



Regional Trade Facilitation and Competitiveness DPO (P129282)

AFRICA | Africa | Trade & Competitiveness Global Practice |
IBRD/IDA | Development Policy Lending | FY 2015 | Seq No: 1 | ARCHIVED on 18-Dec-2015 | ISR22048 |

Implementing Agencies:

Key Dates

Key Project Dates

Bank Approval Date:16-Jun-2015

Effectiveness Date:30-Sep-2015

Planned Mid Term Review Date:--

Actual Mid-Term Review Date:--

Original Closing Date:31-Dec-2015

Revised Closing Date:31-Dec-2015

Program Development Objectives

Program Development Objective (from Program Document)

The PDO is to reduce trade transaction costs along the Abidjan-Ouagadougou corridor.

Pillar A: Professionalizing and formalizing the trucking industry: (A1) Business-enabling environment promoting professionalization and formalization of the trucking industry; (A2) Professional organization representing the trucking industry; (A3) Implementation of axle load regulations.

Pillar B: Modernizing the organization of the trucking market: (B1) Efficiency of road transport operations through better contractual relations between trucking companies and shippers; (B2) Efficiency of road transport operations through a more efficient truck fleet.

Pillar C: Enhancing the competitiveness of maritime and inland gateways: (C1) Port and terminals operational efficiency and prices.

Pillar D: Improving customs clearance: (D1) Availability of information on trade procedures and regulations; (D2) Customs clearance procedures and reward of compliance; (D3) Professional standards for customs and logistics service providers.

Pillar E: Facilitating transit: (E1) Border crossing procedures; (E2) Transit regime.

Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	--	● Satisfactory
Overall Implementation Progress (IP)	--	● Satisfactory
Overall Risk Rating	--	● High

Implementation Status and Key Decisions

The objective of the first regional trade facilitation and competitiveness development credit program is to reduce transactions costs along the Abidjan-Ouagadougou corridor. The reforms supported by this operation, the first in a programmatic series of two operations, were all adopted by both countries, with the operation declared effective on 30 September and 6 November 2015 for Cote d'Ivoire and Burkina Faso respectively. Main reforms included (i) an agreement (protocole d'accord) for establishing a joint technical committee for purposes of renegotiating their "Protocole d'Accord de Coopération en matière de Transports Routiers" dated July 27, 1999; (ii) the signature by the two customs administrations of an agreement regarding details for the interconnection of their respective customs information systems reflecting conclusions from a study phase, and



(iii) the signature by the Burkinabe and Ivorian Chambers of Commerce of an agreement to allow single payment of the inter-state road transit (ISRT) guarantee, which should lead to a cost reduction of 0.25% of the CIF value of goods in transit at the border between the two countries. Close monitoring of the implementation of this action will continue during the preparation of the second operation.

Several actions supported by this operation have already reduced transport costs along the corridor, especially the liberalization of container delivery in Cote d'Ivoire (adopted by an *arrêté* (order) by the Ministry of Transport). Another example is the implementation of an automated and operational database on traders' risk profiles in Customs that has reduced delays and improved transparency. For reforms related to the professionalization of the trucking industry, both countries have initiated the implementation of the strategy through sensitization workshops with transporters and the preparation of the new certification framework needed by the professional requirements for transporters.

Under the same pillar, and in the wake of the decision by the Ministers of Transport from WAEMU, Ghana and Guinea to adopt a new roadmap for the implementation of WAEMU Regulation No. 14 on truck axle load, both countries are getting prepared to reinforce controls on large logistical platforms as agreed in the roadmap and have conducted sensitization campaigns.

With the aim to streamline administrative procedures, Cote d'Ivoire has issued new regulations organizing the issuance of single transport document. Both countries have met and started discussing amendment to the 1999 agreement, including the harmonization of transport documents along the OHADA model.



Risks

Systematic Operations Risk-rating Tool

Risk Category	Rating at Approval	Previous Rating	Current Rating
Political and Governance	● High	--	● High
Macroeconomic	● Moderate	--	● Moderate
Sector Strategies and Policies	● Low	--	● Low
Technical Design of Project or Program	● Substantial	--	● Substantial
Institutional Capacity for Implementation and Sustainability	● Moderate	--	● Moderate
Fiduciary	● Moderate	--	● Moderate
Environment and Social	● High	--	● High
Stakeholders	● High	--	● High
Other	--	--	--
Overall	● High	--	● High

Results

Results Indicators

► Number of formally registered transport operators under new criteria for access to the profession (Cote d'Ivoire) (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	3000.00
Date	01-Oct-2015	--	15-Dec-2015	01-Oct-2017

► Number of formally registered transport operators under new criteria for access to profession (Burkina Faso) (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	300.00
Date	01-Oct-2015	--	15-Dec-2015	01-Oct-2017



► Proportion of non-compliant trucks controlled at weighing stations (Cote d'Ivoire) (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	85.00	--	--	35.00
Date	01-Oct-2015	--	--	01-Oct-2017

► Proportion of non-compliant trucks controlled at weighing stations (Burkina Faso) (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	80.00	--	--	35.00
Date	01-Oct-2015	--	--	01-Oct-2017

► Volume of trade in Cote d'Ivoire carried under a consignment note (Tones/year, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	3900000.00	--	--	5000000.00
Date	01-Oct-2015	--	--	01-Oct-2017

► Reduction of new vehicle prices under fleet renewal mechanism (Cote d'Ivoire) (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	--	20.00
Date	01-Oct-2015	--	--	01-Oct-2017



► Reduction of new vehicle prices under fleet renewal mechanism (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	--	35.00
Date	01-Oct-2015	--	--	01-Oct-2017

► Reduction of container delivery prices in Abidjan compared to initial FEDERMAR tariff (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	--	25.00
Date	01-Oct-2015	--	--	01-Oct-2017

► Number of transport operators authorized to deliver containers in Adidjan (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	30.00	--	--	50.00
Date	01-Oct-2015	--	--	01-Oct-2017

► Proportion of the inventory of trade procedures and regulations published on the trade information web portal (Cote d'Ivoire) (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	20.00	--	--	90.00
Date	01-Oct-2015	--	--	01-Oct-2017



► Proportion of the inventory of trade procedures and regulations published on the trade information web portal (Burkina Faso) (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	--	80.00
Date	01-Oct-2015	--	--	01-Oct-2017

► Proportion of transactions routed in customs' red channel (Cote d'Ivoire) (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	70.00	--	--	30.00
Date	01-Oct-2015	--	--	01-Oct-2017

► Proportion of transactions routed in customs' red channel (Burkina Faso) (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	25.00	--	--	10.00
Date	01-Oct-2015	--	--	01-Oct-2017

► Internal controls planned by the customs administration (Cote d'Ivoire) (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	5.00	--	--	7.00
Date	01-Oct-2015	--	--	01-Oct-2017



► Internal controls planned by the customs administration (Bukina Faso) (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	2.00	--	--	4.00
Date	01-Oct-2015	--	--	01-Oct-2017

► Proportion of declarations at the border submitted prior to the arrival of the truck (both countries) (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	--	100.00
Date	01-Oct-2015	--	--	01-Oct-2017



► Average transit time between Abidjan and Ouagadougou (Hours, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	140.00	--	--	100.00
Date	01-Oct-2015	--	--	01-Oct-2017

Overall Comments

Data on Financial Performance

Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	Disbursed
P129282	IDA-56710	Effective	USD	50.00	50.00	0.00	47.37	0.00	 95%
P129282	IDA-56720	Effective	USD	50.00	50.00	0.00	48.23	0.00	 96%

Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
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P129282	IDA-56710	Effective	16-Jun-2015	08-Jul-2015	06-Nov-2015	31-Dec-2015	31-Dec-2015
P129282	IDA-56720	Effective	16-Jun-2015	08-Jul-2015	30-Sep-2015	31-Dec-2015	31-Dec-2015

Tranches

Restructuring History

There has been no restructuring to date.

Related Operations

There are no related projects.