Data Collection	Responsibility for Data Collection
People benefiting daily from improved urban mobility in the three cities	Average daily ridership in the selected bus routes. This indicator is related to the improved urban mobility in the selected bus routes in Bobo Dioulasso.	Semi-annual	Project Monitoring using ticketing system data	This indicator will measure the average daily number of passengers in the bus selected routes in Bobo Dioulasso. The average ridership will include only weekdays and will exclude special events (e.g. general holidays, school holidays), weekends and unusual events, nor extreme weather events. The average will be calculated by adding up four weeks of information (MondayFriday) and dividing the result by the number of working days in the same period.	SOTRACO
People benefiting from improved climate-resilient roads	Number of people living in a catchment area of 1 km (each side of the road) around roads improved by	Annual	Project Monitoring	This indicator will measure the cumulative number of people living within the	PMU



	the project with climate change resilience interventions and leading at least to one existing or newly build/rehabilitated social or economic infrastructure (school, hospital, markets...) .			catchment area around the improved roads with climate change resilience interventions, which roads leading to an existing or newly built by the project social or economic infrastructure. The catchment area is defined as 1km each side of the road. Roads to be included in this indicator are those to be upgraded under Component 1. The indicator will be calculated using GIS and WorldPop data (or census) or using surveys	
Direct Beneficiaries with improved access to basic services	Number of people in selected neighborhoods benefiting from improved basic urban infrastructure	Semi-annual	Infrastructure works completion reports	PMU will compile the information from the works completion reports	PMU
Of which 30 percent are women	Number of women beneficiaries of improved urban infrastructure in the selected neighborhood	Semi-annual	works completion reports	PMU will calculate the number of women directly benefiting from the improved infrastructures in the	PMU



				selected neighborhood	
Of which 50 percent are IDPs in Kaya and Ouahigouya	Number of IDPs beneficiaries of improved urban infrastructure in the selected neighborhood	Semi-annual	PMU	PMU will calculate the number of IDPs directly benefiting from the improved infrastructures in the selected neighborhood	PMU
of which number of people benefitting from flood risk reduction					
Direct Beneficiaries with improved access to economic opportunities	Number of people in selected neighborhoods benefiting from improved economic infrastructure and from urban agricultural and non-agricultural income generating activities.	Semi-annual	Infrastructure works completion reports and NGO reports	PMU will compile the information from the works completion reports and from the NGO reports	PMU
of which 50 percent are women	Number of women beneficiaries of improved economic infrastructure in the selected neighborhood	Semi-annual	works completion reports	PMU will calculate the number of women directly benefiting from the improved economic infrastructures in the selected neighborhood	PMU
of which 50 percent are IDPs in Kaya and Ouahigouya	Number of IDPs beneficiaries of improved economic infrastructure in the selected neighborhood	Semi-annual	Works completion report	PMU will calculate the number of IDPs directly benefiting from the improved economic infrastructures in the selected neighborhood	PMU



Municipalities with dedicated budget and management committee in place for infrastructure maintenance	This indicator will measure how many institutions and municipalities are supported, through the Project's capacity-building initiatives, in order for them to carry out their urban development planning and service delivery function. Institutions will need to (i) have an annual updated work plan or investment plan, (ii) assess regularly the service delivery capacity and identify actions to improve performance, (iii) adequately staff basic services facilities (iv) issue reports publicly on an annual basis in order for them to monitor their activities and service delivery functions.	Annual	Progress report	Aggregate	PMU
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**Monitoring & Evaluation Plan: Intermediate Results Indicators**

Indicator Name	Definition/Description	Frequency	Datasource	Methodology for Data Collection	Responsibility for Data Collection
A regulatory framework for urban public transport providers is in place	This indicator measures the existence of a regulatory framework for urban public	annual	national and/or local Decrees,	the PMU will verify the existence of a decree or any other document	PMU



	transport providers			justifying the legal existence of a regulatory framework for urban public transport providers	
Women staff employed in technical positions by the bus operator	This indicator will measure the percentage of women staff employed by the Bus operator with decent and sustainable jobs	Semi-annual	SOTRACO's Annual report	This indicator will measure the increase of women who are hired to work for the bus operator. The indicator will be calculated as the number of female hired by the bus transport operator divided by the total number of staff working for the bus operator.	SOTRACO
Satisfaction rating among bus users along selected bus routes	Share of bus users that gives a satisfactory rating to the bus services in Bobo Dioulasso along selected bus routes.	Annual	Annual survey	This indicator will measure in Bobo Dioulasso along selected bus roads the share of bus users that gives a satisfactory rating in a 5-point Likert scale, to the Bus system. A satisfactory answer will be counted if a person responses average 4 or more	SOTRACO



				<p>points. The survey will include measurements on satisfaction with the level of service, affordability, availability, customer services, communication systems, complain system. A methodology to conduct the survey, including the sampling methodology will be developed during project implementation, and will yield statistically representative results. The sampling methodology will be documented, including sample size, method for selection of bus stops and passengers to be surveyed, etc.</p>	
<p>Length of access roads rehabilitated following people-centric and climate change resilience specifications</p>	<p>Km of urban roads rehabilitated following people-centric and climate change resilience specifications</p>	<p>Semi-Annual</p>	<p>Project Monitoring</p>	<p>This indicator measures the length of urban roads rehabilitated (cumulative) following people-centric and climate change</p>	<p>PMU</p>



				resilience specifications along the catchment area, to access social or economic infrastructures. The length of the roads will be counted towards this indicator if the final audit shows that it followed the people-centric, road safety and climate change resilience specifications. The standards include, among other, resurfacing, sidewalks, drainage, lighting, road safety measures, people crossings, NMT facilities etc.	
Newly built or rehabilitated social infrastructure	Counting the number of social infrastructures such as drinking water, schools, health centers, sanitation, public spaces, financed by the project	every six month	Each municipality	The beneficiary municipalities supported by the PMU produce a report by city. The reports are centralized and shared with project review committee.	PMU



Rate of satisfaction expressed by the beneficiaries for the project investments based on addressed feedback from Mid Term satisfaction surveys	The indicator measures the rate of satisfaction among project beneficiaries for the project investments based on addressed feedback from Mid Term satisfaction surveys	At mid term	Survey	At Mid Term review, a survey will be conducted with questionnaire to assess the satisfaction of the beneficiaries. The ratio of the number of beneficiary satisfied by the number of beneficiary surveyed	PMU
Construction or Curing of Storm Water Drainage Channel in flood prone locations in beneficiary urban cities	This indicator measures the linear of storm water drainage channel constructed, rehabilitated or cured in flood prone locations in beneficiary urban cities	Annual	Works completion reports	The sum of the linear kilometer of the curing and the construction of storm water channel	
Economic infrastructures constructed or rehabilitated by the project	Counting the number of economic infrastructures such as markets, bus stations, gardening perimeters financed by the project	every six month	each municipality	The beneficiary municipalities supported by the PMU produce a report by city. The reports are centralized and shared with project review committee.	PMU
Beneficiary employed through labor intensive works					
of which 50% are women					
of which 50% are IDPs					





Construction workers on project site who have signed the code of conduct (CoC) and attended the CoC training	Percentage of construction workers on project sites for all works who have signed the code of conduct and attended the code of conduct training	Semi annual	Project Monitoring	This indicator measures the percentage of construction workers on project site for all works who have signed the code of conduct and attended the code of conduct training.	PMU
Urban planning and/or management instruments integrating risk management and climate change resilience updated, developed and approved	Cities with Local Development Plans integrating climate resilient activities prepared/updated and implemented	Annual	Each municipality	Counting of cities with urban planning and/or management instruments integrating climate resilient activities prepared/updated and implemented by the project	PMU
Civil servants trained at central and local levels	Capacity building of the central and local governments, based on an assessment of their technical competencies in the areas of financial management, procurement, contract management project planning, monitoring and evaluation, community engagement methods, and safeguards, etc.	Annual	Progress report	PMU will count the number of civil servants that attended the capacity building trainings and received a completion certificate	PMU



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Grievances registered and addressed within the project GM timeframe	This indicator measures the transparency and accountability mechanism established by the Project. Grievances would need to be registered and addressed.	Bi-annual	Progress report and Grievance Redress Mechanism (GRM)	Counting of complaints received, treated and effectively closed through the GRM put in place in each communes	PMU
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**ANNEX 1: Implementation Arrangements and Support Plan**

**COUNTRY: Burkina Faso**

**Secondary Cities Urban Mobility and Development Project**

1. The following institutional arrangements are planned for the Project (see figure A1.1).

- A Steering Committee that approves annual work programs and budgets and guides the Project. It will ensure that Project activities align with the sectoral strategy and that there is intersectoral coordination at national and local levels as well as with other programs.
- A Technical Monitoring Committee (TMC), responsible for monitoring Project implementation, will also prepare annual work plans and budgets, and suggest adjustments as needed.
- At the national level, a newly established PMU within the MTMUSR will coordinate Project implementation and manage all Project funds and procurement. It will also assess the quality of documents submitted to the Bank, and report Project results to the relevant stakeholders. The PMU will be formally constituted and operationalized before Project effectiveness.
- The three municipalities are responsible for the implementation of activities within their areas, ensuring that residents’ needs are met. They will receive Project management assistance from qualified consultants, and technical support from regional directorates.
- Specialized implementing agencies (SIAs) such as the Agency for the Execution of Infrastructure Works in Burkina Faso (AGETIB), the Agency of Consulting and Delegated Project Management in Building and Urban Development of Burkina (ACOMOD), and the National Society for Land Management and Rural Equipment (SONATER). A MoU and a contract will be signed between the SIA and the PMU.

SIA	Type of works
AGETIB	urban roads under component 1 and drainage works under component 2
ACOMOD	Classrooms, facilities, small markets under component 2
SONATER	Gardening perimeter under component 2

- ONASER will be the implementing agency for the component 1.3

Table A1.1 identifies key Projects risks, and ways to address them.

**Table A1.1 Risk assessment**

Risk	Risk rating	Risk-mitigating measures incorporated into Project design	Risk after mitigation measures	Condition for Project effectiveness
Insecurity and weaknesses in Project financial management.	High	Set up a dedicated unit to manage the Project; use monitoring tools such as the Geo-Enabling initiative for Monitoring and Supervision; develop internal audit tools.	Substantial	No
The PMU lacks experience in World Bank procedures, including in producing interim financial reports, which could cause delays. Other Projects in same sectors have subpar	High	Create manuals for Project implementation, financial management, matching grants, and public-private partnerships. Recruit financial management staff and accountants with good knowledge of World Bank procedures.	Substantial	Yes



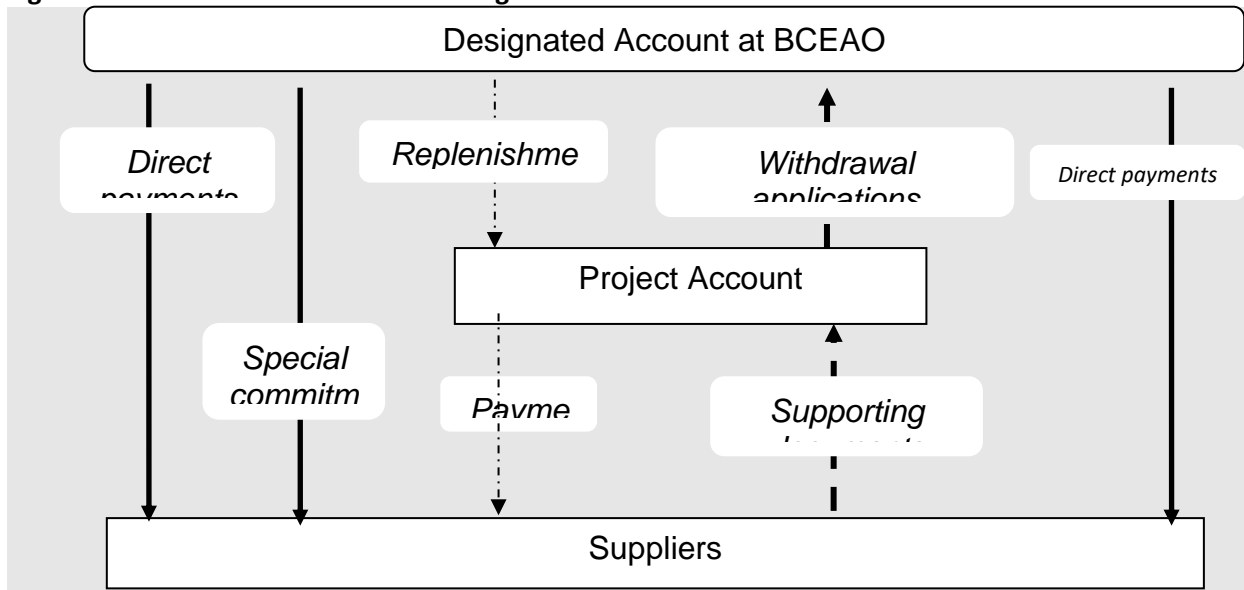
Risk	Risk rating	Risk-mitigating measures incorporated into Project design	Risk after mitigation measures	Condition for Project effectiveness
performance.		Implement an accounting software that can auto-generate reports according to Bank standards.		
Possible delays in budget preparation.	Substantial	Prepare an annual work plan and budget.	Moderate	No
Possible delays in disbursements, delays in the justification of advances to implementing entities, risk of misuse of funds.	High	Open a Designated Account at the Banque Centrale des Etats de l’Afrique de l’Ouest (BCEAO) and one transaction account at a reputable commercial bank.	Substantial	No
Possible delays in submitting external audit reports.	Substantial	Recruit an external auditor.	Moderate	No
<b>Control risk</b>	<b>High</b>		<b>Substantial</b>	
<b>Overall FM risk</b>	<b>High</b>		<b>Substantial</b>	

2. **A Financial Management Action Plan** has been developed to mitigate overall financial management risks. Further, the Project will recruit an internal auditor and develop internal audit tools such as risk mapping and a code of ethics. Audits should cover all operational expenditures to ensure they are economical and for the purposes intended. The external auditor will submit an internal audit report to the World Bank on a semiannual basis no later than 45 days after the close of the semester.
3. **Planning and budgeting.** The PMU will prepare a detailed annual work plan and budget (AWPB) and a disbursement forecast that should be approved by the steering committee no later than two weeks after effectiveness. Once the budget is approved, it will be integrated in the computerized accounting system to serve as a basis for monthly follow-ups by the financial management (FM) team.
4. **Accounting policies.** The prevailing accounting policies and procedures, in line with the West African Francophone countries’ accounting standards—SYSCOHADA—will apply. These policies and procedures will be documented in the Project’s administrative, accounting, and financial manual. A matching grants manual and a public-private partnership (PPP) manual will also be developed and will address financial provisions.
5. **Interim financial reporting.** The PMU will submit an unaudited Interim Financial Report (IFR) to the Bank within 45 days after the end of each quarter. Each IFR will include (i) a narrative discussion of Project developments and progress during the period, to provide context; (ii) a Sources and Uses of Funds Statement, both cumulatively and for the period covered by the report; (iii) a Use of Funds by Components Statement, cumulatively and for the period covered; (iv) the designated account reconciliation, including bank statements and a general ledger; (v) disbursement forecasts for the upcoming six months; and (vi) an explanation of variances between actual and planned disbursements. The IFR will encompass activities implemented by other partners involved in the Project.
6. In compliance with international accounting standards and International Development Association (IDA) requirements, the Project will produce audited annual financial statements. These will include (i) a balance sheet of assets and liabilities; (ii) a statement of Project funds and expenditures, by component and/or category; (iii) a statement of commitments; (iv) notes on the accounting policies and standards adopted; and (v) a management assertion that Project funds have been expended for the intended purposes as specified in the relevant financing agreements.



7. An external auditor, with experience and qualifications satisfactory to the Bank, will perform an audit of annual financial statements. If necessary, the PMU may consider recruiting a consultant to perform additional, independent ex post verifications. The costs of external auditing and independent verification, if any, will be met under the Project Management Component. The Project will comply with the World Bank’s disclosure policy for audit reports.
8. **Disbursement arrangements.** Project proceeds will finance 100 percent of eligible expenditures, inclusive of taxes. A designated account (DA) in XOF (West African CFA franc) will be opened at the central bank, Banque Centrale des Etats de l’Afrique de l’Ouest (BCEAO), for the PMU. Upon effectiveness, an initial advance of an amount to be set in the disbursement letter (DFIL), will be released by IDA to the DA, at the request of the PMU. The PMU will also open a Project Account (PA), managed by the FM Unit with signatories of the Project Coordinator and the Project Financial Management Specialist, in a commercial bank for the payment of eligible expenditures. Subsequent disbursement to the DA will be made under the terms and conditions to be specified in the DFIL.
9. Disbursement arrangements for matching grant/PPP financing. A disbursement condition for the funds to be released under these activities is that the matching grant manual and the PPP manual have no objections by the World Bank and relevant stakeholders. Funds will be disbursed upon achievement of agreed-upon modalities.
10. Transactions-based disbursements will be used for reimbursement. The DA will be set up to fund eligible expenditures based on the approved annual activity plans. Each month, the PMU will prepare a Statement of Expenditures (SoE) detailing expenses for reimbursement. All other supporting documentation showing eligible expenditures should be retained by the PMU and must be made available for review by World Bank missions, external auditors, and other controllers, if any. Disbursement methods and formats for withdrawal applications and disbursements documentation will be stated in the DFIL.

Figure A1.1 Funds flow—Future financing



11. **Governance and anticorruption.** Transparency and accountability are highly encouraged, and the PMU will put in place measures to avoid fraud and corruption in accordance with the World Bank Guidelines on Preventing and Combating Fraud and Corruption in Projects Financed by IBRD Loans and IDA Credits and Grants (revised as of July



1, 2016), referred to in the Financing Agreement. Also, (i) the Terms of References of the external auditor will comprise a specific chapter on fraud and corruption auditing; and (ii) the Project's budget and audited financial statements will be published.

12. **Implementation support plan.** FM supervision will be conducted over the Project's lifetime. Based on the current risk assessment, which is Substantial, we envisage at least two supervision missions per year, to be adjusted over time considering the FM performance and risk level. During these missions, team members will: (i) review implementation progress and achievement of PDO and intermediate indicators; (ii) provide support for any implementation issues that may arise; (iii) provide technical support of implementation, achievement of results, and capacity building; and (iv) discuss relevant risks and mitigation measures.
13. **Procurement procedures.** Across all implementing agencies, procurement—including of works, goods, and non consulting services—will be carried out in accordance with World Bank guidelines, using the Bank's standard procurement documents. Training, workshops, study tours, and conferences will follow an annual plan. Operational costs will be procured as specified in the procurement manual, which will consider the fragile context of the country and local capacity constraints. All contracts not covered under prior review by the World Bank shall be subject to post review during missions. The Ministry of Transport has experience implementing Projects financed by the World Bank through dedicated PMUs: PAMOSSET (P156892) completed on June 30, 2023; the ongoing Lome-Ouagadougou-Niamey Economic Corridor (P168386); and Strengthening Climate Resilience in Burkina Faso (P164078) under implementation. A consulting firm will be recruited to support the municipalities in managing the Project, including procurement activities.
14. The key procurement risks are: (i) overall technical capacity limitations; (ii) lack of knowledge of World Bank procedures; and (iii) inadequate communication and interaction between municipalities, the PMU, and oversight and approval bodies, leading to delays and poor cost estimates. The overall procurement risk for the Project is rated High. To the finalized PPSD and the Procurement Plan, the residual risk will be Substantial after adopting the agreed action plan.
15. The World Bank's implementation support plan for the proposed Project draws from lessons learned from past World Bank Projects operating in similar fragile environments and international best practices from other FCV settings around the world. The core principles are (i) the need for intensive, risk-based implementation support; and (ii) maximizing the use of national staff, international staff, and consultants as needed. The plan will be reviewed regularly, and revised as required. The World Bank team comprises specialists in the areas of transport, urban, disaster management, FCV (fragility, conflict, and violence), governance, health, education, agriculture, water resources, irrigation and WASH (water supply, sanitation, and hygiene), financial management, procurement, social and environment safeguards, and administration support. Core World Bank operational and fiduciary staff are based in the Country Office, which will facilitate implementation support and ad hoc problem solving as needed.
16. Information from various sources will be used to assess and monitor the progress of the Project throughout its implementation. In addition to the data generated through the Project's management information system and M&E systems, the World Bank will also review the findings and results of third-party assessments and environmental and social (E&S) audits that will be undertaken during implementation.



**Table A1.3 Project Cost and Financing**

	<b>National (\$M)</b>	<b>Bobo (\$M)</b>	<b>Kaya (\$M)</b>	<b>Ouahigouya (\$M)</b>	<b>TOTAL (\$M)</b>
<b>Component 1: Urban Mobility Services and Infrastructure</b>	<b>0</b>	<b>63.5</b>	<b>18</b>	<b>18</b>	<b>99.5</b>
<b>1.1 Urban mobility services</b>	<b>0</b>	<b>7.8</b>	<b>0</b>	<b>0</b>	<b>7.8</b>
Professionalization/organization of urban transport operators		1.5	0	0	1.5
TA to SOTRACO and support to bus acquisition through a PPP		5	0	0	5
Pilot activity for 3 wheelers		1	0	0	1
Implementation of Gender Action Plan in Transport		0.3	0	0	0.3
<b>1.2 Urban mobility infrastructure</b>	<b>0</b>	<b>54</b>	<b>17.5</b>	<b>17.5</b>	<b>89</b>
Urban road rehabilitation		49	17	17	83
Construction and rehabilitation of infrastructure and parking lots for intermodality and urban freight logistics		3.5	0.5	0.5	4.5
Construction of bus facilities along certain routes		1.5	0	0	1.5
<b>1.3 Road safety</b>	<b>0</b>	<b>1.7</b>	<b>0.5</b>	<b>0.5</b>	<b>2.7</b>
Digitalization of data collection system and TA for studies		0.5	0	0	0.5
Road safety inspections/audits and implementation of recommendations including for raising awareness		1.2	0.5	0.5	2.2
<b>Component 2: Urban Infrastructure and Basic Services</b>	<b>0.8</b>	<b>18.5</b>	<b>29</b>	<b>31</b>	<b>79.3</b>
<b>2.1 Urban infrastructure for better living conditions</b>	<b>0</b>	<b>17</b>	<b>23.5</b>	<b>25.5</b>	<b>66</b>
Construction and maintenance of storm water drainage system		15	20	22	57
Rehabilitation and improvement of green and public spaces		1.5	1.5	1.5	4.5
Construction and equipment of additional classrooms		0.5	2	2	4.5
<b>2.2 Urban infrastructure and capacity building for economic opportunities</b>	<b>0</b>	<b>1.5</b>	<b>5.5</b>	<b>5.5</b>	<b>12.5</b>
Construction/rehabilitation of economic infrastructures		1	4	4	9
Support for women’s groups and socio-professional associations		0.5	1.5	1.5	3.5
<b>2.3: Prevention, Monitoring, and Mitigation of SEA/SH and GBV</b>	<b>0.8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.8</b>
<b>Component 3: Institutional Strengthening</b>	<b>5</b>	<b>1.5</b>	<b>1.5</b>	<b>0.7</b>	<b>8.7</b>
3.1 Urban management	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
3.2 Institutional strengthening, citizen engagement, and capacity building	<b>4</b>	<b>1.5</b>	<b>1.5</b>	<b>0.7</b>	<b>7.7</b>
<b>Component 4: Project Management Support</b>	<b>10.5</b>	<b>1</b>	<b>0.5</b>	<b>0.5</b>	<b>10.5</b>
4.1 Project management including resettlement costs	<b>9.5</b>	<b>1</b>	<b>0.5</b>	<b>0.5</b>	<b>9.5</b>
4.2 Monitoring and evaluation (M&E)	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>TOTAL</b>	<b>16.3</b>	<b>84.5</b>	<b>49</b>	<b>50.2</b>	<b>200</b>



## ANNEX 2: Climate Change Adaptation and Mitigation

### Project Climate Adaptation and Mitigation Interventions

1. The proposed Project applied the Avoid–Shift–Improve + Resilience (ASI+R) framework to identify suitable greenhouse gas (GHG) emissions mitigation and climate resilience measures for integration in the Project design. The measures that will be deployed under each Project component are summarized below.

### Statement of Intent to Enhance Climate Resilience

2. **The proposed Project aims to enhance the climate resilience of urban spaces and urban mobility infrastructure and of the communities served**, ensuring alignment with strategic climate documents outlined in the “Relevance to Higher Objectives” section and with the climate risk screening presented in the “Context” section.

### *Component 1: Urban Mobility Services and Infrastructure (US\$99.5 million)*

#### *Subcomponent 1.1: Urban Mobility Services (US\$7.8 million)*

**Adaptation.** This subcomponent will finance the implementation of a Gender Action Plan in Transport, which includes communication campaigns and training for women on preparedness and the safest routes in case of climate shocks.

**Mitigation.** This subcomponent will support legal and regulatory reforms and provide technical assistance to support the integration of collective transport operators in the public transport system, to provide last-mile connectivity and in this way facilitate a modal shift from private cars to cleaner transport modes, and to improve operation and vehicle efficiency and lower emissions. Activities focused on the professionalization/organization of urban transport operators will support:

- Updating the legal framework and regulatory provisions to enable the reorganization of the urban transport network and transport services among public and private transport operators, and to permit the retrofitting of vehicles for the use of alternative energy sources.
- Providing technical assistance for the development of a medium- to long-term vision of urban mobility that foresees the integration of public and private transport operators, giving priority to public transport and NMT. The technical assistance will also support the establishment of mechanisms to guarantee the quality of taxis and 3W to reduce carbon intensity and improve safety (e.g., motorization management, criteria for vehicle fleet entry that include fuel efficiency considerations, requirements for periodic inspections, end-of-life management).
- Institutional capacity building of the DGMU and the municipality of Bobo-Dioulasso to improve urban mobility governance and oversight, including the development and implementation of an urban mobility strategy for reliable public transport services, and enhanced capacity to regulate the retrofitting of vehicles for the use of clean alternative energy sources, and to prepare and operate a fleet renewal mechanism to facilitate the shift to low carbon vehicles (e.g., electric vehicles).
- Supporting the transition of private transport operators (taxis and 3W) to an integrated public transport system, including by estimating travel demand and the potential benefits of vehicle fleet renewal.
- Training taxi and 3W operators in eco-driving and vehicle maintenance to improve operations and fuel efficiency.

Under this subcomponent, the proposed Project will also finance the acquisition of electric buses through a public-private partnership (PPP) mechanism, and a pilot program to finance the acquisition of e3W for students and local government employees. This subcomponent will also support the development of a Gender Action Plan in Transport that will foster the use of non-motorized transport and public transportation by women, thus contributing to modal shift from private vehicles and reducing GHG emissions.





### Subcomponent 1.2: Urban Mobility Infrastructure (US\$89 million)

**Adaptation.** This subcomponent will finance the rehabilitation and upgrading of 60 km of urban roads, taking into consideration climate resilience construction standards. The associated costs are estimated to be US\$80.5 million of the total US\$83 million allocated under this activity. Also, nature-based solutions (NBS) will be deployed to enhance the climate resilience of urban mobility. Urban roads will be selected for investment based on two factors: (i) their climate vulnerability; and (ii) their criticality in enhancing access to basic services like schools, markets, and well-lit bus stations. The subcomponent is not designed to support business-as-usual maintenance efforts, but instead to enhance the climate resilience and year-round connectivity of communities served by these roads. Special focus will be made on areas with major risks of flooding and extreme heat that might cause erosion and road damage. Important elements to be considered are the road levels, pavement design, cross drainage, and erosion protection, as follows:

- i. *Road drainage structures.* The design and construction of road drainages structures will use drainage design specifications for recurrent weather events and considering climate change projections. The use of climate-resilient design may call for additional cross and side drainage, adjustment in the vertical alignment of the road, and higher hydraulic clearances for culverts.
- ii. *Pavement design.* Climate change impacts due to extreme temperatures may include deformation of the asphalt surface, cracking, accelerated aging of binder, rutting of asphalt, and bleeding or flushing of seals. The countermeasure entails the use of appropriate weather-resistant pavement surfacing materials based on robust asphalt mix designs and revised pavement thicknesses which consider future temperatures.
- iii. *Water balancing ponds under a Roads for Water concept.* This design approach will protect road assets and can be used to store rainwater (which can be available for irrigation during the dry season). This will protect vulnerable livelihoods from adverse effects of climate change such as prolonged droughts. Care will be taken to ensure that the water balancing ponds present no safety risks for animals and people, including children.
- iv. *Tree and grass planting for roadway reserve protection and cooling.* To protect roads and drainage systems from erosion, retaining walls and gabions will be installed as necessary. Trees will be planted along the corridors to provide shade and cooling at bus stops, along NMT routes, and in parking area.

This subcomponent will also finance transport demand management studies (TDMS) and traffic management plans that consider climate risks and include disaster risk management (DRM) features to improve resilience to climate-related events and associated road accident disruptions in order to promote year-round connectivity. The associated costs are estimated to be US\$2 million of the total US\$83 million allocated under this activity. As such, the Project will build the city's capacity to strengthen the operational resilience of the public transport network to climate risks through TDMS and traffic management plans, which will support emergency response and contingency planning for extreme climate events, as well as traffic management provisions during disaster recovery. Example of measures include provisions for public information on traffic during disasters, accessibility and mobility during and after disasters (e.g., diversion and evacuation routes, and interoperable transport modes), safety and security of transport during and after disasters, and assistance of disaster response and recovery efforts.

The Project will also finance US\$0.5 million for road safety audits to be conducted in the 60 km of rehabilitated urban roads. The Project will establish the correlation between climate change and natural hazards and road crashes and define measures to reduce risks, to be implemented during the life of the Project.

Furthermore, this subcomponent will invest in the construction and rehabilitation of infrastructure to support intermodal urban transport and freight logistics using climate-resilient standards, which protect these facilities from climate shocks. Climate resilience measures include (i) the provision of enhanced drainage informed by climate change projections; and (ii) tree planting to provide shaded areas and cope with rising temperatures and extreme heat. It will also finance the construction of climate-resilient bus facilities along certain routes to mainstream climate adaptive solutions, such as cool pavements (with higher solar reflectance) on waiting areas to lower surface temperature, and



green roofs to provide shading in waiting areas.

**Mitigation.** This subcomponent will finance street lighting using solar panels for rehabilitated roads. It will also improve the attractiveness of urban bus services, through the deployment of 150 bus stops with passenger information systems fully electrified by solar power, and the professionalization of bus operators. The Project will also invest in the safety and attractiveness of NMT towards inducing a modal shift from private cars and 2W to NMT and lower-carbon public transport.

This subcomponent will also invest in urban freight logistics planning and infrastructure in Bobo-Dioulasso, Kaya, and Ouahigouya to improve efficiency, reduce distances travelled, and optimize vehicle loads reducing trucks travelling under- or overloaded, and reducing GHG emissions. This includes the creation of truck parking sites outside the city center to reduce distances travelled in stop-and-go conditions, idling, as well as creating congestion for other vehicles in the city center. Lighting at truck parking sites will use solar energy sources. Parking sites will use energy-efficient lighting powered by solar energy. This subcomponent will finance studies to identify suitable sites for the establishment of energy-efficient intermodal parking for trucks, cars, mopeds, and bicycles in proximity to bus stations on selected bus routes.

This subcomponent will also finance the construction and rehabilitation of infrastructure to support intermodal urban passenger transport in Bobo-Dioulasso. The intermodal parking for passenger transport, including facilities for safe parking of bikes, will enable and promote a modal shift from private cars to public transport and facilitate the use of bicycles and walking for last-mile connectivity. Parking sites will use energy-efficient lighting powered by solar energy. Furthermore, this subcomponent will finance the deployment of solar electric vehicle charging points for e3W to be installed around the intermodal parking and stations and other strategic locations to be identified by a study financed under Subcomponent 1.1.

This subcomponent will support the development of TDMS and evidence-based traffic management plans for the selected secondary cities, to optimize vehicle routing, thus reducing distances travelled and reducing stop-and-go traffic conditions, further reducing GHG emissions and enhancing carbon capture. This subcomponent will also finance tree and grass planting for roadway reserve protection, soil stabilization, shade and cooling effect at bus stops, parking freight and passenger lots, and along NMT routes, resulting in carbon capture and sequestration.

### **Subcomponent 1.3: Road Safety (US\$2.7 million)**

**Adaptation.** This subcomponent will finance road safety audits and inspections for existing urban roads in the three selected cities (beyond the 60km that will be rehabilitated under sub-component 1.2). The road safety audits and inspections will analyze the correlation between road crashes and climate change–related natural hazards and provide recommendations on how to reduce road fatalities and injuries due to change in temperature, precipitation, strong winds, and dust storms. Examples of measures include adaptation of road design and construction materials, changes in road traffic signs, changes in speed limits in high-risk locations, and revision of road maintenance and rehabilitation protocols.

**Mitigation.** This subcomponent will finance traffic-calming devices to ensure safe speeds for vulnerable road users in urban areas, like cyclists and pedestrians. The Project will finance raised pedestrian crossings in areas highly populated by vulnerable road users. The Project will finance expanded urban lighting powered with solar energy.

### **Component 2: Urban Infrastructure and Basic Services (US\$79.3 million)**

#### **Subcomponent 2.1: Urban Infrastructure for Better Living Conditions (US\$66 million)**

**Adaptation.** This subcomponent will finance the construction and rehabilitation of urban infrastructure for basic services to promote climate-resilient urban development. Examples of urban infrastructure to be rehabilitated and constructed to climate-resilient standards include: Kaya’s townhall which will have improvements in its drainage



system to reduce climate induced or exacerbated flooding; climate change-informed rehabilitation of schools to enhance resilience against extreme heat and floods; water boreholes and water wells to facilitate access to water in drought-prone areas; critical storm water drainage systems to reduce climate induced or exacerbated flood risks; and NBS to increase the rainwater water infiltration capacity of soils, retain stormwater, and reduce the speed of stormwater runoff. The rehabilitation of bridges, culverts, and other drainage infrastructure is necessary due to the impacts of climate-induced exacerbated flooding and are not designed to support business-as-usual maintenance efforts (i.e., climate-induced exacerbated flooding is driving this investment. If climate shocks were not a concern, the investment in this sub-component would not take place). The location of such investments will be based on a climate vulnerability assessment to ensure that extreme heat and high flood-prone risk areas are prioritized. These investments will be designed following climate-resilient standards (e.g., designs and construction informed by current conditions and rainfall Projections under different climate scenarios; use of climate-proof, low-carbon, locally sourced building materials).

Similarly, this subcomponent will finance the rehabilitation and improvement of green and public spaces to protect against floods, reduce temperature, and address urban heat islands. The location of such investments will be based on a climate vulnerability assessment to ensure that extreme heat and high flood-prone risk areas are prioritized. The development of public and green spaces is pivotal to achieve flood protection and reduction of extreme heat.

An NBS opportunity scan identified locations for bioretention areas (i.e., drainage infrastructure), urban forests, open green spaces, and parks (i.e., green and public spaces). In addition to reducing flooding, these were also identified as solutions to reduce the urban heat island effect and to improve access to green space for communities. Table A2.1 provides optimal NBS types for each city for all pixels with normalized combined potential benefits exceeding the 80<sup>th</sup> percentile using the same weights used for green corridors, for which a total of 663.22 hectares (ha) equivalent to over US\$82.8 million in capital expenditure<sup>43</sup> have been identified, which means that 100 percent of these investments will contribute directly to climate adaptation. In other words, an amount equal to US\$57 million of the identified US\$60.1 million will be allocated solely to NBS for drainage works, and \$4.5 million of the identified US\$22.7 million will be allocated solely to NBS for urban green spaces. Examples of NBS to finance these two sub-activities include channels and rills, swales, filter strips/trenches, infiltration trenches, soak pits, infiltration basins, detention basins, retention basins, bioretention tree pits, and rain gardens; and rainwater harvesting for the infrastructure financed under this sub-activity.

**Table A2.1 NBS Investment Plan for Urban Infrastructure for Better Living Conditions**

NBS Type	Type of NBS Investment	Area (ha)	CAPEX (US\$)/ha	CAPEX (US\$)
Bioretention Areas	Bobo-Dioulasso	75.27	646,300	48,647,001
	Kaya	7.15		4,621,045
	Ouahigouya	10.71		6,921,873
	<b>Total Area (ha) for NBS</b>	<b>93.13</b>	<b>Total CAPEX for NBS</b>	<b>60,189,919</b>
Urban Forest	Bobo-Dioulasso	297.89	15,780	4,700,704
	Kaya	77.39		1,221,214
	Ouahigouya	65.04		1,026,331
	<b>Total area (ha) for NBS</b>	<b>440.32</b>	<b>Total CAPEX for NBS</b>	<b>6,948,250</b>
Open	Bobo-Dioulasso	113.36	120,400	13,648,544



Kaya	9.26		1,114,904
Ouahigouya	7.15		860,860
<b>Total area (ha) for NBS</b>	<b>129.77</b>	<b>Total CAPEX for NBS</b>	<b>15,624,308</b>
<b>Total area (ha) for NBS</b>	<b>663.22</b>	<b>Total CAPEX for NBS</b>	<b>82,762,476</b>

Note: CAPEX = capital expenditure; NBS = nature-based solution.

**Mitigation.** This subcomponent will finance studies, works and supervision for retrofitting the existing building of Kaya’s townhall to improve energy efficiency and meet energy demand partially through solar power. Works also include the construction of a new floor in the townhall which will be energy-efficient in terms of construction specifications and use energy-efficient equipment, and will be fully electrified by solar panels. This subcomponent will also finance the establishment and rehabilitation of green public spaces, including tree and grass planting, that will contribute to carbon capture and sequestration. This subcomponent will also finance pedestrian infrastructure such as walkways, thus supporting NMT. This subcomponent will finance energy-efficient street lighting powered by solar energy, and the rehabilitation and construction of schools to be powered with solar energy and retrofitted with energy-efficient equipment.

**Subcomponent 2.2: Urban Infrastructure and Capacity Building for Economic Opportunities (US\$12.5 million)**

**Adaptation.** This subcomponent will finance the construction and rehabilitation of climate-resilient infrastructure including small markets, with gardening perimeters, and water wells with hand pumps in areas prone to water scarcity. Infrastructure will be constructed and maintained with climate resilience in mind, ensuring these integrate appropriate culvert and drainage structures, climate-resilient pavement design and coating (road surface mix) for protection from heat, tree planting activities to protect road and drainage systems from erosion as well as providing shade in communal areas. Balancing ponds may be included and used for villages to store water (with appropriate safety precautions). The urban infrastructure that supports economic activities, like small markets and peri-urban agricultural infrastructure with water boreholes provides or helps maintain economic opportunities for women in changing climate conditions.

An NBS opportunity scan identified locations for urban agriculture. In addition to reducing flooding, these solutions also reduce the urban heat island effect. Table A2.2 provides optimal NBS types for each city for all pixels with normalized combined potential benefits exceeding the 80<sup>th</sup> percentile. Hence, an amount equal to US\$0.96M for a total of 33.92 hectares (ha) will be allocated solely to NBS for the development of urban and peri-urban agricultural infrastructure (gardening perimeters).

**Table A2.2 NBS Investment Plan for Urban Infrastructure and Capacity Building for Economic Opportunities**

Type of NBS Investment	Area (ha)	CAPEX (US\$)/ha	CAPEX (US\$)
Bobo-Dioulasso	15.27	28,200	430,614
Kaya	18.65		525,930
Ouahigouya	0		0
<b>Total area (ha) for NBS</b>	<b>33.92</b>	<b>Total CAPEX for NBS</b>	<b>956,544</b>

**Mitigation.** This subcomponent will finance energy-efficient lighting for small markets powered by solar energy. All infrastructure will be 100% electrified by solar panels. It will also finance women-led agrobusiness multifunctional platforms powered through solar panels.

**Subcomponent 2.3: Prevention, Monitoring, and Mitigation of SEA, and GBV (US\$0.8 million)**



**Adaptation.** It also reduces safety and security risks for women during high-vulnerability events like climate shocks and emergencies (e.g., floods and droughts) through measures like incorporation of GBV considerations in climate-related emergency plans and provisions for security and safety during climate-related migration and settlement in IDP and hosting communities.

**Mitigation.** By improving women’s safety and security in public transport, in particular in IDP communities that are most vulnerable to GBV and climate impacts, the Project will directly contribute to women and their children to use non-motorized transport and public transport. In this way, this subcomponent promotes modal shift to NMT and public transport, reducing GHG emissions.

***Component 3: Institutional Strengthening (US\$8.7 million)***

**Subcomponent 3.1: Urban Mobility and Development Planning (US\$1 million)**

**Adaptation.** This subcomponent will finance the development of urban mobility plans that integrate climate adaptation considerations, for key neighborhoods with high-potential transformation prospects. This includes enhancement of drainage systems to reduce climate induced or exacerbated flood risks, the deployment of nature-based solutions to reduce the urban heat island effect and extreme temperatures, updating of the institutional framework for urban planning and land use management to include climate and natural hazard risks-oriented designs and urban development plans **Mitigation.** This subcomponent will focus on strengthening institutional and regulatory frameworks for urban transport and urban development at the central and local levels, which contribute to the transition to less-carbon-intensive urban forms, including more sustainable urban mobility and enforcing urban planning frameworks and regulations. This subcomponent will finance the development of urban mobility plans that integrate climate mitigation considerations. For example, integrated urban and development planning that promotes multi-center urban forms have the potential to reduce distances travelled and reduce GHG emissions.

**Subcomponent 3.2: Institutional Strengthening, Citizen Engagement and Capacity Building (US\$7.7 million)**

**Adaptation.** This subcomponent will support the development of a climate risk-informed Transport Asset Management System (TAMS) to provide an integrated approach and tools for managing urban transport assets. The TAMS will integrate climate change and natural hazards risk information, as well as information on road and drainage conditions, in regular and periodic asset inspections; in the scheduling, recording and definition of interventions associated with the maintenance, rehabilitation and expansion of road and ancillary assets (e.g., drainage infrastructure); and in transport planning and annual budgeting activities. This component will finance the development of a university level master’s program in transport and urban mobility to address the gap in competencies in the sector related to climate mitigation and adaptation. In the longer-term the capacity building and institutional strengthening activities related to climate and DRM will further enhance capacities of the implementation teams who will manage the infrastructure, and citizens who will use the transportation system, thereby complementing climate resilience and adaptation goals of the Project.

**Mitigation.** This component will finance the development of a university level master’s program in transport and urban mobility to address the gap in competencies in the sector related to climate mitigation and adaptation. This subcomponent will also finance the establishment of an Urban Transport Organizing Authority in Bobo-Dioulasso and a consultation platform to coordinate national and local actions and provide technical assistance to the three municipalities in the topics of climate mitigation in the urban development and transport sector.



### ANNEX 3: Detailed Assessment of Alignment with Paris Agreement

The operation is aligned with the goals of the Paris Agreement on both mitigation and adaptation.

#### Assessment and reduction of mitigation risks:

1. The Project design is incorporating the ASI+R strategies, which include support for a holistic and integrated urban and multi-modal transport planning vision in the three cities supported through this Project. While most of the activities financed by this Project are considered UA, a few investments required the introduction of risk reduction measures to bring the residual risk to low, as follows:
2. The financing of multifunctional platforms to process food and operate water pumps pose a low risk to the country's low-GHG emissions development pathways. The multifunctional platforms have significant impact on women on the ground as these are the least carbon-intensive means to reduce women's time poverty, facilitate the development of their agrobusinesses, and create wealth and jobs. To ensure that the carbon lock-in and transition risks are low, the platforms have been designed to be fully powered by solar panels. These panels not only provide lighting for the site, but also recharge cell phone batteries and other small low-energy consumption electrical equipment. This solution is used in the region and is economically viable to serve the development objective.
3. The Project also supports institutional strengthening and professionalization activities, alongside the development of urban facilities that will enable a modal shift to low-emitting transport modes. The components and activities in the operation, which include enabling activities, facilities and investments that support non-motorized or active urban mobility, as well as public transport and mass transit infrastructure, equipment and services. These initiatives, which promoting ASI+R strategies are considered aligned and will further reduce the impact on low-GHG emission development pathways.
4. The Project will finance the construction of an additional floor for the existing building of the town hall of Kaya, as there is no viable lower carbon alternative, and this expansion is key to achieve the economic development objectives relevant to the context. This activity was assessed as low risk as the new floor will be fully powered by renewables and will support additional measures aimed at reducing transition and carbon lock-in risks, including: (a) ensuring that the new floor will only be equipped by laptops and air conditioners (due to the obvious need in the country); (b) the new floor will use design solutions that reduce risk to carbon lock-in through building elements (e.g., windows and glazing that optimize daylight or increase cooling load such as insulated walls and roofs); (c) installation of energy-efficient appliances and equipment with low GHG emissions; (d) an energy efficiency retrofit of the existing floors by adding solar panels to partially meet energy demands; (e) energy performance optimization of the entire building. Qualitatively, it is evident that by adding a floor fully powered by solar panels, by having the lower floors partially powered by solar panels, and by not adding more energy intensive equipment, there will be a net reduction in GHG emissions due to this activity.
5. The Project has also a CERC component. The task team will ensure that all eligible activities included in the CERC Manual/CERC Annex of the Project Operations Manual are Paris Aligned. The CERC Manual provides the overall financing framework and types of activities to be financed under CERC. The task team will ensure that all eligible activities included in the CERC Manual/CERC Annex of the Project Operations Manual are Paris Aligned. This would then be ensured for the specific activities to be financed and included in the Emergency Action Plan, based on the information available at the time of activation of CERC.
6. Immediate emergency preparedness and response activities that are temporary and timebound (such as debris removal, emergency evacuation, structural stabilization, restoration of essential services, construction of





temporary shelters, procurement of medicines, food security and cash transfers) are considered low risk and therefore Paris Aligned.

**Assessment and reduction of adaptation risks:**

7. Climate change risks and vulnerability to floods and extreme heat will be managed and reduced through targeted adaptation measures such as stormwater drainage infrastructure, development of green spaces and targeted NBS in strategic areas to maximize impact. Infrastructure improvements along the feeder roads will not only reduce urban vulnerability to flooding through better drainage but will also strengthen transport network redundancy, thereby enhancing the resilience of transport systems in the event of climate-related shocks. The bus stops will reflect climate adaptation considerations by integrating cost-effective structural and nature-based adaptation measures that mitigate flood and extreme heat risks identified in climate vulnerability assessments.
8. Through the enhancement of urban mobility, development planning and public transport management, the Project will build the city's capacity to strengthen the operational resilience of the public transport network against climate risks. This will be achieved through the implementation of a TAMS and a TDMS, which will support emergency response and contingency planning for extreme climate events. In the longer-term, the capacity building and institutional strengthening activities related to climate and DRM will further enhance capacities of the implementation teams responsible for managing the infrastructure, and citizens who will use the public bus system, thereby complementing climate resilience and adaptation goals of the Project. Additional interventions to reduce adaptation risks are also presented in Annex 2.



ANNEX 4: Economic and Financial Analysis

- Investments to improve infrastructure and services in selected secondary cities in Burkina Faso are expected to have substantial benefits through seven main channels: (i) improved urban roads; (ii) new and rehabilitated drainage systems; (iii) rehabilitation of urban public spaces; (iv) construction and equipping of classrooms; (v) investments in agricultural markets; (vi) women’s groups; and (vii) assistance with electrifying the bus fleet, and use of climate-smart technologies wherever possible. Existing data only allow the calculation of the net present value (NPV) and economic internal rate of return (EIRR) related to improvements in roads and the drainage systems. The benefits related to the other investments of the Project are described qualitatively.

**Roads**

- Some 53 percent of the Project funds for infrastructure will be spent on improving roads in the three secondary cities benefiting from the Project. Key assumptions include:
  - Capital and maintenance costs.** A total of US\$81 million will be spent to construct 60 kilometers of roads with associated pedestrian walkways.
  - Benefits.** The main benefits associated with improved roads are reductions in vehicle operating costs, travel time costs, and costs related to traffic-related accidental death and injury.
  - Discount rate.** A discount rate of 5 percent was used, in line with World Bank guidance.<sup>44</sup>
- The main data and assumptions underlying the analysis are: (i) the construction period will begin in Year 2 of the Project and last two years, (ii) the benefits start to flow from Year 3 and continue for 20 years, and (iii) fatal accidents decline from 3 to 1 and accidental injuries fall from 30 to 10 per 100 million vehicle kilometers. The investment in the roads remains viable even with changes in costs and benefits. Table 1 presents the results of various scenarios. Table 1 presents the results of various scenarios.

**Table 1: Economic analysis for the roads upgraded in three secondary cities**

	Base case	Scenario 1: Capital costs up by 10 percent	Scenario 2: Benefits down by 10 percent	Scenario 3: Capital costs up by 10 percent and benefits down by 10 percent
NPV	US\$90.9 million	US\$83.4 million	US\$76.9 million	US\$69.3 million
EIRR	24.0 percent	20.8 percent	21.7 percent	18.6 percent

**Drainage systems**

- Some 25 percent of the Project funds for infrastructure will be spent on constructing and rehabilitating drainage systems in the three secondary cities. Details of the economic analysis are as follows:
  - Capital and maintenance costs.** A total of US\$57 million will be spent to construct and upgrade stormwater drainage systems, whose annual maintenance costs are estimated to be 5 percent of their capital costs over a period of 20 years.
  - Benefits** include reduced loss of time traveling to work due to flooding.
  - Discount rate**—5 percent was used, in line with World Bank guidance.





- 5. The main data and assumptions for drainage systems are: (i) the construction period is one year, (ii) the benefits start to flow from Year 2 and continue for 20 years, (iii) 519,000 people in 2023 in the three secondary cities will benefit from reductions in flooding, as the number of residents grows by 4 percent per year; (iv) 33 percent of the affected population travels to work and will experience reduced travel times by one hour per day for 30 days due to flooding; (v) each hour of travel time lost is valued at US\$3.19 (average hourly salary of urban workers). The investment in the stormwater drainage systems remains viable even with changes in costs and benefits. Table 2 presents the results of various scenarios.

**Table 2: Economic analysis for the investments in drainage systems**

	Base case	Scenario 1: Capital costs up by 10 percent	Scenario 2: Benefits down by 10 percent	Scenario 3: Capital costs up by 10 percent and benefits down by 10 percent
NPV	US\$205.2 million	US\$198.6 million	US\$178.1 million	US\$171.4 million
EIRR	37.5 percent	34.0 percent	33.7 percent	30.5 percent

*Nonquantifiable benefits*

- 6. Drainage systems provide significant benefits that have not been quantified due to lack of data. These include (i) reduced property damage (buildings, roads, furniture, appliances, household goods); (ii) increased property values and house rents;<sup>44</sup> (iii) reduced loss of income from businesses whose hours are curtailed, and access reduced; (iv) lower maintenance costs for vehicles; and (v) reduced costs of illness associated with exposure to polluted and stagnant water. The drainage systems in all urban centers are among the investments defined in the feasibility studies of the Transport and Urban Infrastructure Development Project and are contributing to disaster risk management (DRM) and urban resilience, an area of growing importance to the Bank. Together, the quantified and non quantified investments in drainage indicate that the investments will provide significant benefits over their costs.

*Green and public spaces*

- 7. **Some 5.3 percent of the Project funds for infrastructure will be spent on rehabilitating and improving green and public spaces in the three secondary cities.** Data are not available to provide an economic analysis. However, evidence from similar investments elsewhere demonstrates that green and public spaces increase property values and catalyze new development and increased tax revenues. They also: (i) improve local residents’ quality of life; (ii) strengthen community cohesion by offering opportunities for people of all ages and income levels in a community to communicate, interact, and learn; (iii) improve mental and physical health due to opportunities to engage in physical activity, with commensurate reductions in health expenditures; (iv) reduce flood risks through use of permeable pavements and nature-based solutions; and (v) reduce heat rate mortality due to reductions in temperatures.

*Classrooms*

- 8. **About 2.6 percent of the Project funds for infrastructure will be spent on constructing and equipping classrooms.** Returns to investment in education substantially exceed the costs, according to data compiled over decades. Returns are measured as the increase in lifetime earnings of people compared to the NPV of the costs of education. Returns to an additional year of schooling in low-income countries average about 9.5 percent, compared to 8.2 percent in high-income countries.<sup>45</sup> Returns to education in Africa are even higher, at 10.5 percent for an additional year of schooling. Returns for an extra year of education are highest for primary



education, at 24.5 percent for low-income countries. They are also higher for females than males (at 8.8 percent compared with 8.0 percent).

***Markets and urban and peri-urban infrastructure***

9. **Benefits of investment in markets.** About 9.6 percent of the Project funds for infrastructure will be spent on constructing markets and urban and peri-urban agricultural infrastructure. This will allow residents to add value to agricultural products and therefore achieve higher prices for them, which will increase their income.

***Support for women's groups and socioprofessional associations***

10. Support for women's groups and capacity building in entrepreneurship and production fosters higher lifetime incomes, as seen in other countries. For example, an impact evaluation of Uganda's Youth Opportunity Program—which supports livelihood groups—shows that people benefiting from the Project's interventions had 38 percent higher incomes. Other studies have shown that beneficiaries of similar interventions increase their incomes between 10–40 percent.<sup>45</sup> Another impact evaluation also shows that the positive impacts on income persist over time.<sup>46</sup>

***Support for the purchase of electric three-wheelers and associated infrastructure***

11. Benefits of support for the purchase of electric three-wheelers and associated infrastructure are expected to exceed the costs. A recent study by the World Bank demonstrated that the total cost of owning and operating an electric three-wheeler—including capital, operating, and maintenance costs—is lower than that of owning and operating a three-wheeler with an internal combustion engine.<sup>47</sup> The benefits increase when considering the positive externalities of using electric rather than gasoline powered three-wheelers, including reduced air pollution, such as particulate matter, lower carbon emissions, and reduced vulnerability to fuel imports. Low-cost three-wheeler and two-wheeler electric vehicles also bring transportation within reach of lower-income populations.

***Support for the professionalization/organization of urban transport operators and for SOTRACO in Bobo-Dioulasso***

12. Benefits of the technical assistance and capacity building support aimed at integrating operators (taxis, three-wheelers) into a comprehensive and professional public transit system and at improving the efficiency of SOTRACO's operations and increasing its bus fleet size with electric buses are expected to provide significant returns. Assuming the transport operators and SOTRACO adopt the proposed reforms, travel time is expected to fall, road safety is expected to improve, and emissions of air pollutants and carbon are likely to fall.

***GHG accounting and shadow price of carbon (SPC)***

13. A greenhouse gas (GHG) accounting assessment estimated the Project's total carbon dioxide (CO<sub>2</sub>) emissions over the 20-year evaluation period at 987,378 tons and the emissions without the project at 1,128,265 tons, resulting in total net CO<sub>2</sub> emissions of -140,887 tons, corresponding to annual net emissions of -7,044 tons. The decrease in CO<sub>2</sub> emissions is attributed to improvements in vehicle fuel economy due to improvements in vehicle speeds that result from the rehabilitation and upgrading of 60 kilometers of urban roads.
14. The economic analysis considered the benefits generated by the Project in terms of GHG emissions reductions by incorporating a low and high shadow price of carbon. That analysis used a social cost of carbon of US\$56 per ton in 2025, increasing annually to reach US\$84 per ton in 2044 for the low shadow price of carbon (SPC); and used a social cost of carbon of US\$110 per ton in 2025, increasing to US\$170 per ton in 2044 for the high SPC. The social cost of carbon is adopted based on the low and high scenarios derived from the 2017 World Bank guidance note on the SPC in economic analysis and adjusted to the 2023 Consumer Price Index (CPI).<sup>48</sup>

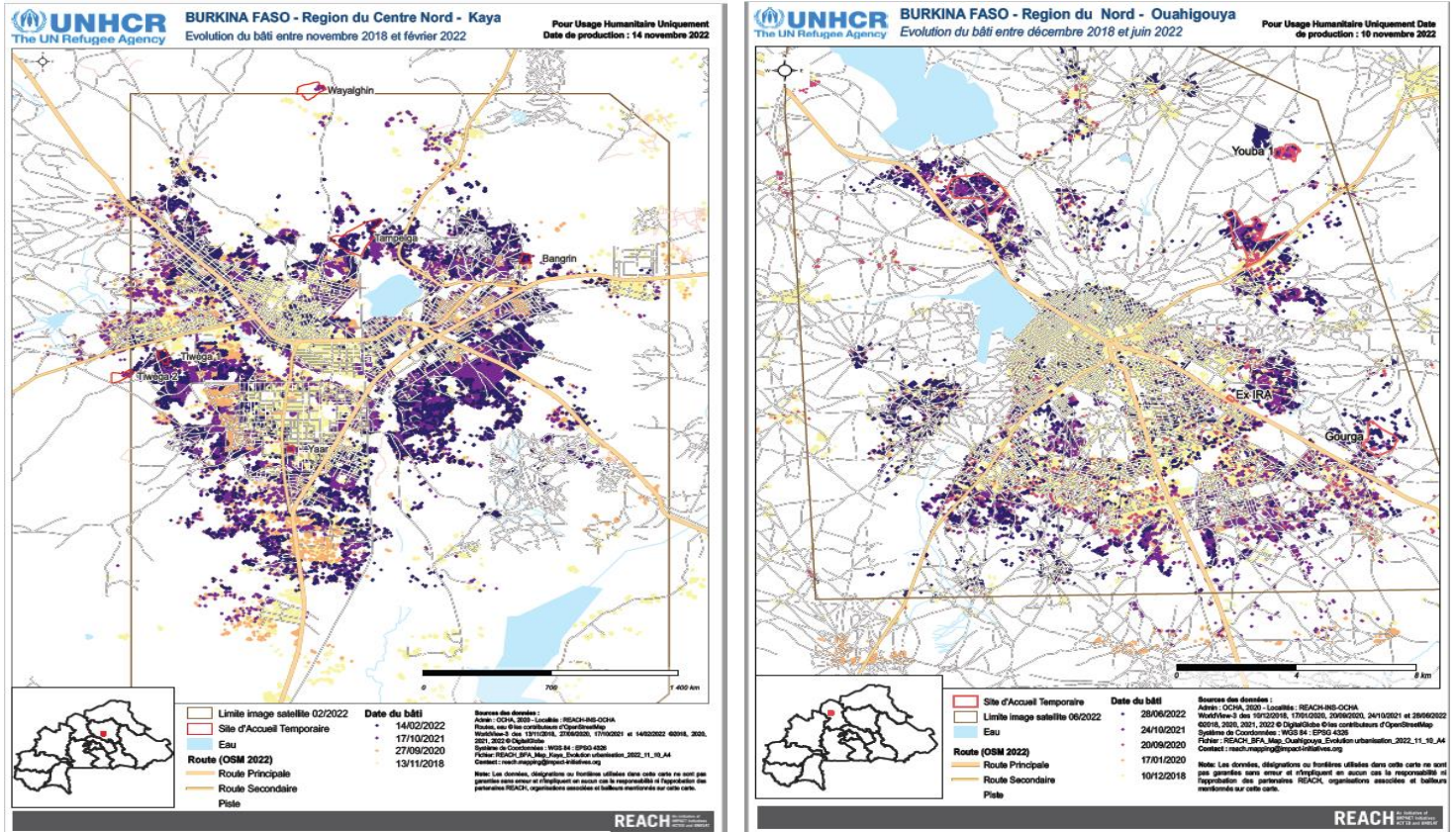


15. The total financial benefits from GHG emissions reductions during the economic life of the Project are estimated to be US\$9.6 million and US\$19.3 million in the low- and high-SPC scenarios, respectively. These results have been incorporated in the economic analysis to calculate the NPV and EIRR. With the low-SPC scenario, the NPV of the Project is US\$97 million and EIRR of 25.5 percent, in the high-SPC scenario the corresponding figures are US\$103 million and 27 percent, respectively. These figures represent a change between 7 to 14 percent in the NPV value and an increase between 1.4 to 2.9 percentage points in the EIRR, compared to the NPV and EIRR without consideration of the SPC.



**ANNEX 5: Maps**

**Figure A6.1 Urban Sprawl in Kaya and Ouahigouya between 2018 and 2022**







## ANNEX 6: References

- 1 The World Bank in Burkina Faso. BURKINA FASO MPO ([worldbank.org](http://worldbank.org))
- 2 World Development Indicators (WDI) in Burkina Faso: World Bank. <https://data.worldbank.org/country/burkina-faso>
- 3 As of February 28, 2023, there were 1,999,127 registered IDPs based on data provided by the National Council for Emergency Relief and Rehabilitation (CONASUR).
- 4 The National Policy of Habitat and Urban Development “Politique Nationale de l’Habitat et du Développement urbain” (PNH DU) categorized three (3) city levels in Burkina Faso as follows: (1) the primary cities of Ouagadougou and Bobo-Dioulasso; (2) the secondary cities made up of the 11 other regional capital cities and (3) 36 small cities. In our Project, secondary cities are referring to Bobo-Dioulasso and the other 11 regional capital cities presented in figure 2.
- 5 Data from the monthly report from CONASUR, February 2023.
- 6 In accordance with its policy for dealing with de facto governments, OP 7.30, the World Bank undertook an assessment of the criteria set out under paragraphs 3, 4 and 5 of the policy and found that the criteria to continue with existing operations and proceed with new operations had been met in January 2023.
- 7 World Bank, Assessment of the Macroeconomic Policy Framework Adequacy of Burkina Faso (Washington, DC: World Bank)
- 8 UNDP (United Nations Development Programme), “Gender Inequality Index (GII),” UNDP Human Development Reports, <https://hdr.undp.org/data-center/thematic-composite-indices/gender-inequality-index#/indicies/GII>.
- 9 World Bank, Burkina Faso: Priorities for Poverty Reduction and Shared Prosperity (Washington, DC: World Bank, 2017), <https://documents1.worldbank.org/curated/en/950551492526646036/pdf/SCD-Final-april-10-FINAL-002-de-002-04132017.pdf>.
- 10 While 41 percent of girls complete lower secondary school in the country, the regional average was 43 percent as of 2021 data. Adolescent fertility was 112 for every 1,000 girls ages 15–19 years who gave birth in 2020 (World Bank, “Burkina Faso,” Gender Data Portal, <https://genderdata.worldbank.org/countries/burkina-faso>).
- 11 World Bank Gender Data Portal: <https://genderdata.worldbank.org/countries/burkina-faso>
- 12 Josefine Brons, “Better Than to Be Raped Than to Be Killed’: A Gender Analysis of Internal Displacement in Burkina Faso,” Researching Internal Displacement Working Paper 5, [https://researchinginternaldisplacement.org/wp-content/uploads/2021/11/WP5\\_Josefine-Brons\\_VF.pdf](https://researchinginternaldisplacement.org/wp-content/uploads/2021/11/WP5_Josefine-Brons_VF.pdf).
- 13 World Bank, “Burkina Faso: Vulnerability,” Climate Change Knowledge Portal, <https://climateknowledgeportal.worldbank.org/country/burkina-faso/vulnerability>.
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- 15 The country ranks 161st out of 182 countries in the ND-GAIN Country Index, indicating very high vulnerability, according to World Bank, G5 Sahel Country Climate and Development Report, CCDR Series (Washington, DC: World Bank, 2022), <https://www.worldbank.org/en/news/infographic/2022/09/19/g5-sahel-region-country-climate-and-development-report>.
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- 17 World Bank, G5 Sahel Region Country Climate and Development Report.
- 18 The Urban Link: Transforming Rural Economies and Addressing Fragility in the Sahel (P175684).
- 19 INSD (National Institute of Statistics and Demography), “Fifth General Census of Population and Housing of Burkina Faso,” INSD, Burkina Faso, 2022.
- 20 As of February 28, 2023, 25,800 IDPs were registered in the city, representing less than 3 percent of its population, while the Haut Bassin’s region hosts 72,708 IDPs (7th of 13 regions) (data from CONASUR).
- 21 In the 2021/22 school year, 146 classes in Kaya had between 120 and 146 students (Preliminary Findings of Urban Diagnostic and Impact of IDPs in Kaya, Bobo, and Ouahigouya).
- 22 Only 16 percent of the urban road is paved in Kaya and 12.5 percent in Bobo-Dioulasso.
- 23 SOTRACO is the only urban bus operator in Burkina Faso. Of the company’s capital, 25 percent is held by public authorities (Ouagadougou municipality and the state) and 75 percent by private actors. The company faces a structural deficit, and a restructuring is in process toward majority public capital. SOTRACO operates in five cities: Ouagadougou, Bobo-Dioulasso, Koudougou, Ouahigouya, and Dedougou.
- 24 Under the agreement, 30 buses serve 247.3 km with 14 regular routes, 3 special routes dedicated for students, and 1 intercommunal route.
- 25 International Transport Forum, “Understanding Urban Travel Behaviour by Gender for Efficient and Equitable Transport Policies,” International Transport Forum Discussion Paper 2018-01, Organisation for Economic Co-operation and Development (OECD), Paris, 2018, <https://www.itf-oecd.org/sites/default/files/docs/urban-travel-behaviour-gender.pdf>; Sofia Hafidi, Marion Hoyez, and Julien Allaire, “Mobilité des Femmes dans les Villes Africaines: Comment Expliquer les Inégalités d’accès?” Pause Technique n°1, Transitec, [https://transitec.net/images/ref-downloads/Pause\\_technique\\_mobilite.pdf](https://transitec.net/images/ref-downloads/Pause_technique_mobilite.pdf).
- 26 Report on Professionalization and Formalization Strategy of the Urban Micro Taxi Industry in Ouagadougou and Bobo-Dioulasso
- 27 Urban Mobility diagnostic in Bobo-Dioulasso and Kaya, June 2023.



28 Article 4 of Decree No. 2012-559/PRES/PM/MTPEN/MEF/MICA/MATDS.

29 Ministry of Transportation, *Statistical Yearbook 2018*.

30 The population growth forecast in Kaya's master plan is 209,931 inhabitants by 2030 compared to 243,940 inhabitants in 2023 (host+IDPs). For Ouahigouya, the Projection was 235,926 inhabitants by 2030, whereas the figure is 249,174 in 2023.

31 Think Hazard consulted on May 4, 2023. URL for North (Ouahigouya): *Think Hazard – Nord*; URL for Center-North (Kaya): *Think Hazard - Centre-nord*.; Url for Hauts-bassins (Bobo-Dioulasso): *Think Hazard - Hauts-bassins*.

32 City Scan 2021.

33 Qualitative data collected from SOTRACO during the Project preparation mission.

34 OECD (Organisation for Economic Co-operation and Development), *Étude Pays SIGI—Burkina Faso* (Paris: OECD, 2018), <https://www.oecd.org/development/development-gender/ETUDE-PAYS-SIGI-BURKINA-FASO.pdf>.

35 ILO (International Labour Organization), "Labour Force Participation Rate by Sex and Age," ILOSTAT Explorer, 2021, [https://www.ilo.org/shinyapps/bulkexplorer13/?lang=en&segment=indicator&id=EAP\\_2WAP\\_SEX\\_AGE\\_RT\\_A](https://www.ilo.org/shinyapps/bulkexplorer13/?lang=en&segment=indicator&id=EAP_2WAP_SEX_AGE_RT_A).

36 Data shared by the private operator.

37 The European Union is undertaking a study on a Secondary Cities Development Program in 11 regional capitals and have selected four priority cities (Koudougou, Dédougou, Banfora, and Gaoua) to finance technical studies and investments. AFD carried out preparatory studies for investments in the "dry port" secondary hub in Bobo and is preparing a Project for other cities, affected by the crisis targeting including Kaya, Ouahigouya, Fada, Dori, and Koudougou. UN Habitat has completed a Project in Kaya with financial support from the European Union to increase access to adequate housing, basic infrastructure, and built local capacity.

38 Government of Burkina Faso, "Burkina Faso's Nationally Determined Contribution to the UNFCCC (2021–2025)," October 2021, [https://unfccc.int/sites/default/files/NDC/2022-06/Rapport CDN\\_BKFA.pdf](https://unfccc.int/sites/default/files/NDC/2022-06/Rapport CDN_BKFA.pdf); Ministry of Environment and Fishery Resources, *Burkina Faso National Climate Adaptation Plan* (Ouagadougou, Burkina Faso: Ministry of Environment and Fishery Resources, May 2015), [https://www4.unfccc.int/sites/NAPC/Documents/Parties/Burkina%20Faso%20NAP\\_English.pdf](https://www4.unfccc.int/sites/NAPC/Documents/Parties/Burkina%20Faso%20NAP_English.pdf).

39 World Bank, *G5 Sahel Region Country Climate and Development Report*; World Bank, *The Next Generation Africa Climate Business Plan: Ramping Up Development-Centered Climate Action* (Washington, DC: World Bank, 2020), <http://hdl.handle.net/10986/34098>.

40 "Selected cities" means any other city in Burkina Faso as agreed with the Government and the World Bank where the proposed Project activities could be implemented in light of the volatile security situation in the country.

41 As outlined further in annex 2, climate-resilient standards address current and Projected extreme heat and changing rainfall patterns while promoting energy efficiency and renewable energy solutions, including the use of nature-based solutions, soft measures, and innovative technology for (i) systems planning; (ii) engineering and design; (iii) operations and maintenance; (iv) contingency programming; and (v) institutional capacity and cooperation.

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50 "The United Nations High Commissioner for Refugees (UNHCR) Coordination Platform for Forced Displacement in Sahel: as of 19 June 2023 OCHA Humanitarian Snapshot (April 2023)

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