

Language: ENGLISH

Original: French



AFRICAN DEVELOPMENT BANK GROUP

**PROJECT : [BURKINA FASO: PROJECT TO REHABILITATE THE
KOUPELA – BITTOU – CINKANSE – TOGO BORDER ROAD
AND THE MOGANDE ACCESS ROAD]**

COUNTRY : [BURKINA FASO]

PROJECT APPRAISAL REPORT

Date: [day, month, year]

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Currency Equivalents

[July 2008]

UA 1	=	CFAF 679.768
UA 1	=	EUR 1.03630
UA 1	=	USD 1.63362

Fiscal Year

[1 January - 31 December]

Weights and Measures

1 metric tonne	=	2204 pounds
1 kilogramme (kg)	=	2.200 pounds
1 metre (m)	=	3.28 feet
1 millimetre (mm)	=	0.03937 inches
1 kilometre (Km)	=	0.62 mile
1 hectare (ha)	=	2.471 ares

Acronyms and Abbreviations

ADB/ADF	=	African Development Bank/African Development Fund
AFD	=	French Development Agency
CBC	=	Burkina Shippers Council
DEP	=	Directorate for Studies and Planning
DGCOOP	=	Directorate-General for Cooperation
DGPR	=	Directorate-General for Rural Roads
DGR	=	Directorate-General for Roads
DGTTM	=	Directorate-General for Road and Maritime Transport
ECOWAS	=	Economic Community of West African States
EDF	=	European Development Fund
EU	=	European Union
IDB	=	Islamic Development Bank
IRR	=	Internal Rate of Return
KFW	=	Kreditanstalt Für Wiederaufbau (Reconstruction Fund) (Germany)
MID	=	Ministry of Infrastructure and Disenclavement
MIHU	=	Ministry of Infrastructure, Housing and Urban Planning
NPV	=	Net Present Value
PASECT	=	Transport Sector Adjustment Programme
PA	=	Project Area
SITARAIL	=	International African RAIL Transport Company
SLM	=	Equipment Hire Company
UNDP	=	United Nations Development Programme
WADB	=	West African Development Bank
WAEMU	=	West African Economic and Monetary Union

Project Information Sheet

Client Information

BORROWER	:	GOVERNMENT OF BURKINA FASO
PROJECT NAME	:	PROJECT TO REHABILITATE THE KOUPELA – BITTOU – CINKANSE – TOGO BORDER ROAD AND THE MOGANDE ACCESS ROAD
LOCATION	:	KOURITENGA, BOULGOU AND KOULPELOGO PROVINCES
EXECUTING AGENCY	:	MINISTRY OF INFRASTRUCTURE AND DISENCLAVEMENT (MID)

Financing Plan

Source	Amount (UA)	Instrument
ADF	31	Grant
	31	Debt (loan)
KFW	7	Grant
Government	9.34	National Counterpart Funds
TOTAL COST	78.34	

ADF Key Information

Loan and Grant Currency	Units of Account
Loan Interest Type	Floating
Interest Rate Margin*	No interest
Commitment Fee	0.5 % a year, 120 days after signature of the loan agreement, on the undisbursed loan amount
Service Charge	0.75 % a year on the undisbursed foreign exchange balance
Maturity*	Not exceeding 50 years
Grace Period*	10 years
NPV (baseline scenario)	CFAF 47.2 billion
ERR (baseline scenario)	21.2 %

**where applicable*

Duration – Main Milestones (expected)

Concept Note Approval	April, 2008
Project Approval	March, 2009
Grant Effectiveness	June, 2009
Loan Effectiveness	December, 2009
Last Disbursement	December, 2013
Completion	December, 2013
Last Repayment*	December, 2059

LIST OF TECHNICAL ANNEXES

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EXECUTIVE SUMMARY

Project Overview

1. Burkina Faso is a landlocked country without a seaboard. The diversification of its access corridors is a major Government concern in its desire to ensure regular and quality supplies at reduced cost. This project relates to the rehabilitation of the Koupela-Togo border (National Road 16) highway, the principal corridor for the country's imports. The rehabilitation of this road complements the European Union's project on the RN4 (Ouaga – Koupela). The project is aimed at: (i) the development of 150 Km of the Koupela- Togo border and 3 Km of the Mongade access road towards Ghana, a road increasingly used by Ghanaian heavy-duty vehicles; (ii) related improvements and specific actions for women, (iii) conduct of the study on national road 11 (365 Km) and another on the development of SMEs of the road sub-sector, and (iv) support for project management and monitoring-evaluation. The total project cost net of taxes and duties, including physical and financial contingencies, is estimated at CFAF 53.26 billion, i.e. UA 78.34 million, comprising UA 60.95 million in foreign exchange and UA 17.39 million in local currency. It was prepared on the basis of detailed designs (DD) and the unit costs of similar recent road contracts executed in Burkina Faso. The project will be co-financed by ADF (UA 62 million), KfW (UA 7 million) and the Burkinabe Government (UA 9.34 million).

2. Taking into account the front-loading rule which states that a country cannot commit more than 83% of its allocation during the second year of a given ADF cycle, it is recommended that the ADF should in 2009 grant to the Government of Burkina Faso an ADF grant of UA 31 million and an ADF loan of UA 10 million, representing part of the UA 62 million required for the co-financing of this project. The remaining portion of the loan, corresponding to UA 21 million, will be submitted for approval to the Board of Directors on a lapse-of-time basis in 2010.

Needs Assessment

3. The Koupela-Togo border highway is in keeping with WAEMU's Priority Community Action Plan for Infrastructure and Transport (PACIT) and is classified among the strategic international road links between the hinterland and coastal countries of the Union. It is Burkina Faso's principal road corridor for imports (95 % of imports in 2006). The Bank's operation meets a real need to maintain access to the sea through Togo.

Added Value for the Bank

4. While complementing the works implemented on European Union financing, the Bank's operation will enable the Government of Burkina Faso to achieve its objective of improving the efficacy of the transport supply chain from Ouagadougou to the border with Togo (through the RN16), and to Ghana (through the Mongade access road), and opening up the Centre-East region of the country.

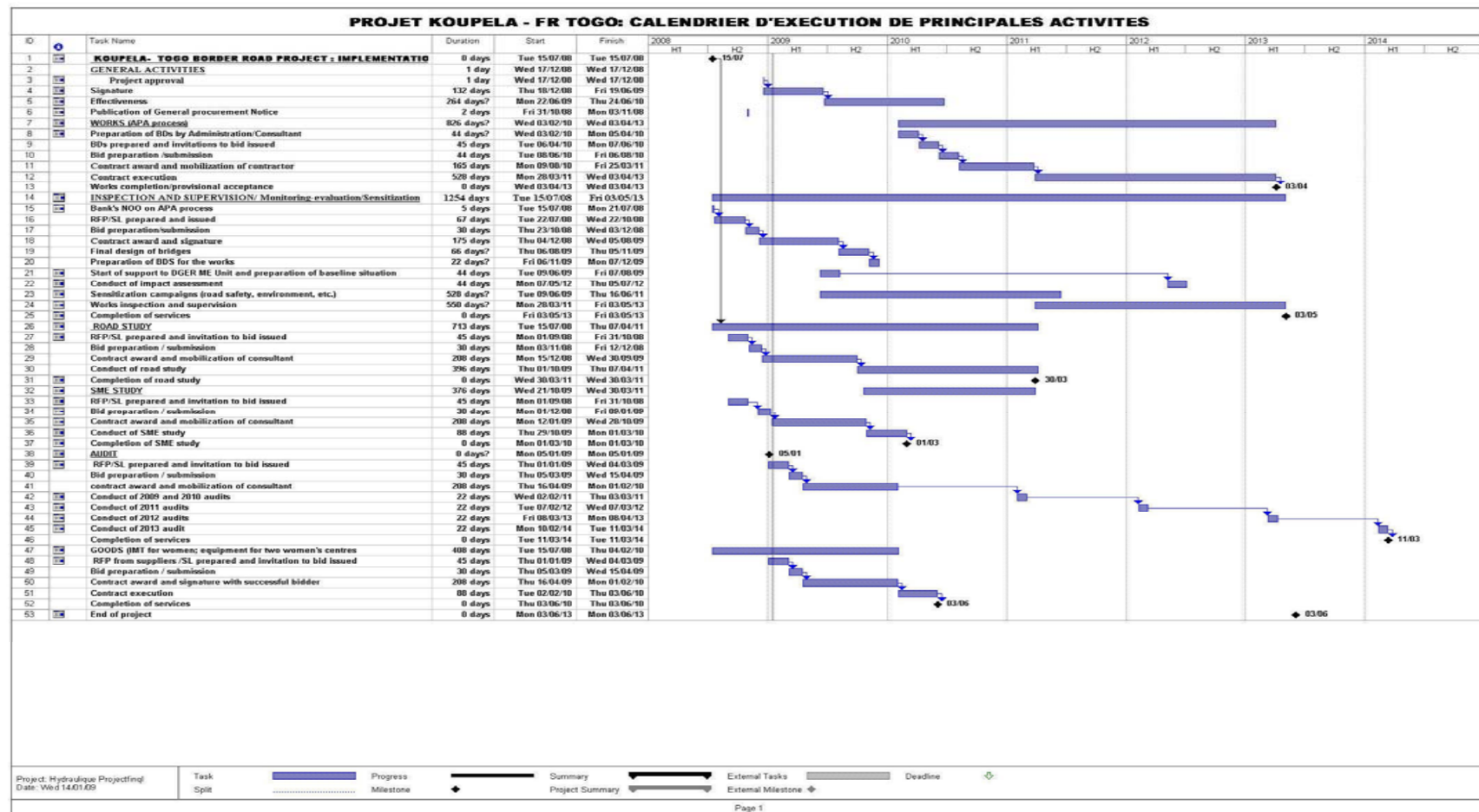
Knowledge Management

5. The establishment of key impact indicators before project start-up and impact assessment at project completion will make it possible to produce useful information on project outcomes and impacts. This information will be managed by a database operated by the DGR Monitoring-Evaluation Division, and will be disseminated through the annual reports, the OINF Website, and a national workshop.

Results-Based Logical Framework

HIERARCHY OF OBJECTIVES	EXPECTED OUTCOMES	REACH	PERFORMANCE INDICATORS	SCHEDULE OF INDICATIVE OBJECTIVES	ASSUMPTIONS/RISKS
<u>Goal:</u> Contribute to improving transport sector efficiency and national trade growth and opening up of Burkina Faso	<u>Impact:</u> Transport efficiency in Burkina improved and the Centre-East Region increasingly opened up.	<u>Beneficiaries:</u> All of Burkina Faso	<u>Impact indicators:</u> Burkina's volume of trade with the Port of Lome <u>Source:</u> Togo and Burkina Foreign Trade Ministries, Autonomous Port of Lome <u>Methods:</u> statistics prepared by the two countries and the autonomous port	<u>Expected long-term progress:</u> Trade through Togo increase by 14 %, rising from 56 % in 2008 to 70 % as from 2015 <u>Source:</u> Togo and Burkina Foreign Trade Ministries, Autonomous Port of Lome <u>Methods:</u> statistics prepared by the two countries and the Autonomous Port of Lome	<u>Assumption:</u> Continuation of the regional integration policy between Burkina and countries in the sub-region.
<u>Project Aim:</u> Improve the efficacy of the transport supply chain, the living environment of people living alongside the road, and open up the Centre-East of Burkina Faso	<u>Outcomes:</u> 1. The efficacy of the transport supply chain and living environment of the population are improved <u>Intermediate Impacts</u> Physical and non-physical barriers to traffic are removed The onerousness of women's work is reduced and rural accessibility improved	<u>Beneficiaries:</u> Population of the Centre-East (PA) Users and PA populations Women's associations and PA population	<u>Outcome Indicators</u> 2.1 Rate of increase in length of road of the Ouagadougou-Togo border corridor in good condition 2.2 Reduction rate of overall transport costs travel time on the Ouagadougou-Togo border corridor 2.3 Rate of reduction in the number of overloaded vehicles 2.5 Rural accessibility rate (% of population within a radius of 2 Km away an all weather road), 2.6 Reduction in time spent by women in carrying out their daily chores (water, wood, etc.); 2.7 Improved agricultural produce processing yields <u>Sources:</u> MINT and MID, Studies <u>Methods:</u> statistics prepared	<u>Progress expected in the medium-term</u> 2.1 Length of road of the Ouagadougou-Togo border corridor in good condition, increases by 30 % by 2012. 2.2 Number of overloaded vehicles in relation to the approved standard reduced by 90 % as from 2012. 2.3 Vehicle operating costs (VOC) on the Ouagadougou-Togo border corridor are reduced by 20 % as from 2012. 2.4 20% reduction in journey time between Ouagadougou and the Togo border by 2012 2.5 20% increase in rural access index <u>Sources:</u> MINT and MID, Studies <u>Methods:</u> Prepared statistics	<u>Assumption:</u> 1. Pursuit of the implementation of commitments in respect of the mobilization of resources for the 2 nd generation road fund 2. Compliance with the commitments on control point limitation and axle load control

HIERARCHY OF OBJECTIVES	EXPECTED OUTCOMES	REACH	PERFORMANCE INDICATORS	SCHEDULE OF INDICATIVE OBJECTIVES	ASSUMPTIONS/RISKS
<u>Resources and Activities:</u> 1) Works on main highway (UA 73.20 m) 2. ICT and related improvements (UA 2.94 m) 3. Studies (road and SME) (UA 1.63 m) 4. Support for project management and monitoring (UA 0.57 m)	<u>Outputs:</u> 1. Sections of the main highway improved and paved between Koupela and the Togo border, and the Mogande access road; mitigation measures adopted, sensitization and works control carried out 2. Rural roads and socio-economic infrastructure rehabilitated, IMT provided for women, and other specific support for women provided. 3. Studies (road and SME) conducted 4. Project management team set up; operational monitoring-evaluation system established, sound and efficient project management ensured, and accounts audits performed	<u>Beneficiaries:</u> 1. Population of the Centre-East zone of Burkina, people living in the vicinity of the road, especially women, children, MINT/MID Transport operators and road users, MINT/MID 2. 400,000 PA inhabitants; 190 Women's groupings. 3. Road construction industry and national economy 4. The DGR and its related services	<u>Output Indicators</u> Length of improved and rebuilt roads Number of persons sensitized on HIV/AIDS, malaria, environmental protection and road safety. Length of (km) of ICT reserves constructed; Lengths of roads constructed; Number of IMT established for Women's groups; Length of enclosures around schools, health centres and number of small items of equipment procured Study reports available Texts on the appointment of the members of the PMU; counterpart account opened and provided with funds and number of items of equipment for PMU; Number of monitoring-evaluation and audit reports produced <u>Sources:</u> MINT and MID, Ministries of Basic Education, Health, Social Welfare and Solidarity, Women's Advancement <u>Methods:</u> Surveys and project appraisal, supervision, progress, audit and, completion reports	<u>Expected progress in the short term/Mid-term review:</u> By 2010: 75 km of 7m wide roads improved and paved between Koupela and the Togo border; By 2010: 8 000 persons are sensitized on HIV/AIDS, malaria, environmental protection, and security; Situation of SMEs better targeted and Action Plan proposed. Project ownership by the Administration <u>Sources:</u> MINT and MID, Ministries of Basic Education, Health, Social Welfare and Solidarity, Women's Advancement <u>Methods:</u> Surveys and programme appraisal, supervision, progress, audit, and completion reports:	<u>Hypothesis:</u> 1. Coordination of project donors 2. Administration's project management capacity 3. Increase in the costs of the works



The detailed schedule is presented in Technical Annex 5.

REPORT AND RECOMMENDATION OF THE BANK GROUP MANAGEMENT TO THE BOARD OF DIRECTORS FOR A PROPOSED LOAN TO BURKINA FASO TO FINANCE THE KOUPELA – BITTOU – CINKASE – TOGO BORDER ROAD REHABILITATION PROJECT

Management hereby submits this report and recommendation for a proposed loan of UA 31 million and a grant of UA 31 million to Burkina Faso to finance the Project to Rehabilitate the Koupela – Bittou – Tenkogodo – Cinkanse –Togo border and Mogande Access Road.

I. STRATEGIC ORIENTATION AND JUSTIFICATION

1.1. Project Linkages with Country Strategy and Objectives

The Bank's operations strategy for Burkina Faso (2005-2009 RBCSP) focuses on two pillars: i) diversification of the economy and ii) improvement of the living conditions of the population, especially its vulnerable segments. Approved by the Bank on 27 July 2005, the strategy is in line with the Poverty Reduction Strategy Paper (PRSP) adopted by the Government in 2000 and revised in 2004. The RBCSP Mid-Term Review in April 2007 confirmed the initial strategic orientations and proposed that they be consolidated over the remaining period, while considering new projects. The Koupela – Togo border Road Rehabilitation project is in keeping with Pillar 1 and brings to four the number of Bank operations in the transport sector in the country from 2005 to 2009.

1.2. Justification for Bank Intervention

Burkina Faso, a country without a seaboard, has always been concerned about the diversification of its access corridors in its desire to ensure regular and quality supplies to the country at reduced cost. The project thrust is consistent with the Priority Community Action Programme for Infrastructure and Transport (PACIT) of the West African Economic and Monetary Union (WAEMU). It is the principal road corridor for the country's imports among the five access corridors to the maritime ports of the country's coastal neighbours (four land, and one rail). It is classified among the strategic international highways. In 2006, 95 % of the country's imports were shipped through that corridor. The rehabilitation of the Koupela – Togo border road will complement the Ouagadougou – Koupela section, which was built with European Union financing.

1.3. Aid Coordination

	Sector or Sub-Sector*	Importance					
		GDP 2007	Exports 2007	Manpower 2005			
	[sector or s-sector]	[%]	[%]	[%]			
	Transport Sector	4.3	99.99	1.2			
	Road S/sector	NA	81.20	NA			
	Rail S/sector	NA	18.44	NA			
	Air S/sector	NA	0.35	NA			
	Stakeholders – Annual Public Expenditure (average) **						
	Government	Donors (in CFAF billion)					
	[in CFAF billion]	IDA	EU	ADF	Other Multilateral Donors	Total Bilateral Aid	
Years					2006		
2002	9.7	NA	NA	NA	NA	NA	
2003	10.9	NA	NA	NA	NA	NA	
2004	9.0	7.3	2.4	14.9	12.7	0.0	
2005	20.0	2.0	8.8	2.7	9.4	1.7	
2006	14.7	NA	NA	NA	NA	NA	
2007	13.4	NA	NA	NA	NA	NA	
	Level of Aid Coordination						
	Existence of thematic working groups				[Yes]		
	Existence of global sector programme				[Yes]		
	ADB's role in aid coordination ***				[M]****		
Sources: MEF, RCD 2004 and 2005, 2002-2007 TOFE and the economic and financial report of Burkina Faso in 2007							
**** L: Leader; M : Member (Non-leader); None: no role							

Comments on Aid Coordination:

Aid coordination has in the past been characterized by the following weaknesses: (i) the failure to take into consideration the activities of all donors in programming actions, (ii) lack of coherence among the defined priorities, and (iii) lack of information on the quality of service providers, etc. An institutional mechanism for monitoring the PRSP comprising a Ministerial Steering Committee and six sector and thematic commissions (STC) has been set up. However, emphasis should be laid on: (i) building the capacities of the project executing agencies and control organs; and (ii) strengthening the public procurement system and results-based management.

II. PROJECT DESCRIPTION

2.1. Project Components

Table 2.1
Project Components

Component	Estimated Cost (UA million)	Component Description
Road Works	73.20	<ul style="list-style-type: none"> ▪ Construction with bituminous concrete of 153 km of road between Koupela, Bittou and the Togo border (150 km) and the Mogande access road (3 km) ▪ Environmental impact mitigation measures; ▪ Sensitization on HIV/AIDS, Malaria, Road safety, etc. ▪ Works monitoring and supervision
ICT and Related Improvements	2.94	<ul style="list-style-type: none"> ▪ Improvement of related earth roads ▪ Rehabilitation of social infrastructure ▪ Support for women ▪ Works control and supervision
Studies	1.63	<ul style="list-style-type: none"> ▪ Road study ▪ SME development study
Project Management	0.57	<ul style="list-style-type: none"> ▪ Institutional support (including a study on the reinforcement of transport sector SMEs in Burkina Faso) ▪ Project impact monitoring-evaluation; and ▪ Financial and accounts audit

New Communications Technologies (NCT) and Related Improvements

In addition to the main project road, it is also planned to carry out a number of improvements with a view to increasing the socio-economic impact of the road projects. The actions retained in that regard are as follows: (i) improvement of 42 Km of rural roads, (ii) fencing of about 10 schools along the main road, (iii) fencing of about 10 health centres along the main road; and (iv) fencing of two Women's homes (Tenkodogo and Koupela). Parking areas will also be created along the main highway. As regards the NCT, the necessary reservations will be made to enable the establishment, at the appropriate time, of a fibre optic network in keeping with the NICT development plan for Burkina Faso.

2.2. Technical Solutions Retained and Alternatives Considered

KfW has updated the technical and economic studies on the project road which dated from 2005. The type of rehabilitation proposed comprises two principal structures with base layers, one with bituminous aggregate (BA), and the other with crushed stone aggregate (CS), with the road entirely paved with bituminous concrete (BC). This rehabilitation takes due account of the extent of degradation of each section of the road and the nature of the different structures of the load-bearing soil.

The baseline solution adopted for the main road is as follows: (i) over 14.6 km of road, the existing roadway will serve as a base course, a 5 cm bituminous concrete

(BC) coating will be applied, preceded by a 3 cm BC coating to shore up the roadway; (ii) on 61.8 km, a new 7-10 cm thick base course will be applied; with a 5 cm BC surface coating; (iii) over the remaining 72.93 km, the existing roadway will be recycled to make it a sub-base (45 to 60 cm thick), a new 12 cm thick BC base-course will be applied, and the wearing course will be of BC (5 to 7 cm thick). Patching will be carried out on 76.4 km of the road.

The 3 km Mogande access road will be constructed with a 20 cm thick base course in laterite aggregate and coated with bituminous concrete (5 cm). Five (5) of the 13 bridges on the road (with between 30 to 44m spans) will be rebuilt. Details of this baseline solution and the alternative are set out in Annex.

Table 2.2
Alternatives Considered and Reasons for their Rejection

Alternative	Brief Description	Reasons for Rejection
Rehabilitation of the road with crushed aggregate for the base course with a bituminous concrete coating	This solution differs little from the one retained, except that the base course will consist of crushed aggregate over the whole length of the road, instead and in place of the bituminous aggregate retained over almost half its length.	<ul style="list-style-type: none"> ▪ Limited life span of the road considering the heavy traffic carried by it. ▪ Little difference in cost between the proposed solution (which has more benefits albeit more expensive) and the alternative.

2.3. Project Type

This project is a stand-alone operation. All the donors' transport sector operations in Burkina Faso are carried out through this type of operation (investment projects).

2.4. Estimated Project Cost and Financing Arrangements

2.4.1 The total project cost, including physical and financial contingencies, net of taxes and customs duties, is estimated at CFAF 53.26 billion, i.e. UA 78.34 million, including UA 60.95 million in foreign exchange and UA 17.39 million in local currency. It is established on the basis of detailed designs updated in 2008 and the unit costs of similar recent road contracts performed in Burkina Faso. Provision for price contingency is equal to 7.37 % of the base cost, plus the physical contingencies. The summary of estimated project cost by component presented in table 2.3 below.

Table 2.3
Summary of Estimated Project Cost by Component

COMPONENTS	CFAF million			UA million		
	FE	LC.	Total	FE	LC.	Total
A Major Road Works						61.98
- Main road section	31 849.80	7 962.45	39 812.25	46.85	11.71	58.57
- Environmental and Sensitization Measures	184.00	146.00	330.00	0.27	0.21	0.49
- Works Monitoring and Supervision	1 393.43	597.18	1 990.61	2.05	0.88	2.93
B Related Improvements						2.48
- Road Works (42 km)	735.00	315.00	1 050.00	1.08	0.46	1.54
- Social Infrastructure Rehabilitation (*)		330.00	330.00	0.00	0.49	0.49
- Support for Women		256.50	256.50		0.38	0.38
- Works Control and Supervision	36.75	15.75	52.50	0.05	0.02	0.08
C Studies						1.38
- Study on Orodara -Kpéré road (361 km)	720.00	180.00	900.00	1.06	0.26	1.32
- Road Sector SME Development Study	32.00	8.00	40.00	0.05	0.01	0.06
C Programme Management and Monitoring						0.49
- Monitoring and Evaluation (to be entrusted to INSD)	50.00	50.00	100.00	0.07	0.07	0.15
- Project Coordination Support		150.00	150.00		0.22	0.22
- Financial and Accounts Audit	80.00		80.00	0.12		0.12
Base Cost	35 080.98	10 010.88	45 091.86	51.61	14.73	66.33
Physical contingencies	3 508.10	1 001.09	4 509.19	5.16	1.47	6.63
Price escalation	2 842.98	811.29	3 654.27	4.18	1.19	5.38
TOTAL COST	41 432.06	11 823.26	53 255.32	60.95	17.39	78.34

A summary of the project cost by expenditure category is presented in Table 2.4 below:

Table 2.4
Summary of Project Cost by Expenditure Category

EXPENDITURE CATEGORY	CFAF million			UA million		
	FE	LC	Total	FE	LC	Total
A GOODS		256.5	256.50	0.00	0.38	0.38
B WORKS	32 768.80	8 653.45	41 422.25	48.21	12.73	60.94
C CONSULTANCY SERVICES	2 312.18	950.93	3 263.11	3.40	1.40	4.80
D MISCELLANEOUS		150.00	150.00	0.00	0.22	0.22
Base cost	35 080.98	10 010.88	45 091.86	51.61	14.73	66.33
Physical contingencies	3 508.10	1 001.09	4 509.19	5.16	1.47	6.63
Price escalation	2 842.98	811.29	3 654.27	4.18	1.19	5.38
TOTAL COST	41 432.06	11 823.26	53 255.32	60.95	17.39	78.34

2.4.2 The project will be jointly financed by ADF, KfW and the Government. The ADF loan and grant in a total amount of UA 62.00 million represents 79.14 % of the total project net of tax. The KfW grant (8.94 % of project cost) will contribute to financing the main road works and the environmental and sensitization measures. The ADF and Government contributions will be used in financing the other project components in addition to the road works.

The project financing plan (by source) is set out in table 2.5 below:

Table 2.5
Summary of Project Cost by Source of Finance

SOURCES	UA million			%
	FE	LC.	Total	
ADF	52.74	9.26	62.00	79.14 %
KfW	5.60	1.40	7.00	8.94 %
Government	0.00	9.34	9.34	11.93 %
TOTAL	58.34	20.00	78.34	100 %

The project expenditure schedule by source of finance is presented below.

Table 2.6
Expenditure Schedule by Source of Finance

COMPONENTS	Years				
	2009	2010	2011	2012	Total
ADF	12.53	18.56	18.51	12.45	62.00
KfW	1.41	2.10	2.09	1.41	7.00
Government	1.89	2.80	2.79	1.88	9.34
TOTAL	15.83	23.45	23.39	15.74	78.34

The project expenditure schedule by component is presented in Annex.

2.5 Project Area and Beneficiaries

The project area (PA) is part of the Centre-East Administrative Region of Burkina Faso, in particular the Kouritenga, Boulgou and Koulpélogo provinces. It is a region of plains with an area of 14 852 km², containing 8.2 % of the total population of the country, i.e., 1,200,000 inhabitants spread over 190,000 households, 84 % of which are in rural areas. The project impacts directly on an estimated 1,200,000 inhabitants, 52% of whom are women.

2.6 Participatory Approach for Project Identification, Design and Implementation

Group discussions and participatory sessions were organized in Ouagadougou and locally during the project preparation and appraisal missions fielded. The discussions with the representatives of the regional authorities, de-concentrated technical services, civil society and Women's groups, afforded the opportunity to discuss a series of project activities and agree on related improvements and specific actions for women. This approach will be maintained throughout project implementation with a view to facilitating its ownership by the beneficiaries at all levels, especially during project supervision and mid-term review missions.

2.7 Consideration of Bank Group Experience, and Lessons Learnt for Project Design

2.7.1 Over the past twenty years, Burkina Faso has benefitted from seven (07) Bank Group operations (6 projects and one study) for the transport sector in a total amount of about UA 80 million. The projects implemented (1,412 km of rehabilitated roads, including 350 km paved roads) led to the opening up of many regions, strengthening of the socio-economic infrastructure of the areas crossed, and a reduction in road transport costs.

2.7.2 The living quarters for the road construction sites were transformed by the local inhabitants into schools or various public centres, a trend that will be continued by this project. Nonetheless, despite the executing agencies' sound grasp of project implementation, there were weaknesses in the separate accounts management of the projects and the conduct of audits. The accounts and internal audit department set up within the DGR will be involved in the activities of this project.

2.7.3 The main lessons learnt from the implementation of the last two road projects just completed and from the ongoing rural roads project, are the following: i) the high turnover of technical personnel and frequent changes in positions of responsibility within the Ministry had a negative impact on the monitoring and post-evaluation of the infrastructure projects; ii) the lack of a record management system within the DGR rendered information gathering difficult; iii) lack of sufficient offers of public works equipment hire accessible to the SME and weak financial capacity of the SMEs, as well as a lack of complete engineering designs for the roads, led to considerable delays in works execution; and iv) lack or non-implementation of an SME development policy was detrimental to the sector, and only the international companies were active on the large markets, charging extremely high prices.

2.7.4 Under this project, these different issues will be resolved respectively as follows: i) it is planned to set up a Project Management Unit whose members will be bound by a performance contract. The members of the Unit may not be transferred without a valid reason; ii) the strengthening of the Unit responsible for the monitoring-evaluation of the

DGR provides for the establishment of a computerized records management system; iii) solutions to points 3 and 4 of the previous paragraph will be found in the framework of the SME study that will be conducted during the project.

2.8 Key Performance Indicators

2.8.1 The principal outputs expected of this project are as follows: 153 Km of rehabilitated roads, 42 Km of rehabilitated rural roads, 10 fenced schools and 10 health centres adjoining the main project road, 15 parking areas created along it, 190 Women's groupings supported with IMT (donkey-drawn carts or multi-purpose rickshaws), sheds and display stands for Women constructed in 6 markets adjoining the main road, and a relational database for monitoring-evaluation established and operationalized.

2.8.2 To ensure the timely achievement of these outputs, it is important for the management of this project to be efficient. Performance indicators have been selected in relation to the performance indicators of the OINF Business Plan. They are: (i) a maximum 360 days deadline for effectiveness, (ii) the annual disbursement rate should be at least 18 %, and (iii) the average indicator of the state of progress of the project (PI) will be based on 14 indicators rated from 0 to 3 during supervision missions and routine project management.

2.8.3 If all the outputs envisaged are achieved, the principal project outcome indicators will be: (i) % of the rural population within a 2 Km radius of an all-weather road, (ii) % of roads in good condition, (iii) % reduction in vehicle operating costs, (iv) rate of reduction in journey time, (v) number of jobs created; and (vi) accessibility to socio-economic infrastructure. The baseline situation will be established for these indicators at the beginning of the project and an impact assessment will be carried out at project completion by INSD/CAPES.

III. PROJECT FEASIBILITY

3.1 Economic and Financial Performance

3.1.1 The economic analysis was carried out with the assistance of the HDM IV software on the basis of the cost-benefit analysis between the 'with' and 'without' project situations over a 20 year-period. A 12 % discount rate and a 35 % residual value were used. The costs taken into consideration were the investment costs (net of taxes and duties on cost of the works and works control including physical contingencies), as well as vehicle maintenance and operating costs. The average normal traffic volume recorded in 2007 varied by 122 vehicles a day over the Mogande-Ghana border section at 688 to 849 per day on the sections with the heaviest traffic situated between Tenkodogo and Koupela. Heavy-duty vehicles accounted for over 50 % of traffic. Traffic forecasts which were calculated on the basis of the projections of past trends over the 1999-2004 period, give an average growth rate for light vehicles of 5.2 % and 8.7 % for heavy-duty vehicles after the commissioning of the road. An induced traffic equal to 55 % of the normal traffic was taken into consideration for passenger transport vehicles and 60 % for goods transport vehicles.

3.1.2 The evaluation of the investment cost, at 2008 prices, for rehabilitation in bituminous concrete resulted in a 21.2 % internal rate of return for the whole project. A sensitivity analysis on a simultaneous rise in investment costs by 10 % and a 10 % decrease in the volume of traffic (most unfavourable scenario) gives an 18.4 % internal rate of return for the whole project.

Table 3. 1
Summary of Economic Analysis

Financial Rate of Return (FRR) in %	NA
Net Present Value (NPV) in CFAF billion	47.2
Economic Rate of Return (ERR) in %	21.2
Sensitivity of the ERR (10 % variation of costs and benefits)	18.4
Discount Rate	12 %
Residual Value of Investment after 20 years	35 %

3.2. Environmental and Social Impacts

Environment

3.2.1 Environmentally, the project is classified as Category 2, considering: i) the nature of the works to be undertaken (rehabilitation of an existing road whose route alignment remains more or less intact, except in some specific places due to security), and the average scale of the works, ii) the location of the project in areas relatively insensitive to the environment and iii) the severity of the direct and indirect impacts the project can cause.

3.2.2 The project will have considerable socio-economic impacts, the principal ones being: (i) improvement of the transport conditions and reduction in transport costs; (ii) job creation for about a 1000 local workers during the whole period of the works; (iii) improvement of the living conditions of the workers and their relatives and friends; (iv) improvement of the living conditions of women and young girls through the procurement of equipment for the Women's groups, etc. Most of the negative impacts will be limited to the project implementation period during the excavation works, road levelling, bitumen coating, quarrying services and borrow areas, transport of construction gear, vehicle maintenance, dust emission, noise, sound vibrations and security problems during the works and the installation of the construction equipment and materials, etc.

3.2.3 The main measures for mitigating the negative impacts will be: HIV/AIDS prevention; IEC actions in 42 villages (average of 252 informal discussion sessions, 168 educational film projections and 15 mass projections in the large built-up areas), voluntary screening as well as the information and sensitization panels erected along the road; adequate site signalling; appropriate security systems in the technical design and construction of the road; construction of fences around the schools and health centres adjoining the main project road; installation of road safety sensitization panels; compensatory planting in collaboration with the village communities organized around their Village Development Community (150 ha of reforestation on the basis of local species); restoration of borrow areas (20) and quarry sites (3), watering of access roads during the dry season; the provision of equipment for the management of used water, the

ordinary solid waste from the living quarters and the site, waste oils and specific products (explosives, hydrocarbons, etc.), as well as equipment necessary for the workers' security (helmets, sound-proof ear covers, etc.). These measures will be incorporated into the BDs and in the implementation and guarantee report documents. They are specified in detail in the summary of the PGES which is posted in the Bank's Information Centre and in Annex 8 of this report.

Climate Change

3.2.4 The rehabilitation of the project road will not have any major impact on climate change. Nonetheless, it is worth noting that Africa, as a whole, is 0.5° C hotter than it was 100 years ago, and the models envisage an acceleration of the phenomenon, resulting in a reduction in agricultural productivity. With an increase in plant surface area through increased farming of agricultural produce due to the rehabilitation of this road and the 42 km of rural roads, this climate change effect will be mitigated. Furthermore, the improvement of transport mobility and axle load control will lead to a reduction of exhaust gas emissions into the atmosphere. It should be noted that, albeit insignificant, these impacts will contribute to alleviating regional greenhouse effects.

Gender

3.2.5 Poverty in Burkina Faso is an essentially rural and female phenomenon. Despite the inestimable contribution of Women to economic and social activities, they constitute the principal subject of financial and social poverty. Over 52 % of women are extremely poor as against 48 % of men (MPF, 2006). This inequality is the result of the economic marginalization of women, especially those in the rural areas where their conditions of living are particularly affected by the level of remoteness and lack of transportation. Indeed, social reports on Gender relating to transport in the PA are characterized by the inequitable allocation of transport tasks, unequal access to transport technologies, and lack of attention to the transport needs of women in the transport planning process. It emerges from a PTMR study (2008) that, during a given year, women transport two to three times the tonnage transported by men. More than men, they often spend 15 to 30 hours every week performing transportation tasks.

3.2.6 During the preparation and appraisal missions, discussions were held with the Directorate-General for the Advancement of Women, the Federation of Tenkodogo Women's Groups, and the representatives of the Tenkodogo Women's home. It emerged from these different exchanges the need to initiate, under the project, the following specific actions for women in the ZIP: (i) support to the Tenkodogo Women's home and that of Koupela (fences), (ii) provision of 190 active Women's Groups in the ZIP with a number of IMT (particularly donkey-drawn carts and multi-functional rickshaws that can be adapted for water transportation), (iii) translation into the local languages of the Women's rights handbook, and (iv) sensitization campaigns on the issues of genital mutilations and other specific themes for women.

Social

3.2.7 The construction of the main project road, as well as the related improvements (tracks, parking areas) and specific actions for women, will help improve the living conditions of over 400,000 persons in the immediate project zone. The IMT that will be provided for some 190 Women's groupings will have considerable impact on the work burden of women and their journey times. Support to Women's homes will enable 100 girls to be trained in weaving techniques and sewing, as well as in agricultural produce processing techniques. The performance of the different contracts will impact on job creation and income-generation. About 800 persons will benefit from temporary employment that can generate wage revenue of almost UA 1 5 million in the PA. Added to that will be the revenues that will be derived from the sale of agricultural produce from the newly opened up production zones. Micro-entrepreneurs and jobbers will be mobilized to manufacture the carts and rickshaws planned for the Women's groups.

3.2.8 The specific support for women should afford them the time and strength to acquire the skills and resources necessary for improving their status and living conditions. Finally, the different sensitization campaigns will help improve the populations' knowledge on the risks of diseases such as HIV/AIDS, as well as road safety issues. Parking areas will help reduce road accidents on the section.

Forced Resettlement

3.2.9 No forced resettlement has been envisaged for the project, as it concerns the rehabilitation of a road without any change in the road alignment or population displacement.

IV. IMPLEMENTATION

4.1. *Implementation Arrangements*

Executing Agency

4.1.1 The institutional arrangements of the project are defined in conformity with Decree No. 2007-775 PRES/PM/MEF on the general regulation of project or programmes implemented in Burkina Faso and Decree No. 2007-776 PRES/PM/MEF on the organization and operation of category A projects or programmes (over CFAF 20 billion). For the implementation of each project or programme, the decree provides for the establishment of an Implementation Unit and a Steering Committee.

4.1.2 The Executing Agency (project owner) is the Ministry of Infrastructure and Disenclavement (MID). To monitor project implementation it will be backed by the Directorate-General for Roads (DGR) which has the necessary capacities for managing this type of project. It was this structure that generated the previous transport projects financed by the Bank in Burkina Faso, as well as the many other projects financed by the other donors. Within the DGR, a Coordinator will be appointed by Ministerial Order for

regular project monitoring after the prior approval of his/her CV by the Bank. He/she will be obliged to produce results in the fulfilment of his/her duties by means of a performance contract. He/she will be assisted in his/her duties by a road engineer of the Construction and Reconstruction Department (DCR), a DGR Accountant, and an officer of the Centre-East Regional Directorate. As in the case of the Coordinator, the appointment of the other Unit members will also be made after the prior approval by the Bank of their CVs. The DCR engineer will be responsible for project monitoring-evaluation.

4.1.3 More specifically, the Executing Agency will mainly carry out the following tasks: (i) ensure compliance with the Government undertakings as set out in the Bank's loan agreement; (ii) prepare documents enabling the Government to make the loan effective, and measures to fulfil the conditions precedent to first disbursement; (iii) support the MID environmental unit in the implementation of IEC activities and environmental monitoring; (iv) ensure monitoring-evaluation which will be carried out by the Centre for Economic and Social Policy Analysis (CAPES); (v) ensure adherence to the project implementation schedule; (vi) prepare project status reports; (vii) prepare the counterpart budgets and ensure their timely availability; (viii) see to the financial management of the project (verification of detailed accounts, transmission of direct payments to the Bank, management of ADF special accounts and counterpart funds) and ensure that project accounting and financial audit reports are submitted on schedule; and lastly (ix) prepare the Borrower's completion report to the Bank.

Institutional Arrangements

4.1.4 In conformity with the decrees on the execution of Category 'A' projects or programmes, this project should have an orientation and steering organ known as the Steering Committee, composed of members appointed by Technical Ministerial Order (MID) on proposal by Ministries, local communities, public establishments or other organizations and institutions concerned. Membership of the Steering Committee is given in Annex.

Disbursement and Audit

4.1.5 The direct disbursement method will be retained for works and the services provided by consultants. The project will be subject to annual accounting and financial audits.

4.2. *Monitoring-Evaluation*

Lack of a functional monitoring-evaluation system at project activity start-up is often the cause of the problems subsequently encountered in assessing the level of achievement of the development goals in the results matrix. For the Koupela – Bittou – Togo border road project, therefore, it is planned to set up a monitoring-evaluation mechanism that should be functional right from project start-up, with a view to: (i) compiling and managing information on the level of implementation of the different project components with the assistance of a relational database, (ii) defining a baseline situation for road impact monitoring requirements and (iii) carrying out a post-project

impact assessment using the same methodology as was used in establishing the baseline situation. The impact indicators to be monitored (see results matrix) include the rural access indicator (percentage of the population within a radius of 2km of an all-weather road). The monitoring-evaluation sub-component will comprise two sub-components: (i) monitoring of project implementation through the M&E Unit being set up within the DGR, and (ii) monitoring project impact through INSD/CAPEs. Annex 4 provides details on the deadlines for the completion of each stage of project implementation.

4.3 Governance

4.3.1 As far as institutional reform is concerned, the country has pursued its efforts, especially in public finance management, investment climate improvement, and economic liberalization. These efforts have led to the country being ranked 7th in the World Bank's 2007 report on governance in Africa, and highest among the ECOWAS countries. Among the projects approved under ADF-X, the support to the PRSP process for economic reforms and governance will help build the Government's institutional capacity. The establishment, under this project, of a monitoring-evaluation mechanism will also make it possible, by introducing indicators in the baseline situation, to measure the outcomes and impacts during the project period.

4.3.2 In the transport sector, the implementation of the principal reforms envisaged has started, especially the establishment of a Burkina Faso Road Maintenance Fund (FER-B), the State's disengagement from production tasks with the winding up of the Public Works Equipment Department, and axle load control in accordance with measures in force within WAEMU. However, despite the creation of the FER-B and appointment of its principal managers, the resources allocated to it are not provided early enough. Under this project, it is envisaged that the Bank be apprised every year of the resources allocated to FER-B to enable it impact on its smooth operation. The project will also ensure that Burkina Faso's undertakings in respect of axle load control are complied with.

4.4 Sustainability

4.4.1 The lifespan of the road sections will be attained if the operating conditions and traffic policing, principally regarding overloading, are in keeping with those prescribed at their design and if routine and periodic maintenance are performed without delay. Financing the establishment of an axle weighing programme on the whole priority network will help control axle load, thereby reducing the risks of premature degradation.

4.4.2 The routine maintenance financing mechanism set up by the Road Fund must contribute to ensuring project sustainability. The fact that it was established recently early last year demonstrates the Burkinabe Government's will to reform the road sub-sector by providing it with greater autonomy. Under this project, the Government undertakes to communicate to the Bank the amount of resources that will be allocated to the FER-B as from 2009, i.e., at least CFAF 15 billion. These resources will be used to finance the routine maintenance of the priority network (12 000 km).

4.5 *Risk Management*

The principal risks related to the project concern: (i) the provision of sufficient resources to FER-B for road maintenance with a view to ensuring the sustainability of the road network and (ii) non-application to Burkina Faso of ECOWAS regulations on axle load control. The Government has undertaken to implement the following measures to mitigate these risks: (i) the Government provided FER-B with the envisaged resources in 2008 and has already budgeted the 2009 allocation; and (ii) since 1 October 2008, a pilot control has begun at the border post and is expected to extend in 2009 to the principal sites identified.

4.6 *Knowledge Development*

4.6.1 The emphasis placed on project impact assessment is mainly aimed at responding to the need for knowledge development. Indeed, the establishment of a baseline situation prior to project activity start-up will provide a basis for comparison with a view to realistically assessing the level of achievement of the project development objectives. The comparative data will be obtained from the outcomes of the project impact assessment to be carried out at the end of the phase. This impact monitoring will be carried out by national institutions which are mandated to produce several statistical reports on living conditions and poverty due to their involvement in the monitoring of PRSP implementation in Burkina. These are INSD/CAPEs (See Annex C). Dissemination of the knowledge obtained from these studies will be made through a national workshop.

4.6.2 The principal knowledge and lessons drawn will be managed on the basis of a relational database to be created within the DGR. The database will effectively facilitate the management of all knowledge accumulated on the activities, the outputs and principal outcomes and lessons drawn from the project. Summaries could be posted on the OINF and MID websites.

V. LEGAL FRAMEWORK

5.1 *Legal Instrument*

Efforts should be pursued to further strengthen public resource management. The Bank is financing a project in the country that should contribute to strengthening the control organs, namely, the General Inspectorate of Finance, the General State Inspectorate, the Parliament and the High Authority for the Coordination of the Fight against Corruption (HACLC) responsible for strengthening the cohesiveness and efficacy of the anti-corruption mechanism. In October 2007, the country established a Higher Authority for State Supervision with a wider jurisdiction over the fight against corruption.

5.2. *Conditions for Bank Intervention*

The conditions related to the project will mainly concern the effective operationality of Burkina Faso's road maintenance fund.

5.3. *Compliance with Bank Policies*

The project complies with all the Bank's applicable policies. It benefitted from the Advanced Procurement Action procedure, and bidding documents are being finalized by the Government following the updating of the engineering designs in September 2008.

VI. FRONT-LOADING CONSTRAINTS

6.1. The financing of the project consists in a grant of UA 31 million and in a loan of UA 31 million. These amounts represent roughly 48.8% of the total allocation of UA 125.8 million for Burkina Faso during the 3 years of the current ADF cycle. Considering two other operations already approved by the Bank for Burkina Faso in 2008 (UA 18 million for a supplementary loan and UA 45 million for budgetary support), the total allocation of the country would be committed during the second year of the cycle in question.

6.2. According to ADF XI rules, a country cannot commit more than 83% of its allocation during the second year of the cycle of the Fund. Consequently, the amount to be committed for Burkina Faso in 2009 cannot exceed UA 41,4 million. In order to ensure that the financing complies with the front-loading rule, it is suggested that the amount for the financing of the project be limited to UA 41 million in 2009, comprising a grant of UA 31 million and a loan of UA 10 million. The remaining portion of the loan, corresponding to UA 21 million, will be submitted for approval to the Board of Directors on a lapse-of-time basis in 2010.

VII. RECOMMENDATION

Taking into account the front-loading rule which states that a country cannot commit more than 83% of its allocation during the second year of a given ADF cycle, it is recommended that the ADF should in 2009 grant to the Government of Burkina Faso an ADF grant of UA 31 million and an ADF loan of UA 10 million, representing part of the UA 62 million required for the co-financing of this project. The remaining portion of the loan, corresponding to UA 21 million, will be submitted for approval to the Board of Directors on a lapse-of-time basis in 2010.

Loan and Grant Conditions

A. Conditions Precedent to Loan and Grant Effectiveness

Effectiveness of the Loan Agreement shall be subject to the Borrower's fulfilment of the conditions set out in Section 5.0.1 of the General Conditions Applicable to Loan Agreements and Guarantee Agreements. Grant effectiveness shall be subject to the signing of the Grant Agreement.

B. Conditions precedent to the first disbursement of the loan and grant

- i) Provide the Fund, copied to the KfW, with evidence of the establishment of the Project Executing Agency and the Steering Committee. The CVs of the Coordinator, Road Engineer, Supervisor and Accountant shall be submitted to the ADF beforehand for its no-objection opinion;

C. Other conditions

- (i) Provide the ADF and KfW, no later than 31 December 2009, with evidence of the application of the ECOWAS regulation on axle load control; and
- (ii) Communicate each year to the ADF and KfW, the amount of resources of the Burkina Road Maintenance Fund (FER-B).

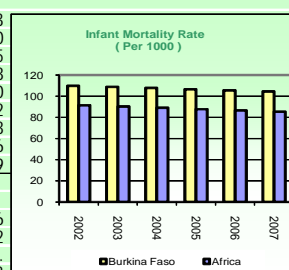
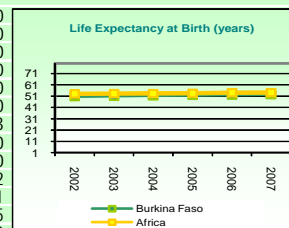
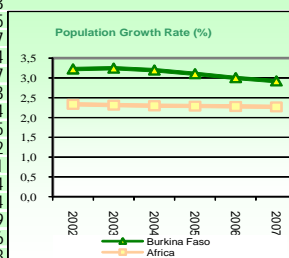
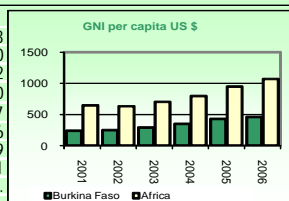
Appendix I

Comparative Socio-economic Indicators of Burkina Faso

Burkina Faso

COMPARATIVE SOCIO-ECONOMIC INDICATORS

	Year	Burkina Faso	Africa	Developing Countries	Developed Countries
Basic Indicators					
Area ('000 Km²)		274	30 307	80 976	54 658
Total Population (millions)	2007	14.8	963.7	5 448.2	1 223.0
Urban Population (% of Total)	2007	19.3	39.8	43.5	74.2
Population Density (per Km²)	2007	54.0	31.8	65.7	23.0
GNI per Capita (US \$)	2006	460	1 071	2 000	36 487
Labor Force Participation - Total (%)	2005	48.3	42.3	45.6	54.6
Labor Force Participation - Female (%)	2005	48.0	41.1	39.7	44.9
Gender-Related Development Index Value	2005	0.364	0.486	0.694	0.911
Human Develop. Index (Rank among 174 countries)	2005	176	n.a.	n.a.	n.a.
Popul. Living Below \$ 1 a Day (% of Population)	2004	28.7	34.3
Demographic Indicators					
Population Growth Rate - Total (%)	2007	2.9	2.3	1.4	0.3
Population Growth Rate - Urban (%)	2007	5.1	3.5	2.6	0.5
Population < 15 years (%)	2007	45.8	41.0	30.2	16.7
Population >= 65 years (%)	2007	2.8	3.5	5.6	16.4
Dependency Ratio (%)	2007	95.5	80.1	56.0	47.7
Sex Ratio (per 100 female)	2007	100.2	99.3	103.2	94.3
Female Population 15-49 years (% of total population)	2007	22.9	24.2	24.5	31.4
Life Expectancy at Birth - Total (years)	2007	52.3	54.2	65.4	76.5
Life Expectancy at Birth - Female (years)	2007	53.8	55.3	67.2	80.2
Crude Birth Rate (per 1,000)	2007	44.0	36.1	22.4	11.1
Crude Death Rate (per 1,000)	2007	14.4	13.2	8.3	10.4
Infant Mortality Rate (per 1,000)	2007	104.4	85.3	57.3	7.4
Child Mortality Rate (per 1,000)	2007	180.6	130.2	80.8	8.9
Total Fertility Rate (per woman)	2007	6.0	4.7	2.8	1.6
Maternal Mortality Rate (per 100,000)	2005	700.0	723.6	450	8
Women Using Contraception (%)	2003-06	13.7	26.6	61.0	75.0
Health & Nutrition Indicators					
Physicians (per 100,000 people)	2006	2.1	39.6	78.0	287.0
Nurses (per 100,000 people)	2006	25.9	120.4	98.0	782.0
Births attended by Trained Health Personnel (%)	2006	54.0	50.4	59.0	99.0
Access to Safe Water (% of Population)	2006	72.0	62.3	80.0	100.0
Access to Health Services (% of Population)*	2004	90.0	61.7	80.0	100.0
Access to Sanitation (% of Population)	2004	13.0	45.8	50.0	100.0
Percent. of Adults (aged 15-49) Living with HIV/AIDS	2005	2.0	4.7	1.3	0.3
Incidence of Tuberculosis (per 100,000)	2005	223.3	300.7	275.0	18.0
Child Immunization Against Tuberculosis (%)	2006	99.0	83.7	85.0	93.0
Child Immunization Against Measles (%)	2006	88.0	75.4	78.0	93.2
Underweight Children (% of children under 5 years)	2006	37.7	28.6	27.0	0.1
Daily Calorie Supply per Capita	2004	2 529	2 436	2 675	3 285
Public Expenditure on Health (as % of GDP)	2005	4.0	2.4	1.8	6.3
Education Indicators					
Gross Enrolment Ratio (%)					
Primary School - Total	2007	66.5	96.4	91.0	102.3
Primary School - Female	2007	61.2	92.1	105.0	102.0
Secondary School - Total	2007	17.7	44.5	88.0	99.5
Secondary School - Female	2007	14.6	41.8	45.8	100.8
Primary School Female Teaching Staff (% of Total)	2005	29.1	47.5	51.0	82.0
Adult Illiteracy Rate - Total (%)	2007	69.6	33.3	26.6	1.2
Adult Illiteracy Rate - Male (%)	2007	59.3	25.6	19.0	0.8
Adult Illiteracy Rate - Female (%)	2007	79.8	40.8	34.2	1.6
Percentage of GDP Spent on Education	2006	4.2	4.5	3.9	5.9
Environmental Indicators					
Land Use (Arable Land as % of Total Land Area)	2005-07	12.4	6.0	9.9	11.6
Annual Rate of Deforestation (%)	2000-07	0.2	0.7	0.4	-0.2
Annual Rate of Reforestation (%)	2000-07	8.0	10.9
Per Capita CO2 Emissions (metric tons)	2005-07	0.1	1.0	1.9	12.3



Sources : ADB Statistics Department Databases; World Bank: World Development Indicators;

last update : juillet 2008

UNAIDS; UNSD; WHO, UNICEF, WRI, UNDP; Country Reports

Note : n.a. : Not Applicable ; ... : Data Not Available.

Bank Portfolio in Burkina Faso

Project	Status	Source of Finance	Approval Date	Signature Date	Closure Date	Effectiveness Date	Last Disbursement Date	Net Loan/Grant Amount	Total Disbursed	% of Disbursement
Sector: Agriculture										
PICOFA Proj. (Community invest. Agri fertility)	OnGo	ADF loan	10/27/2004	3/23/2005	6/30/2012	2/24/2006	8/8/2008	6,400,000.00	1,888,946.38	29.51
PROJ. MANAGEMENT OF NATURAL RESOURCES	OnGo	ADF loan	5/21/2003	6/4/2003	12/31/2008	11/10/2004	6/30/2008	12,000,000.00	2,681,371.97	22.34
Small Dams Development Project	OnGo	ADF loan	12/12/2002	3/21/2003	12/31/2009	10/22/2003	8/13/2008	10,000,000.00	2,186,075.14	21.86
DEVELOPMENT OF COMOE, LERABA, KENEDOUGOU	OnGo	ADF loan	11/27/2002	3/21/2003	12/31/2009	10/22/2003	7/10/2008	15,000,000.00	5,828,470.12	38.86
LIVESTOCK DEVELOPMENT PROJECT SOUM II	OnGo	ADF loan	3/29/2000	8/28/2000	9/28/2008	4/27/2001	8/8/2007	9,990,000.00	7,377,189.04	73.85
EMERGENCY ASSISTANCE TO COMBAT AVIAN INFLUENZA	OnGo	Special Relief Funds	4/5/2006	8/18/2006	12/31/2007			314,700.94	0.00	0.00
RUR. DEV DECENTR. AND PARTI. PROVIN. BAZEGA-KADIOGO	OnGo	ADF loan	4/18/2001	5/30/2001	12/30/2008	3/27/2002	7/11/2008	15,000,000.00	11,131,670.15	74.21
BURKINA-FASO - CREATION OF TSETSE FREE AREAS	OnGo	ADF loan	12/8/2004	3/23/2005	12/31/2011	6/28/2006	3/12/2008	9,340,000.00	418,354.06	4.48
GNAGNA AND KOURITTENGA RURAL DEVELOPMENT SUPPORT	OnGo	ADF loan	7/21/2006	8/18/2006	12/31/2012	2/21/2007	10/29/2007	12,500,000.00	115,954.78	0.93
SUB-TOTAL: Agriculture								90,544,700.94	31,628,031.64	34.93 %
Sector: Transport										
SECOND ROAD PROGRAMME	OnGo	ADF loan	11/14/2001	12/7/2001	6/30/2008	10/16/2002	8/13/2008	22,000,000.00	12,162,475.71	55.28
RURAL ROAD PROJECT	OnGo	ADF loan	9/29/2004	10/21/2004	12/31/2009	7/7/2005	8/13/2008	15,710,000.00	8,011,844.97	51.00
SUB-TOTAL: Transport								37,710,000.00	20,174,320.68	53.50 %
Sector: Water supply/Sanit.										
DWSS Programme in Burkina	OnGo	ADF loan	9/11/2003	12/18/2003	12/31/2009	12/2/2004	7/15/2008	15,000,000.00	8,204,462.47	54.70
DWSS Programme in Burkina	OnGo	ADF Grant	9/11/2003	12/18/2003	12/31/2009	12/18/2003	8/13/2008	5,000,000.00	1,408,985.15	28.18
DWSS RURAL PROJECT IN 4 REGIONS	OnGo	ADF loan	7/24/2007	9/6/2007	12/31/2011	3/11/2008	6/27/2008	20,000,000.00	87,965.57	0.44
DWSS RURAL PROJECT IN 4 REGIONS	OnGo	ADF Grant	7/24/2007	9/6/2007	12/31/2011	3/11/2008		10,499,263.01	0.00	0.00
PREPARATION OF THE NATIONAL DWSS PROGRAMME	OnGo	ADF Grant	3/2/2005	3/23/2005	12/31/2007	3/23/2005	3/6/2008	1,485,000.00	1,363,392.98	91.81

Project	Status	Source of Finance	Approval Date	Signature Date	Closure Date	Effectiveness Date	Last Disbursement Date	Net Loan/Grant Amount	Total Disbursed	% of Disbursement
DRINKING WATER SUPPLY TO OUAGADOUGOU CITY	OnGo	ADF loan	12/15/1997	2/5/1998	5/31/2008	6/30/1998	5/29/2008	4,740,000.00	4,454,693.78	93.98
Capacity Building Decentralized IWRM	DD	Africa Water Facility	4/25/2008	5/14/2008	12/31/2010			425,186.14	0.00	0.00
OUAGADOUGOU DRAINAGE AND SOLID WASTE	DD	Africa Water Facility	4/29/2008					0.00	0.00	0.00
SUB-TOTAL: Water sup/Sanit.								57,149,449.15	15,519,499.95	27.16 %
Sector: Social										
EDUCATION PROJECT IV	OnGo	ADF loan	7/16/1997	9/5/1997	12/31/2007	9/5/1997	7/11/2008	16,500,000.00	16,211,686.35	98.25
EDUCATION PROJECT V	OnGo	ADF loan	7/16/2003	9/2/2003	12/31/2009	5/12/2005	2/21/2007	12,000,000.00	124,623.90	1.04
EDUCATION PROJECT V	OnGo	ADF Grant	7/16/2003	9/2/2003	12/31/2009	5/12/2005	5/7/2008	5,000,000.00	1,089,996.28	21.80
Support to Multi-sectoral HIV/AIDS plan	OnGo	ADF Grant	11/19/2003	12/18/2003	12/31/2008	12/2/2004	8/13/2008	5,000,000.00	4,307,119.12	86.14
SUPPORT FOR HEALTH DEV CEN -EAST AND NORTHERN REGION	OnGo	ADF loan	7/27/2005	8/31/2005	12/31/2011	4/13/2006	6/30/2008	25,000,000.00	1,420,690.33	5.68
POVERTY REDUCTION PROGRAMME	OnGo	ADF loan	12/10/1998	2/5/1999	3/31/2008	11/16/1999	12/13/2007	14,000,000.00	13,895,153.98	99.25
POVERTY REDUCTION PROGRAMME	OnGo	ADF Grant	12/10/1998	2/5/1999	6/30/2007	11/16/1999	2/8/2005	1,500,000.00	1,388,800.12	92.59
SUB-TOTAL: Social								79,000,000.00	38,438,070.08	48.66 %
Sector: Multi-Sector										
SUPPORT FOR GOOD GOVERNANCE & DECENTRALIZATION	OnGo	ADF Grant	2/6/2002	2/15/2002	3/30/2008	6/12/2002	7/16/2008	2,350,000.00	1,919,360.27	81.67
Study on Regional Planning and Development Plan	OnGo	ADF Grant	3/24/2004	4/22/2004	12/30/2009	4/22/2004	4/10/2008	2,000,000.00	749,045.35	37.45
POVERTY REDUCTION STRATEGY SUPPORT IV	OnGo	20.00	7/9/2008	7/17/2008	12/31/2010			20,000,000.00	0.00	0.00
POVERTY REDUCTION STRATEGY SUPPORT IV	OnGo	ADF Grant	7/9/2008	7/17/2008	12/31/2008	8/5/2008		25,000,000.00	0.00	0.00
PRSSP III	OnGo	20.00	12/14/2005	2/3/2006	12/31/2008	6/20/2006	9/24/2007	30,000,000.00	30,000,000.00	100.00
INSTITUTIONAL SUPPORT PROJECT	OnGo	ADF Grant	10/27/2006	11/16/2006	12/31/2011	8/15/2007	12/14/2007	2,460,000.00	194,165.05	7.89
SUB-TOTAL: Multi-Sector								81,810,000.00	32,862,570.67	40.17 %

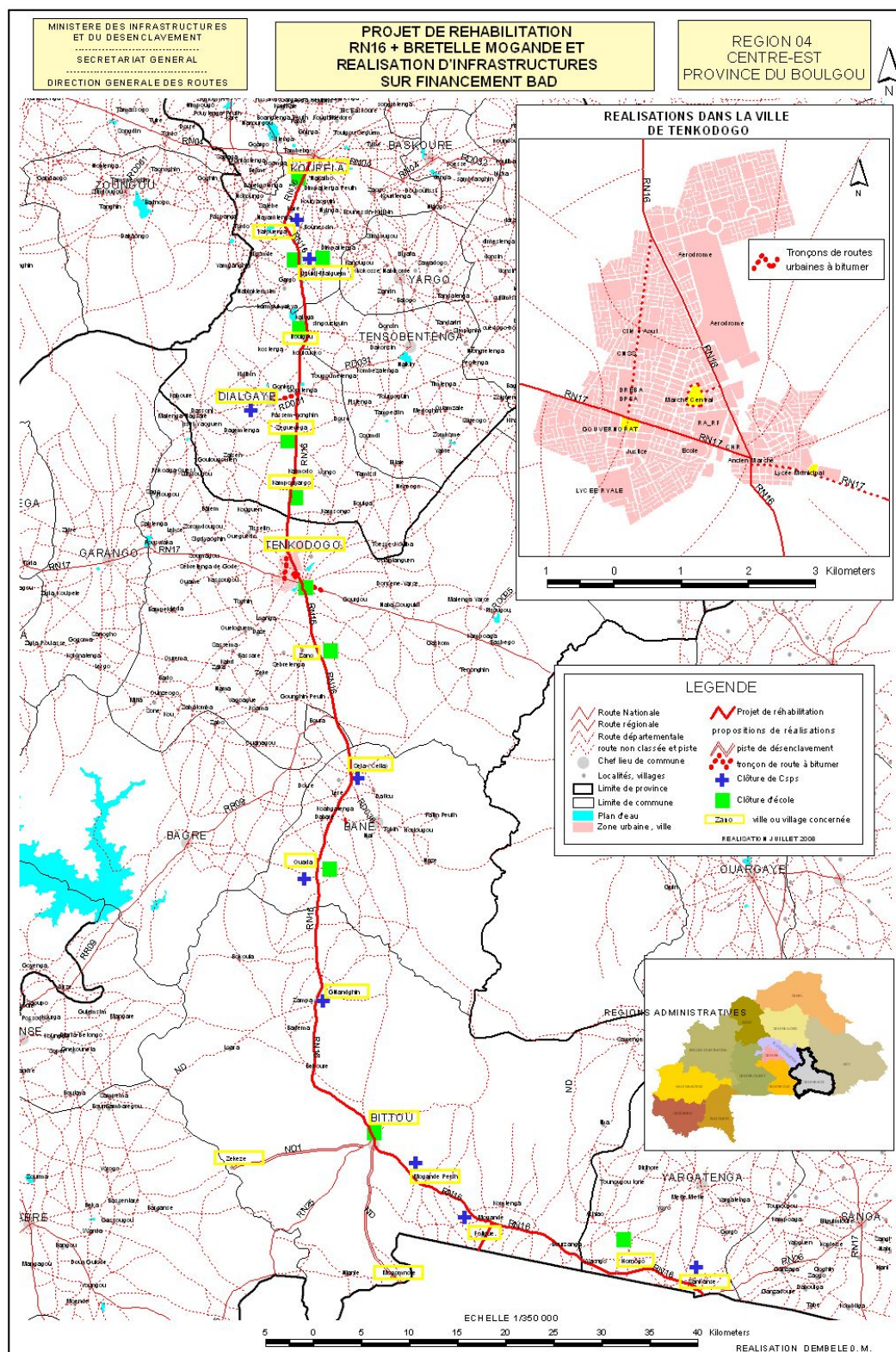
Table on transport projects financing by donor in 2007

COMPONENTS AND SUBCOMPONENTS	CIDA	Belgium	WAEMU	AFD	ADB	ABEDA	WADB	EDF	ERDF/ECOWAS	IDB
ROADS										
MAIN ROADS	1 340.00	59.00	275.80	-	89 392.89	32 388.25	35 520.00	139 143.78	6 100.00	37 684.94
Institutional component	-	-		-	400.00	-	-	2 603.00	-	-
Investment component	1 340.00	59.00	275.80	-	88 992.89	32 388.25	35 520.00	136 540.78	6 100.00	37 684.94
RURAL ROADS	-	-		-	12 137.43	-	-	-	-	6 942.00
Institutional component	-	-		-	-	-	-	-	-	-
Investment component	-	-		-	12 137.43	-	-	-	-	6 942.00
ROAD TRANSPORT	-	-		100.00	-	-	-	3 854.29	-	-
Institutional component	-	-		100.00	-	-	-	1 230.46	-	-
Investment component	-	-		-	-	-	-	2 623.83	-	-
RAIL TRANSPORT	-	19.00		110.00	930.00	-	-	-	-	-
Institutional component		19.00		-	-	-	-	-	-	-
Investment component	-	-		110.00	930.00	-	-	-	-	-
AIR TRANSPORT	-	-		-	-	-	400.00	-	-	270.00
Institutional component	-	-		-	-	-	-	-	-	-
Investment component	-	-		-	-	-	400.00	-	-	270.00
URBAN TRANSPORT	-	-		150.00	-	-	-	-	-	-
Institutional component	-	-		150.00	-	-	-	-	-	-
Investment component	-	-		-	-	-	-	-	-	-
ROAD SAFETY	-	-		-	-	-	-	2 269.94	-	-
Institutional component	-	-		-	-	-	-	203.67	-	-
Investment component	-	-		-	-	-	-	2 066.27	-	-
ADMINISTRATION	-	-		-	-	-	-	-	-	-
Institutional component	-	-		-	-	-	-	-	-	-
Investment component	-	-		-	-	-	-	-	-	-
OVERALL TOTAL	1 340	78		360	102 460	32 388	35 920	145 268	6 100	44 897

Contd.

COMPONENTS AND SUBCOMPONENTS	KFAED	JAPAN	SWISS Coop.	DANIDA	SFD	FAIR	IDA	KFW	OPEC	MCC	BURKINA
ROADS											
MAIN ROADS	40 027.50				16 160.00	717.00	87 125.02	13 877.42	15 267.00	60 810.00	107 166.96
Institutional component	-						1 845.36				71.00
Investment component	40 027.50				16 160.00	717.00	85 279.66	13 877.42	15 267.00	60 810.00	107 095.96
RURAL ROADS			2 100.00	2 500.00			6 781.39	3 927.04			6 942.00
Institutional component							1 398.03				
Investment component			2 100.00	2 500.00			5 383.36	3 927.04			6 942.00
ROAD TRANSPORT							1 156.77				50.00
Institutional component							1 156.77				50.00
Investment component											
RAIL TRANSPORT			11.82								
Institutional component			11.82								
Investment component											
AIR TRANSPORT		308.00					3 618.55				1 149.30
Institutional component							1 603.61				
Investment component		308.00					2 014.94				1 149.30
URBAN TRANSPORT		-									
Institutional component											
Investment component											
ROAD SAFETY		-					511.02				
Institutional component							511.02				
Investment component											
ADMINISTRATION		-					787.81				
Institutional component							787.81				
Investment component											
OVERALL TOTAL	40 028	308	2 112	2 500	16 160	717	99 981	17 804	15 267	60 810	115 308

Map of Project Area



Technical Annex 1

EXPENDITURE SCHEDULE BY PROJECT COMPONENT

COMPONENTS	Years				
	2009	2010	2011	2012	Total
A Major road works					61.98
- Trunk road section	11.71	17.57	17.57	11.71	58.57
- Environmental measures and sensitization	0.10	0.15	0.14	0.10	0.49
- Works control and supervision	0.59	0.88	0.88	0.59	2.93
B Related Improvements					2.49
- Road works (42 km)	0.31	0.46	0.46	0.31	1.54
- Social infrastructure rehabilitation (*)	0.10	0.15	0.15	0.10	0.49
- Support to women	0.11	0.19	0.08		0.38
- orks control and supervision	0.02	0.02	0.02	0.02	0.08
C Studies					1.38
- Study of the Orodara - Kpéré road (361 km)	0.33	0.33	0.33	0.33	1.32
- Road sector SME development study	0.01	0.01	0.01	0.01	0.06
C Programme Management and Monitoring					0.49
- Monitoring and Evaluation (to be awarded to INSD)	0.04		0.04	0.08	0.15
- Project coordination support	0.06	0.06	0.08	0.06	0.22
- Financial and accounts audit	0.03	0.03	0.03	0.03	0.12
Base Cost	13.41	19.86	19.81	13.32	66.33
Physical contingencies	1.34	1.99	1.98	1.33	6.63
Price escalation	1.09	1.61	1.61	1.08	5.38
TOTAL COST	15.83	23.45	23.39	15.74	78.34

Table: Summary of Components by Source of Finance

Components	ADF share (UA million)			KfW (UA million)			Government share (UA million)		
	FE	LC	Total	FE	LC	Total	FE	LC	Total
A Main project road works									
- Main Project Road Section	36.46	9.12	45.58	5.93		5.93	5.64	1.41	7.05
- Environmental measures and sensitization	0.31	0.13	0.44				0.03	0.02	0.05
- Works monitoring and supervision	1.85	0.79	2.64				0.20	0.09	0.29
B Related improvements									
- Road works (42 km)	0.97	0.42	1.39				0.11	0.05	0.15
- Rehabilitation of social infrastructures		0.49	0.49						
- Support to women		0.38	0.38						
- Works control and monitoring	0.05	0.02	0.07				0.01	0.00	0.01
C Studies									
- Study on the Orodara - Kpéré road (361 km)	0.95	0.24	1.19				0.11	0.02	0.13
- Study on road sector SME development	0.04	0.01	0.05				0.00	0.00	0.01
C Programme management and monitoring									
- Monitoring and evaluation	0.08	0.08	0.15						
- Project coordination support								0.22	0.22
- Financial and accounts audit	0.12		0.12						
Base Cost	40.83	11.67	52.50	5.93		5.93	6.09	1.81	7.91
Physical contingencies	4.08	1.17	5.25	0.59		0.59	0.61	0.18	0.79
Price escalation	3.31	0.95	4.26	0.48		0.48	0.49	0.15	0.64
TOTAL COST	48.22	13.78	62.00	7.00		7.00	7.20	2.14	9.34

OVERVIEW OF THE TRANSPORT SECTOR

1 THE TRANSPORT SYSTEM

1.1 General Conditions

1.1.1 Burkina Faso does not have a seaboard or navigable water courses. This therefore reduces its transport system to three principal modes: road, rail and air transport. The system is gradually becoming liberalized with donors' support for enhancing the performances of the companies in the sector and enabling them to participate more actively in improving the country's landlocked situation.

1.1.2 The institutional reforms implemented in the past years have led to some improvement in the sector's performance. The three modes of transport account for 8 % of GDP and employ over 15 % of the population working in the formal sector, i.e., at least 76,000 permanent or temporary jobs. Pursuing the reforms, especially through the second transport sector project being implemented with the support of donors including the Bank, should strengthen the role of the private sector and improve the service delivery for each of the three modes of transport. These reforms also focus on rural transport with the implementation of a programme to support and promote intermediate means of transport known as the Rural Transport Programme (PTMR) directed by the Ministry of Infrastructure, Transport and Housing in collaboration with the Ministries of Agriculture and Social Affairs.

Road Transport

1.1.3 The road is the principal mode of transport in Burkina Faso: it ensures almost all the domestic transport of passengers and goods and over 50 % of imports and exports. Road transport supply comprises a road network of 15 272 km including 1 993 km of paved roads, and a motor vehicle fleet estimated in 2002 at 100 000 cars and 110 000 motorcycles, i.e., a total 210 000 motor vehicles. The road plays a double role in the country as it ensures the carriage of passengers and goods within the country and serves as an essential support for routing imports and exports transiting through the ports of the neighbouring countries, namely, the ports of Abidjan, Lome, Accra and Cotonou. Following the socio-political crisis in Côte d'Ivoire since 2002, road transport between the two countries has been on the decline, to the benefit of the other neighbouring countries, especially for the transit of foreign trade.

Rail Transport

1.1.4 The national rail network comprises a domestic Ouagadougou-Kaya line of 98 km and a 517 km section of the Inter-State line, which is a total 1 260 km between Ouagadougou (Burkina Faso) and Abidjan (Côte d'Ivoire). In 1989 the common entity responsible for the operation of the Inter-State line, namely, the *Régie Abidjan-Niger (RAN)*, was dismantled due mainly to mismanagement. Following the dismantling, and for reasons of efficiency, two asset holding companies were set up, i.e., the Burkina Railway Company (SCFB) and the Ivorian Railway Company (SICF). Furthermore, by mutual agreement the two companies awarded, in the form of a concession, the operation of the two national sections to the International African Rail Transport Company (SITARAIL) in whose capital each of the two States holds 15 %, with the staff holding 3 % and the benchmark private operator, 67 %.

1.1.5 Since its transformation, goods traffic has been 570 000 tonnes a year despite the intensifying rail-road competition. As for passenger traffic, it has steadily declined, from 414 000 passengers in 1996 to 379 000 in 1997 and 269 000 before the Ivorian crisis. With the crisis, rail transport between the two countries was suspended for many months. Feasibility studies are underway for a US\$ 750 million project linking the Burkina Faso capital to the Ghanaian port, Tema. Burkina Faso is also one of the stakeholders in the Africarail project (with its neighbours, Benin, Niger and Togo), aimed at constructing 2 000 kilometres of new rail lines to interconnect their existing networks at an estimated cost of US\$ 2 billion.

Air Transport

1.1.6 The main function of air transport is to link the country to the rest of the world and contribute to the promotion of tourism which has begun playing a considerable role in the economy. Air transport activities are concentrated on the Ouagadougou and Bobo Dioulasso airports. Existing infrastructure and equipment respond to international standards and make it possible to ensure traffic management by day and by night. Passenger traffic is 279 000. The national airline, Air Burkina, boasts two Fokker 28, and contributes immensely to the overall traffic, i.e., about 45 % on average. It operates domestic routes and provides services to a few neighbouring countries: Benin, Côte d'Ivoire, Mali, Senegal, and Togo. The airline has just been privatized as a result of the management problems it has experienced over the past few years. The privatization is part of the institutional reforms implemented under the transport sector adjustment programme (PASECT) and has enabled the Company to strengthen its management and improve its financial performance.

1.2 Transport Policy, Planning and Coordination

1.2.1 The general orientations intended to serve as a basis for actions for the transport sector are set out in the "General Policy Declaration of the Transport Sector" adopted by the Government and updated under the PASECT. The latter is in keeping with the policy for national economic recovery and revival. In that perspective, priority is accorded to: (i) the maintenance of existing infrastructure with a view to preserving transport assets, (ii) external disenclavement, especially by extending the road links with the neighbouring countries, (iii) opening up the interior of the country through the rehabilitation of secondary and rural roads and (iv) improvement of the performance of the sector's institutions and enterprises.

1.2.2 The projects and other specific actions likely to contribute to the attainment of these objectives are set out in priority investment programmes (PIP). The new reference framework being implemented by the Government with donor support for the 2002-2008 period is the Second Transport Sector Programme (PST-2), and covers the entire transport sector: road, railway and air transport.

1.2.3 Implementation of the Government's policy in the sector is the responsibility of the Ministry of Infrastructure, Transport and Housing (MITH). The MITH is specifically responsible for defining sector policy on transport infrastructures and the programmes and actions arising therefrom, ensuring their implementation as well as the organization and regulation of the

transport industry. It has Directorates: the Directorate-General for Roads (DGR), the Directorate-General for Rural Roads (DGPR), the Department of Research and Planning (DEP), the Directorate-General for Land and Maritime Transport (DTTM) and the Directorate-General for Civil Aviation (DAC). It also controls many services, companies and bodies under its supervision.

2 THE ROAD SUB-SECTOR

2.1 The Road Network

2.1.1 The road network surveyed has a total length of 61,367 km, 15,272 km of which is classified. The un-classified network is made up of 46,095 km of rural roads (RR). 12.00 km of this network have been retained as priority and will be rehabilitated by the end of 2008. The classified network is made up of 2,007 km of asphalt roads, 517 km of roads being paved, 346 km of roads awaiting asphaltting and 12,402 km of earth roads. Network density is 1.1 km per 1,000 inhabitants and 4.5 km per 100 km². By comparison, these averages are respectively 2.4 km for 1,000 inhabitants and 4.7 km for 100 km² for the WAEMU zone and 4.2 km for 100 km² for Africa.

3.1.2 The primary network comprises the national roads or “main framework” which is made up of the major highways for the supply and evacuation of exports as well as other arteries countrywide. The secondary network comprises regional and Departmental roads. Lastly, the tertiary or local network comprises rural roads making it possible to reach the rural populations in their areas. 58 % of the paved national roads are in good condition, 40 % average and 2 % in poor condition. As for the national earth roads, 70 % of them are in good condition, 23 % average, and 7 % in poor condition. Over 80% of the rural roads are in poor condition.

2.2 Motor Vehicle Fleet and Traffic

2.2.1 The existing motor vehicle fleet estimated by the Department of Land and Maritime Transport solely on the basis of registrations, is 159,000 vehicles, and about 48 % of them are over 10 years old. To this number of cars is added some 286,000 motorcycles, making a total of 435,000 motor vehicles.

2.2.2 The volume of traffic on the road network mainly depends on the level of road service. Thus, throughout the national territory, the paved roads attract heavier traffic than the earth roads. Traffic distribution on paved roads is as follows: 20 % of the paved network attracts a maximum traffic of 200 vehicles/day, 50 % attract traffic of between 200 and 500 vehicles/day and 30 %, over 500 vehicles/day. On the other hand, and with a few exceptions, barely 10 % of the earth road network record traffic higher than 100 vehicles/day, since the volume of traffic on 90 % of the earth road network comprises between 30 and 100 vehicles/day. Disparities are also noted in traffic growth. The average annual growth rate is 8 % on the paved network, compared with 3.5 % on the earth network.

2.3 Road Transport Industry

2.3.1 The road transport industry is characterized by a few medium-sized modern companies (EZAF, SNTF, STGF, TRS, SOGEBAF) and a large number of extremely disorganized entrepreneurs and individuals.

2.3.2 Access to the profession of road haulier is free, and there is keen competition among the small operators. In that context, a minimum of training and organization is expected of the operators. It is this role that falls, among other things, to the Training and Retraining Centre (CFP) which benefited from IDA and ADF interventions. The Centre's operational capacity has significantly improved and its training and retraining activities are helping to gradually raising the level of road transport operators.

2.4 Administration of the Road Network and Staff Training

2.4.1 Road network administration falls within the purview of the Ministry of Infrastructure and Disenclavement. The Ministry is supported by the technical services of the Directorate-General for Roads (DGR) with regard to the classified road network, and the Directorate-General for Rural Roads (DGPR) for the tertiary network of rural roads.

2.4.2 Training and retraining of personnel in charge of road maintenance are carried out by the Training and Retraining Centre (CFP). This Centre proposes training modules to the SMEs which are the principal stakeholders of privatized road maintenance.

2.5 Road Maintenance

2.5.1 Routine maintenance work on the classified network and its control are fully entrusted to SMEs and consulting firms. Rehabilitation or periodic maintenance works are entrusted to major international companies, which have more material and financial resources.

2.5.2 Road maintenance resources come from annual budget allocations. These resources permit routine maintenance on 13 000 km of roads with a budget that increased from CFAF 7.8 billion in 2004 to almost CFAF 9 billion in 2008. Average costs per kilometre are about CFAF 460 000 for paved roads, and CFAF 670 000 for earth roads.

2.5.3 Privatization of road maintenance has been effective since 2000. Since the privatization, training and retraining activities have been initiated for the SME under PASECT and PST 2. According to the SME trade unions, the weakness of the companies is mainly attributed to delays in the settlement of accounts, which are over six months as at now.

2.6 Financing Investments and Road Maintenance

The financing of road investments comes mainly from external resources in the form of loans and grants, with Government participation which varies according to the donor. The principal donors operating in the sector are: the European Union, World Bank, ADF, Arab Funds, West African Development Bank, OPEC and Nordic Funds. Under PST 2, the investments should attain US\$ 500 million, including 330 million for the road component, with the Government contributing 12% to 15 %.

As regards the routine maintenance of the priority network, the current needs are estimated at about CFAF 15 (fifteen) billion. The Road Maintenance Fund (FER-B) was set up at the end of June 2007 and established in January 2008. The Fund will be financed with part of the levies on petroleum products and from road tolls. The 2008 budget of CFAF 9.3 billion was adopted on 31 January 2008 and the Fund was authorized by the Ministry of Finance and Economic Planning (MEF) to open an autonomous account. These funds include CFAF 5 billion which the Government transferred to FER-B in July 2007. Members of the Board of Directors have been appointed, and the Director of the Fund, the Technical and Financial Management Director and the Financial Manager, as well as the other Specialists, have been recruited.

2.7 Road Construction Industry

2.7.1 The road construction industry is characterized by a competitive market open to all qualified firms. Since the privatization of road maintenance, this market has been dominated by private companies and consulting firms. In addition to the foreign and regional private companies that bid for major construction and/or rehabilitation works, local SMEs participate in increasing numbers in the bidding for road maintenance works. The National Buildings and Public Works Laboratory (LNBTP) dominates the laboratory testing market. The para-statal company carries out, on behalf of the State or third parties, studies, control or research in the area of civil engineering construction materials. It has the necessary skills and equipment for that activity. A few small private laboratories or big companies' laboratories are also operating in the sector. Private consulting firms operate alongside foreign or regional consulting firms in the sector, resulting in healthy competition for services concerning studies, and works supervision and control.

2.7.2 The major problems often affecting the performance of local SMEs are linked to difficulties in obtaining heavy-duty public works equipment and accessing the bank credit system. Similarly, most of the SMEs encounter some difficulties in ensuring the sound management of their activities. As regards capacity development, the Training and Retraining Centre (CFP) offers SMEs training modules in management (financial and contracts) as well as works execution.

SENSITIZATION OF BENEFICIARY POPULATIONS

The sensitization sub-component will focus on a series of themes retained in relation to the priorities of the population and social groups contacted and the realities of the PA. In many road projects, the issue of HIV/AIDS, Malaria and other STE constitutes an important aspect of the sensitization campaign. Under the project, sensitization on these topics will be ensured in coordination with the Centre East and Northern Regional Health Development Support Project (PADS/CEN) financed by the Bank in the same region. The themes to be covered under the project will therefore focus on: child trafficking, road safety, the environment (waste and plastics management), gender and the role of Women (genital mutilations/excision, reproductive health, women's rights, translation of the Family Code into local languages), the specific themes for Women's groups (associative life, financial management and marketing for women traders, functional literacy, micro-project formulation) and emerging themes for secondary school teachers (meningitis, etc.)

DETAILED PROJECT IMPLEMENTATION SCHEDULE

No.	Stages and Activities	No. of days	Beginning	End
A.	GENERAL ACTIVITIES			
1.	Project Approval	1	12/17/2008	12/17/2008
2.	Signature	132	12/18/2008	6/19/2009
3.	Effectiveness	264	6/22/2009	6/24/2010
4.	Publication of the Project General Procurement Notice	2	7/16/2008	10/31/2008
B.	WORKS (APA process)	826	2/3/2010	4/3/2013
5.	BDs prepared by the Administration/Consultant	44	2/3/2010	4/5/2010
6.	Transmission of BDs to DGCOOP	5	4/6/2010	4/12/2010
7.	Transmission of BDs and TD and Invitations to Bid	10	4/13/2010	4/26/2010
8.	Bank's opinion on BDs	10	4/27/2010	5/10/2010
9.	Publication in UNDB and issue of invitations to bid	22	5/11/2010	6/9/2010
10.	Bid preparation/submission	40	6/10/2010	8/4/2010
11.	Bid analysis and evaluation by the Administration	15	8/5/2010	8/25/2010
12.	Transmission of the bid evaluation report to DGCOOP	5	8/26/2010	9/1/2010
13.	Submission of bid evaluation report to BFFO	5	9/2/2010	9/8/2010
14.	Preliminary BFFO analysis	10	9/9/2010	9/22/2010
15.	Submission of bid evaluation report to Headquarters (TRA)	5	9/23/2010	9/29/2010
16.	Review of the bid evaluation report at Headquarters OINF and NOO	10	9/30/2010	10/13/2010
17.	Preparation and transmission of the Award Report to the Council of Ministers	3	10/14/2010	10/18/2010
18.	Approval of the contract award by the Council of Ministers	15	10/19/2010	11/8/2010
19.	Notification of the contract by the Administration	5	11/9/2010	11/15/2010
20.	Negotiation of the contract with the successful bidder	3	11/16/2010	11/18/2010
21.	Transmission of the negotiation minutes and draft contract to the DGCOOP	5	11/19/2010	11/25/2010
22.	Transmission to the Bank of the negotiation minutes and draft contract	10	11/26/2010	12/9/2010
23.	ADB's opinion on the negotiation minutes and the draft contract	5	12/10/2010	12/16/2010
24.	Contract signatures by the Administration and successful bidder	44	12/17/2010	2/16/2011
25.	Contract notification	5	2/17/2011	2/23/2011
26.	Mobilization of the successful bidder	22	2/24/2011	3/25/2011
27.	Contract execution	528	3/28/2011	4/3/2013
28.	End of works/Provisional acceptance	0	4/3/2013	4/3/2013
C.	MONITORING AND SUPERVISION/Monitoring-Evaluation/Sensitization	1254	7/15/2008	5/3/2013
29.	Bank's NOO on the APA process	5	7/15/2008	7/21/2008
30.	Preparation of the RFP/SL by the administration	15	7/22/2008	8/11/2008
31.	Transmission of the RFP/SL to DGCOOP	5	8/12/2008	8/18/2008
32.	Transmission of the RFP and SL to the Bank	15	8/19/2008	9/8/2008
33.	Bank's opinion on the RFP/SL	10	9/9/2008	9/22/2008
34.	Publication in UNDB and issue of invitations to submit proposals	22	9/23/2008	10/22/2008
35.	Preparation/ presentation of proposals	30	10/23/2008	12/3/2008
36.	Opening and analysis of proposals by the Administration	22	12/4/2008	1/2/2009
37.	Transmission of the analysis report to DGCOOP	5	1/5/2009	1/9/2009
38.	Transmission to BFFO	5	1/12/2009	1/16/2009
39.	Preliminary analysis at BFFO	5	1/19/2009	1/23/2009
40.	Transmission of the report to ADB by BFFO	5	1/26/2009	1/30/2009
41.	Bank's opinion on the evaluation of proposals report	10	2/2/2009	2/13/2009

No.	Stages and Activities	No. of days	Beginning	End
42.	Preparation and transmission of the Award Report to the Council of Ministers	5	2/16/2009	2/20/2009
43.	Council of Ministers approval of the contract award	15	2/23/2009	3/13/2009
44.	Notification of the evaluation	2	3/16/2009	3/17/2009
45.	Negotiation of the contract with the successful bidder	5	3/18/2009	3/24/2009
46.	Finalization of the negotiation minutes and draft contract	5	3/25/2009	3/31/2009
47.	Transmission of the minutes and draft contract to the DGCOOP	5	4/1/2009	4/7/2009
48.	Transmission of the negotiation minutes and draft contract to ADB	5	4/8/2009	4/14/2009
49.	Bank's opinion on the minutes and draft contract	5	4/15/2009	4/21/2009
50.	Contract signature by successful bidder	5	4/22/2009	4/28/2009
51.	Contract signature by the Administration	44	4/29/2009	6/29/2009
52.	Contract notification	5	6/30/2009	7/6/2009
53.	Mobilization/Commencement of services	22	9/2/2009	10/1/2009
54.	Conduct of the bridge study	66	10/2/2009	1/1/2010
55.	BD for the works	22	1/4/2010	2/2/2010
56.	Works control and supervision	550	3/28/2011	5/3/2013
57.	Start of support to the ME Unit of the DGR and baseline situation	44	9/28/2009	11/26/2009
58.	Conduct of impact assessment	44	5/7/2012	7/5/2012
59.	Sensitization campaigns (Road safety, environment, etc.)	528	9/14/2009	9/21/2011
60.	End of services	0	2/5/2013	2/5/2013
C	ROAD STUDY	707	7/15/2008	3/30/2011
61.	Bank's NOO on the APA process	5	7/11/2008	7/17/2008
62.	Preparation of RFP/SL by the Administrations	15	9/1/2008	9/19/2008
63.	Transmission of RFP/SL to DGCOOP	5	9/22/2008	9/26/2008
64.	Transmission of RFP/SL to the Bank	15	9/29/2008	10/17/2008
65.	Bank's opinion on RFP/SL	10	10/20/2008	10/31/2008
66.	Preparation/Issue of invitations to submit proposals	30	11/3/2008	12/12/2008
67.	Opening and analysis of proposals by the Administration	22	12/15/2008	1/13/2009
68.	Transmission of analysis reports to DGCOOP	5	1/14/2009	1/20/2009
69.	Transmission to the BFFO	5	1/21/2009	1/27/2009
70.	Preliminary analysis by BFFO	10	1/28/2009	2/10/2009
71.	Transmission of the report to ADB by BFFO	5	2/11/2009	2/17/2009
72.	Bank's opinion on the evaluation of proposals report	22	2/18/2009	3/19/2009
73.	Preparation and transmission of the award report to the Council of Ministers	5	3/20/2009	3/26/2009
74.	Council of Ministers' approval of the contract award	15	3/27/2009	4/16/2009
75.	Evaluation notification	3	4/17/2009	4/21/2009
76.	Negotiation of contracts with the successful bidders	10	4/22/2009	5/5/2009
77.	Finalization of the negotiation minutes and draft contracts	10	5/6/2009	5/19/2009
78.	Transmission of the minutes and draft contract to DGCOOP	5	5/20/2009	5/26/2009
79.	Transmission of the negotiation minutes and draft contract to ADB	5	5/27/2009	6/2/2009
80.	Bank's opinion on the minutes and draft contract	10	6/3/2009	6/16/2009
81.	Signature of contracts by the successful bidders	5	6/17/2009	6/23/2009
82.	Signature of contracts by the Administration	44	6/24/2009	8/24/2009
83.	Contract notification	5	8/25/2009	8/31/2009
84.	Mobilization/Commencement of services	22	9/1/2009	9/30/2009
85.	Conduct of road study	396	10/1/2009	4/7/2011
86.	End of road study	0	3/30/2011	3/30/2011

No.	Stages and Activities	No. of days	Beginning	End
D	SME STUDY	425	7/15/2008	3/1/2010
87.	Bank's NOO on the APA process	5	7/11/2008	7/17/2008
88.	Preparation of RFP/SL by the Administration	15	9/1/2008	9/19/2008
89.	Transmission of RFP/SL to DGCOOP	5	9/22/2008	9/26/2008
90.	Transmission of RFP/SL to the Bank	15	9/29/2008	10/17/2008
91.	Bank's opinion on the RFP/SL	10	10/20/2008	10/31/2008
92.	Preparation/presentation of proposals	30	12/1/2008	1/9/2009
93.	Opening and analysis of proposals by the Administration	22	1/12/2009	2/10/2009
94.	Transmission of analysis reports to DGCOOP	5	2/11/2009	2/17/2009
95.	Transmission to BFFO	5	2/18/2009	2/24/2009
96.	Preliminary analysis by BFFO	10	2/25/2009	3/10/2009
97.	Transmission of report to ADB by BFFO	5	3/11/2009	3/17/2009
98.	Bank's opinion on the proposals evaluation report	22	3/18/2009	4/16/2009
99.	Preparation and transmission of the award report to the Council of Ministers	5	4/17/2009	4/23/2009
100.	Approval of the contract award by the Council of Ministers	15	4/24/2009	5/14/2009
101.	Evaluation notification	3	5/15/2009	5/19/2009
102.	Negotiation of contracts with successful bidders	10	5/20/2009	6/2/2009
103.	Finalization of negotiation minutes and draft contracts	10	6/3/2009	6/16/2009
104.	Transmission of minutes and draft contract to DGCOOP	5	6/17/2009	6/23/2009
105.	Transmission of negotiation minutes and draft contract to ADB	5	6/24/2009	6/30/2009
106.	Bank's opinion on the minutes and draft contract	10	7/1/2009	7/14/2009
107.	Signature of contracts by successful bidders	5	7/15/2009	7/21/2009
108.	Signature of contracts by the Administration	44	7/22/2009	9/21/2009
109.	Contract notification	5	9/22/2009	9/28/2009
110.	Mobilization /Commencement of services	22	9/29/2009	10/28/2009
111.	Conduct of SME study	88	10/29/2009	3/1/2010
	End of SME study	0	3/1/2010	3/1/2010
E	AUDIT	1223	7/15/2008	3/21/2013
112.	Bank's NOO on the APA process	5	7/11/2008	7/17/2008
113.	Preparation of the RFP/SL by the Administration	10	1/1/2009	1/14/2009
114.	Transmission of the RFP/SL to the DGCOOP	5	1/15/2009	1/21/2009
115.	Transmission of the RFP/SL to the Bank	15	1/22/2009	2/11/2009
116.	Bank's opinion on the RFP/SL	10	2/12/2009	2/25/2009
117.	Issue of invitations to submit proposals	5	2/26/2009	3/4/2009
118.	Preparation/presentation of proposals	30	3/5/2009	4/15/2009
119.	Opening and analysis of proposals by the Administration	22	4/16/2009	5/15/2009
120.	Transmission of the analysis report to DGCOOP	5	5/18/2009	5/22/2009
121.	Transmission to BFFO	5	5/25/2009	5/29/2009
122.	Preliminary analysis by BFFO	10	6/1/2009	6/12/2009
123.	Deadline for delivery of report to ADB by BFFO	5	6/15/2009	6/19/2009
124.	Bank's opinion on the proposals evaluation report	10	6/22/2009	7/3/2009
125.	Preparation and transmission of the award report to Council of Ministers	5	7/6/2009	7/10/2009
126.	Approval of Council of Ministers of the contract award	15	7/13/2009	7/31/2009
127.	Notification of the evaluation	3	8/3/2009	8/5/2009
128.	Negotiation of the contract with the successful bidder	10	8/6/2009	8/19/2009
129.	Finalization of the negotiation minutes and draft contract	5	8/20/2009	8/26/2009

No.	Stages and Activities	No. of days	Beginning	End
130.	Transmission of the minutes and draft contract to the DGCOOP	5	8/27/2009	9/2/2009
131.	Transmission of the negotiation minutes and draft contract to ADB	7	9/3/2009	9/11/2009
132.	Bank's opinion on the minutes and draft contract	10	9/14/2009	9/25/2009
133.	Signature of the contract by the successful bidder	10	9/28/2009	10/9/2009
134.	Signature of the contract by the Administration	44	10/12/2009	12/10/2009
135.	Contract notification	5	12/11/2009	12/17/2009
136.	Mobilization of the Audit team	22	12/18/2009	1/18/2010
137.	Conduct of the 2009 audits	22	1/22/2010	2/22/2010
138.	Conduct of the 2010 audits	22	1/21/2011	2/21/2011
139.	Conduct of the 2011 audits	22	1/20/2012	2/20/2012
140.	Conduct of the 2012 audit	22	2/22/2013	3/25/2013
	Conduct of the 2013 audit	22	1/31/2014	3/3/2014
F	End of services	0	1/31/2014	1/31/2014
141.	GOODS (IMT for Women; Equipment for two Women's Homes)	408	7/15/2008	2/4/2010
142.	Bank's NOO on the APA process	5	7/15/2008	7/21/2008
143.	Preparation of the RFP from suppliers/SL by administration/Consultant	10	1/1/2009	1/14/2009
144.	Transmission of the RFP/SL to the DGCOOP	5	1/15/2009	1/21/2009
145.	Transmission of the RFP and SL to the Bank by DGCOOP	15	1/22/2009	2/11/2009
146.	Bank's opinion on the RFP/SL	10	2/12/2009	2/25/2009
147.	Issue of invitations to submit proposals	5	2/26/2009	3/4/2009
148.	Preparation/presentation of proposals	30	3/5/2009	4/15/2009
149.	Opening and analysis of proposals by the Administration	22	4/16/2009	5/15/2009
150.	Transmission of the analysis report to DGCOOP	5	5/18/2009	5/22/2009
151.	Transmission to BFFO	5	5/25/2009	5/29/2009
152.	Preliminary analysis by BFFO	10	6/1/2009	6/12/2009
153.	Transmission of the report to ADB by BFFO	5	6/15/2009	6/19/2009
154.	Bank's opinion on the proposals evaluation report	10	6/22/2009	7/3/2009
155.	Preparation and transmission of the award report to the Cabinet Meetings	5	7/6/2009	7/10/2009
156.	Approval of the contract award by the Cabinet Meeting	15	7/13/2009	7/31/2009
157.	Evaluation notification	5	8/3/2009	8/7/2009
158.	Negotiation of the contract with the successful bidder	10	8/10/2009	8/21/2009
159.	Finalization of the negotiation minutes and draft contract	5	8/24/2009	8/28/2009
160.	Transmission of the minutes and draft contract to DGCOOP	5	8/31/2009	9/4/2009
161.	Transmission of the negotiation minutes and draft contract to ADB	5	9/7/2009	9/11/2009
162.	Bank's opinion on the minutes and draft contract	10	9/14/2009	9/25/2009
163.	Signature of the contract by the successful bidder	10	9/28/2009	10/9/2009
164.	Signature of the contract by the Administration	44	10/12/2009	12/10/2009
165.	Contract notification	5	12/11/2009	12/17/2009
167	Contract execution	88	12/18/2009	4/20/2010
	End of services	0	4/20/2010	4/20/2010
	Project duration, from approval up till project end	1121	12/17/2008	4/3/2013
	Project duration until the end of monitoring mission	1162	12/17/2008	5/30/2013

PROCUREMENT ARRANGEMENTS

Procurement

1. Advanced Procurement Action (APA) was accepted for this project. The co-financier (KfW) agreed to follow the Bank's procurement procedure by requesting: (i) the publication, at its expense, of invitations to bid in the NFA in Germany; and (ii) insertion of a standard Declaration of Commitment and a standard KfW advance-payment guarantee in the works BDs. Thus, all procurement of goods, works and services under the project will be carried out in keeping with the Bank's rules of procedure for the use of consultants, by using the Bank's appropriate standard bidding documents of the Bank. Procurement for miscellaneous items will be made in accordance with national procedures.

Works

2. Procurement of road works, allied developments and social infrastructures rehabilitation (UA 72.14 million) will be made in one batch through an international tender procedure.

Consultancy services

3. Consultancy services for works monitoring and supervision, sensitization (UA 3.54 million), conduct of road studies (UA 1.63 million) and audit (UA 0.14 million) will be procured through consultation on the basis of a shortlist. Monitoring-evaluation of project impacts (UA 0.17 million) will be entrusted to INSD/CAPEs, through a single tendering procedure.

Goods

4. Intermediate means of transport (UA 0.45 million) will be procured through the supplier consultation method at national level, considering the existence of a sufficient number of qualified suppliers at national level to safeguard competition.

Miscellaneous

5. Procurements envisaged here (UA 0.26 million), in the framework of support for the coordination of the project implementation Unit as well as the Steering Committee whose detailed costs are set out in Annex, will be carried out in keeping with the national procedures in force. The procurements will be funded with the national counterpart resources.

Review procedures

6. The following documents will be transmitted to the Bank for consideration and approval by the Bank and KfW, prior to publication: (i) specific procurement notice; (ii) bidding documents or requests for proposals; (iii) evaluation reports on bids for works and consultants proposals including recommendations on contract awards; and (iv) draft contracts.

Disbursement Arrangements

7. The direct payment method will be adopted for the works and consultancy services and goods provided by both ADF and KfW. Each detailed account will be honoured by the ADF, KfW and the Government in keeping with the project financing plan. Settlement of the accounts by the Bank and KfW will be subject to the prior provision of the Government of the payment of its counterpart.

Koupela – Bittou – Cinkanse – Togo Border Road Rehabilitation Project PROCUREMENT PLAN

<u>Category</u>	Estimated Cost (UA million)	Source of Finance	Procurement Method	Pre- qualification Yes /No	Estimated / Actual Date	BD/RFP Preparation	BD/RFP Non- objection	BD/RFP launch	Transmission of Bid Analysis	No-Objection Award Proposal	Contract Signature	Commencement of Services	End of Services
<u>Works</u>													
Main Project Road	69.16	ADF/KfW/Gvt	ICB	NO	Estimated	04 April 10	10 May 10	11 May 10	29 Sept. 10	13 Oct. 10	16 Feb. 11	28 March 11	April 2013
					Achieved								
Earth Roads (42 Km)	1.82	ADF/Gvt	ICB	NO	Estimated	04 April 10	10 May 10	11 May 10	29 Sept. 10	13 Oct. 10	16 Feb. 11	28 March 11	April 2013
					Achieved								
Social Infrastructure	0.57	ADF	ICB	NO	Estimated	04 April 10	10 May 10	11 May 10	29 Sept. 10	13 Oct. 10	16 Feb. 11	28 March 11	April 2013
					Achieved								
<u>Services</u>													
Control and Supervision	3.46	ADF/Gvt	LB	NO	Estimated	11 Aug. 08	22 Sept. 08	22 Oct. 08	30 Jan. 09	13 Feb. 09	29 June 09	28 March 11	May. 2013
					Achieved								
Sensitization	0.57	ADF/Gvt	LB	NO	Estimated	11 Aug. 08	22 Sept. 08	22 Oct. 08	30 Jan. 09	13 Feb. 09	29 June 09	14 Sept 09	Sept. 2011
					Achieved								
Study RN 11 (365 Km)	1.56	ADF/Gvt	LB	NO	Estimated	11Sept 08	31 Oct. 08	05 Nov. 08	17 Feb. 09	16 June 09	24 Aug. 09	01 Jan. 10	April 2011
					Achieved								
SME study	0.07	ADF/Gvt	LB	NO	Estimated	19 Sept 08	31 Oct. 08	09 Jan. 09	17 March 09	16 April 09	24 Sept. 09	29 Oct. 09	March 10
					Achieved								
Impact Monitoring	0.17	ADF	Private agreement	NO	Estimated	11 Aug. 08	22 Sep. 08	22 Oct. 08	30 Jan. 09	13 Feb. 09	29 June 09	02 Oct. 09	Nov. 09 Ref. situation
					Achieved								
Accounts Audit	0.14	ADF	LB	NO	Estimated	14 Jan. 09	25 Feb. 09	26 Feb. 09	16 June 09	03 July 09	10 Dec. 09	21 March 10	June 10 (audit 09)
					Achieved								
<u>Goods</u>													
IMT women	0.45	ADF	CF	NO	Estimated	1 May 09	25 Feb. 09	04 March 09	19 June 09	03 July 09	10 Dec. 09	18 Dec. 09	April 10
					Achieved								
<u>Miscellaneous</u>													
Operation Executing Agency	<u>0.26</u>	<u>GVT</u>	<u>NA</u>	<u>NO</u>	Estimated								
					Achieved								

MAIN TYPES OF REHABILITATION

The different layers of the roadway will be executed on the basis of the CPC specifications, especially recommendations 25, 26 and 27.

The structure of the road foundation is different depending on whether it is a strengthening or construction type of rehabilitation.

The following tables specify the length of each type of rehabilitation for the entire route:

SOLUTION N° 1 (recommended):

Crushed stone aggregate plus bituminous concrete surfacing

Route\Type		R2 3 BC + 5BC	R3 7CS+ 5BC	R4 10CS+ 5BC	C1 BC+12 +(25)	C2 BC+12 +15+(25)
beginning	end					
0.000	9.000			9.000		
9.000	12.300		3.300			
12.300	13.300	1.000				
13.300	14.200			0.900		
14.200	15.500	1.300				
15.500	19.200			3.700		
19.200	24.100		4.900			
24.100	29.500	5.400				
29.500	36.000			6.500		
36.000	40.000	4000				
40.000	44.400			4.400		
44.400	49.000			4.600		
49.000	54.800			5.800		
54.800	58.000			3.200		
58.000	70.000			12.000		
70.000	73.500			3.500		
73.500	76.400	2.300				
76.400	99.000				22.600	
99.000	109.000					10.000
109.000	117.000				8.000	
117.000	129.000					12000
129.000	149.327				20.327	
		14.600	8.200	53.600	50.927	22.000

In the above table, the three strengthening solutions are referred to as R2, R3 and R4 to facilitate comparisons with the four solutions R1, R2, R3 and R4 proposed in the table below for reinforcements constituted of crushed stone aggregate and bituminous concrete.

Strengthening R2 (10 cm on the existing roadway)
BC = 3 + 5 cm bituminous concrete

Strengthening R3 (12 cm on the existing roadway)
BC = 5 cm of bituminous concrete
CS = 7 cm of crushed aggregate

Strengthening R4 (15 cm on the existing roadway)
BC = Bituminous concrete 5 cm
CS = Crushed stone aggregate 10 cm

In the type of reinforcement, a 20 cm thick laterite aggregate base layer will be applied to the shoulders.

Construction C1 (45cm) with recycling of existing roadway
BC= 8cm Bituminous Concrete
CS = 12 cm Crushed Stone Aggregate
LCa = 25cm Laterite Cement aggregate (recycling of existing roadway)

Construction C2 (60cm) with recycling of existing roadway
BC = 8cm Bituminous Concrete
CS = 12 cm Crushed Stone Aggregate
LCa = 15cm Laterite Cement aggregate
LCa = 25cm Laterite Cement aggregate (recycling of existing roadway)

PATCHING on the first 76.4 kilometres. We were led by the surface condition of the roadway and level of reflection to propose reinforcements to applied directly to the previous coating. However, there were zones (a few % of the surface) where it became necessary to make repairs beforehand.

Generally these zones are easily identifiable since they have already undergone more or less considerable repairs. There are two cases:

1st case : the repairs in question successfully dealt with the degradations concerned, and did not create any considerable difference in level. In this case, there are no new repairs to envisage, and these zones will directly be reinforced

2nd case : The repairs did not correctly treat the degradations. These are where cracks reappear, deformation and subsidence. We regroup with the previous case the repairs that created serious differences in level.

In these zones, auger drilling should be carried out to identify and locate the origin of the poor comportment, before defining the depth to be patched.

After a rectilinear cutting and disposal of unsuitable materials, the excavation will be filled with crushed aggregate, which will be carefully compacted and impregnated with cut-back bitumen and double surface dressing.

Demarcation of areas to be patched will be made mutually between the contractor and the control mission.

SOLUTION No. 2: (structurally equivalent to solution No. 1):

Crushed stone aggregate base layer and asphalt concrete wearing course. The depth of the patches will depend on the observations made.

Route\beginning	Type end	R1 8 CS	R2 6AC+15 LCa	R3 6BC+20 LCa	R4 6BC+25 LCa	C1 BC+12 +(25)	C2 BC+12 +15+(25)
0.000	9.000				9.000		
9.000	12.300			3.300			
12.300	13.300		1.000				
13.300	14.200				0.900		
14.200	15.500	1.300					
15.500	19.200				3.700		
19.200	24.100			4.900			
24.100	29.500		5.400				
29.500	36.000				6.500		
36.000	40.000	4.000					
40.000	44.400				4.400		
44.400	49.000				4.600		
49.000	54.800				5.800		
54.800	58.000				3.200		
58.000	70.000				12.000		
70.000	73.500				3.500		
73.500	76.400	2.900					
76.400	99.000					22.600	
99.000	109.000						10.000
109.000	117.000					8.000	
117.000	129.000						12000
129.000	149.200					20.200	
		8.200	6.400	8.200	53.600	50.800	22.000

Strengthening R1 (8 cm on the existing roadway) BC = 8cm Bituminous concrete
Strengthening R2 (21cm on the existing roadway) BC = 6cm Bituminous concrete
CA = 15cm Crushed Stone Aggregate
Strengthening R3 (26 cm on the existing roadway)
BC = 6 cm Bituminous concrete CS = Crushed Stone Aggregate 20cm

In the type of reinforcement, a 20 cm thick laterite aggregate as a foundation layer will be applied to the shoulders.

Construction C1 (45cm) with recycling on the existing roadway
BC = Bituminous concrete 8cm, CS = Crushed Stone Aggregate 12 cm
LCa =Laterite Cement Aggregate 25cm (recycling on the existing roadway)

Construction C2 (60cm) with recycling on the existing roadway
BC = 8cm Bituminous concrete

Summary of the Environmental and Social Management Plan (ESMP)

1. Brief description of the project and the main environmental and social components

1.1 The project in question is one for the rehabilitation of national road 16 (Koupela Tenkodogo Bittou- Togo border) and the Mogande access road connecting the main road to the Ghana border, only 3.5 Km away. Besides the rehabilitation of the 150 Km principal highway, the construction of 3 Km of access road to open up the Centre-East region, the improvement of 42 related earth roads, rehabilitation of social infrastructure, support to women, road study, and project management.

1.2 The project sector is to contribute to improving the efficiency of the transport sector and growth of national trade and opening up of Burkina. The specific objective of the project is to improve the efficiency of the transport supply chain, the living conditions of people in the vicinity of the road and opening up of the Centre East region of Burkina

1.2 At the environmental and social levels, the principal activities will focus on: (i) monitoring the implementation of environmental measures, (ii) monitoring implementation of the environmental and social management plan, (iii) implementation of related works, and (iv) conduct of sensitization campaigns especially on: child trafficking, HIV/AIDS, Malaria and STD, road safety, the environment, waste management (plastics), gender and women's status (genital mutilations/excision, reproductive health, women's rights, translation of the Family Code into local languages), specific themes for women's groups (non-profit organizations, financial management and marketing for traders/sellers, functional literacy, and structuring of micro-projects) and emerging themes for secondary school teachers.

1.4 Considering its location in an area which is not very environmentally sensitive and the environmental impacts that are easily controllable through the implementation of the appropriate measures, the project is classified as category 2. The assessment of the environmental and social conditions conducted during field visits and a review of the report on environmental study indicate that there will be minimal environmental impacts. Nevertheless, the socio-economic impacts will be extremely beneficial. The measures recommended in the Environmental and Social Management Plan (PGES) will help mitigate all the negative impacts while increasing the positive ones.

1.5 The project intervention zone, the administrative region of the Centre East, is characterized from the socioeconomic and ecological standpoints by:

- physical and natural constraints: the Centre-East, which occupies a total area of 14 852 km², has a mere 32.2 % arable land;

- Strong human pressure exerted on the natural and forestry resources: agricultural activities are still carried out traditionally. Slash and burn shifting cultivation exposes soils to erosion. Livestock breeding is still extensive and transhumant;
- Economic and financial constraints: there are more poor people than the national average: 51.4 % against 44.5 %. The cost of poverty eradication at regional level is CFAF 6 150 per head whilst it is CFAF 753 at national level;
- Constraints at the level of basic social needs: primary health care. The HIV prevalence rate is 1.3 % in the region, with women accounting for 1.6 % and men 0.9 %.

1.6 The state of intra-regional isolation is quite worrying. Indeed, in relation to the rest of the country, many Departments are difficult to access especially in the rainy season.

1.7 The main impediments to the development of the Centre-East, in a nutshell, are inadequacy of health and educational facilities, insecurity, illiteracy and low purchasing power of the populations.

1.8 However, despite these many constraints, the Centre-East region has assets by virtue of its geographical position. Besides this natural advantage, agriculture, livestock breeding, fishery and trade are all factors that contribute to the development of the region. These assets will be enhanced through the road rehabilitation project whose works are expected to last for thirty (30) months.

2. Main Environmental and Social Impacts

Positive Project Impacts in the Implementation and Operational Phases

2.1 Site phase, the positive impacts of the project are mainly socio-economic, namely:

- Job creation and financial income generation for 1 200 to 1 300 persons, including thousands of local workers for the 30-month duration of the works. Injection of funds in the project zone should lead to improved living conditions of the workers and their families, increased propensity to save in rural areas, and creation of individual and family micro-projects in the built-up areas crossed by the road, etc.;
- Improvement of the living conditions of women and young girls through the procurement of transport equipment for the 190 women's groupings:

carts for the transportation of their agricultural produce to the markets and the storage sites, and multifunctional rickshaws for transporting water, which is part of their household chores.

- Enhancement of a cultural heritage site: this is the whole site of the tomb of Naba SIGRI, founder of the Mossi Kingdom of Tenkodogo in the XIth Century. This site is statutorily classified in accordance with Burkinabe regulations.

2.2 In road operational phase, the positive impacts are:

- improvement of trade between Burkina Faso with Togo and in general, and between the Centre East region and these two countries in particular;
- opening up and enhancement of the agricultural zones and untapped regional potential;
- improvement of the traffic conditions and safety of road users, as well as the reduction of journey time and vehicle operating costs;
- the promotion of tourist activity due to the commissioning of new tourist sites such as the Bagre eco-tourist complex and its rest and recreational developments, the cultural and historical site enhanced under the project, etc.;
- The overall improvement of the level of income of the populations and poverty reduction, which are the consequences of the development of agricultural, trade and tourist activities.

Negative impacts of the project in site phase

2.3 The project comprises potential negative impacts on public health, safety, deterioration of the living environment, soil degradation, and loss of vegetation.

- The potential health impacts are especially risks of the spread of HIV/AIDS in the towns crossed by the project;
- The potential safety impacts are linked to the management of the sites, the organization of the movement of road building machinery, movement of road users, the handling of explosives at the quarry sites, etc.;

- The depreciation of natural spaces following the exploitation of the borrow zones and quarry deposits, as well as soil erosion as a result of the operation of heavy machinery around the sites;
- The deterioration of the landscape and living environment through the waste and refuse produced at the living quarters and on the site;
- The risks of surface and ground water pollution owing to the poor storage and/or rough handling of hydrocarbons when changing the oil of heavy machinery;
- The loss of vegetation being generated (120 ha) due to the areas necessary for the smooth management of the works along the route.

Negative project impacts in operational phase

2.4 At the operational phase, the potential negative impacts are:

- Health impacts linked to the risk of HIV/AIDS due to the intermingling between the population and the road users: natives, outsiders/travellers from the South of Burkina (Togo and Ghana) or the North and the East (Mali and Niger).
- The security impacts due to risks of accidents for the frontage residents and the users.

3. Optimization and Mitigation Programme

3.1 The principal optimization measures of the positive impacts will be:

- Sensitization of work yard workers to savings;
- Sensitization of populations on the possibilities of diversifying their sources of income in relation to the transport facilities offered by the route and its access roads.
- The implementation, as far as possible of a labour-intensive approach, particularly for the construction works on the access roads to open up the area.

3.2 The principal negative impact mitigation measures will be:

- HIV/AIDS prevention measures: the IEC actions in 42 villages (average of 252 sessions of informal discussions, 168 educational film projections and 15 mass sessions in the major built-up areas), voluntary screening as well as information sensitization panels erected along the route.
- The other health impacts can be controlled through sensitization and education actions carried out at the same time as the HIV/AIDS campaigns

(during the cultural exchange sessions), adequate signalling of the work yards, appropriate safety/security mechanisms in the technical design and construction of the road, particularly in the accident-prone areas (case of Tenkodogo town), the construction of fences around the schools and adjoining health centres on the major road, and the installation of road safety and sensitization signs.

- Measures for compensating the loss of vegetation are: compensatory planting in collaboration with the village communities organized around their Village Development Committees: 150 ha of reforestation on the basis of local species.
- Roadside plantations at the entrances to and exits from the principal towns: 4300 feet of *Khaya senegalensis* will be planted, with a mechanism for protection and watering for a year.
- The restoration of the borrow areas (20) and quarry sites (3), watering of roads in the dry season.
- Installation, by the company, of equipment for the management of used water, ordinary solid wastes from the living quarters and the site, management of used oils and specific products, (explosives, hydrocarbons, etc.), as well as the necessary safety equipment for workers (helmets, sound-proof ear covers, etc.)
- Other supplementary measures that will, from the outset, translate the need to take account of environmental and social concerns of the project are the actual inclusion of environmental clauses into the BDs and into the implementation report and guarantee documents.

4. Environmental Monitoring Programme and Complementary Initiative

4.1 An environmental monitoring programme will be provided for, comprising:

- Environmental monitoring by the company and the project owner, each for activities falling within their respective purviews. A summary table will be drawn up. It will present the principal impacts, the mitigation/optimization measures, stakeholders responsible, frequency and/or period, and output indicators. Some mitigation measures must be monitored once the site is set up (living quarters and sanitary sanitation equipment, health facilities such as dispensary and its supplies, etc.), product protection stores (explosives, hydrocarbons, etc.). Other measures should be permanently monitored, such as security mechanisms on the site, measures for accident prevention in the quarries, the detour signs, sprinkling of detour tracks and roads for the transport of equipment, etc. Others should be monitored at the beginning and end of the work site.

- The monitoring of the implementation of the ESMP by the ESMP Regional Monitoring Committee (RMC/ESMP), the nucleus of the Environmental Unit of the Centre East Region, and by the CGES/MID and Aids and STI Control Committee missions of MID. The first, which is a supplementary initiative, will field 2-day monthly missions. The other two will field joint three-day quarterly missions. Each monitoring activity will be the subject of a detailed report.

5. Institutional Arrangements and Capacity Building Requirements

5.1 The environmental and social institutional framework in Burkina Faso comprises the government institutions, local authorities and their representatives, the populations and their organizations, NGOs, the private sector, international and multilateral cooperation agencies, and regional and sub-regional institutions. The Ministry of the Environment is responsible for the definition and implementation of the environmental policies and the management of environmental resources. Act 005/97/ADP of 30 January 1997 defines the tools for environmental preservation (environmental education, environmental impact study) and the environmental preservation measures and measures for improving the living environment. An Environmental and Social Management Unit (CGES) was set up within the MITH, by Order No 2003/008/MITH/MECV/MASS, in 2003. The unit is aimed at mainstreaming environmental and social concerns into the design and implementation of projects and programmes under MITH supervision.

5.2 Other proposals are:

- The Donors, especially the ADB, have the responsibility of ensuring that environmental and social measures are taken into account in the bidding documents, in the selection criteria for firms, in the periodic project implementation reports, and in guarantee documents.
- The Borrower has the responsibility for complying with its undertakings to the Donors, and the effective inclusion of environmental clauses in the BDs and implementation reports and guarantee documents.
- The contractor has the responsibility of overall compliance with its commitments to the Borrower, its commitments through possible subcontractors regarding environmental and social measures, provision of reports and other required documents incorporating the management of environmental and social measures and, lastly, appointing someone within his team to take charge of environmental and social measures.
- The Project Coordination Unit has the responsibility of the overall management of project works implementation for the Borrower and donors and ensuring collaboration between the project implementation structures, supervising consultations, preparing the required periodic reports and providing RMC/ESMP with a vehicle and a driver for each of its field trips.

- The Regional PGES Monitoring Committee and Ministerial Committee CGES/MID for the fight against STD and HIV/AIDS of the MID have the responsibility of ensuring the monitoring of the execution of the environmental and social measures and drawing up the subsequent periodic reports following the frequencies agreed upon.

5.3 The capacity building measures are:

- Organization of a Workshop on PGES implementation at project start-up. Its general goal is to prepare the direct project actors to play their roles in the project and work in synergy as a team. It is envisaged for 60 participants for a 2-day period.
- Training actions: 2 CGES/MID officials in ESIA, a specialization of the environmentalist of DPES in ESMP monitoring
- A strategic measure: preparation and implementation of capacity building for EIES stakeholders in Burkina Faso to obtain the means of ensuring a good quality of EIES and their optimal enhancement.

6. Public Consultations and Information Dissemination Requirements

6.1 The public consultations are as follows:

- The workshop on the implementation of the project and its ESMP mentioned above;
- Consultations with the Village Development Committees, three envisaged per province, for one day each. These sessions are aimed at providing the village representatives with exact information on the project and its social and environmental implications, as well as mobilizing them to participate in the IEC on the three themes “HIV/AIDS, security and the environment” and in reforestation actions (road-side plantations and compensatory planting)

7. Estimated Costs

The overall cost of the mitigation and optimization measures of the impacts is estimated at CFAF 345,150,000.

8. Implementation Schedule and Reporting

8.1 Implementation of the mitigation/optimization measures will commence at project start-up, particularly as regards IEC actions on the three themes “HIV/AIDS, Security and the Environment”. The reforestation actions will be prepared in Year 1 of the project and the planting, Year 2.

8.2 The arrangements for site safety and sanitary conditions are daily and the restoration of the sites (borrow areas and quarries) will be carried out on works completion. Quarterly ESMP implementation reports will be prepared at the same time as the technical implementation reports.

BURKINA FASO: KOUPELA – TENKODOGO – BITTOU – CINKANSE – TOGO BORDER ROAD REHABILITATION PROJECT
RECOMMENDATIONS FROM THE STUDY ON THE UNIT COSTS OF ROAD WORKS

OBJECTIVES /RECOMMENDATIONS	MEASURES
Goal 1 : Determine exactly the estimated costs	
<ul style="list-style-type: none"> Ensure that project design review is carried out by reputable consulting firms recruited in accordance with an appropriate selection process in keeping with the Bank's guidelines and the TOR specifically requiring an analysis of the supply chain of the contractors contract as well as the availability of the principal inputs and the engineer's price projections made at the time of estimated cost determination (the countries and the Bank). 	<i>The amount of the project, especially of its principal components (Road works and monitoring of the works) was determined after final designs, updated in 2008.</i>
<ul style="list-style-type: none"> Demand an adequate level of geotechnical study at the design stage (Bank and countries). 	<i>The geotechnical studies required were conducted and the review of the studies carried out by Specialists in the field.</i>
<ul style="list-style-type: none"> Systematically update estimated costs when there are project delays by reviewing the costs at appraisal and reviews of integral design, over 2 years after the initial design (the Bank and the countries). 	<i>The prices of the works emerged from recent invitations to bid for similar works in Burkina Faso, in 2008. The deadline for the works being higher than 18 months, a price review will be provided for in the BDs being prepared. The price index will be monitored during the works implementation period by the Bank and the administration.</i>
<ul style="list-style-type: none"> Where justified, encourage the standardization of requirements in project design at national or regional level in the case of multinational corridors (the Bank and donors) 	<i>Project design is in keeping with the Bank's vision and is consistent with the country strategy defined in the PSRP. This road is also part of the corridors deemed priority by NEPAD.</i>
Goal 2: Further improve bid competitiveness	
<ul style="list-style-type: none"> Systematically review, per country, the rationale of promoting the involvement of local entrepreneurs, and define related measures in the design of projects by the appraisal team - e.g. the preparation of bidding documents, national preference, shortlist criteria, etc. (the Bank and countries). 	<i>Despite the fact that the project is co-financed by the KfW, it is the Bank's rules of procedure on procurements that will be applied. No national preference is provided for, but the local contractors are in the habit of submitting bids using standard Bank documents</i>
<ul style="list-style-type: none"> Pursue the publication and implementation of bids as well as in-depth review of procurement procedures by executing agencies and their capacity (the Bank). 	<i>These provisions are in the appraisal report.</i>

BURKINA FASO: KOUPELA – TENKODOGO – BITTOU – CINKANSE – TOGO BORDER ROAD REHABILITATION PROJECT

RECOMMENDATIONS FROM THE STUDY ON THE UNIT COSTS OF ROAD WORKS

GOALS/RECOMMENDATIONS (contd.)	MEASURES
<ul style="list-style-type: none"> Monitor procurements with a view to ensuring competitiveness and intervene when bidding shifts towards limited competition (the Bank and countries). 	<i>This monitoring is underway. Considering the application of the advanced procurement action procedure, the review of the documents prepared by the Bank has already started.</i>
Goal 3: Strengthening knowledge management on the costs of roads and road construction industry	
<ul style="list-style-type: none"> Support the preparation of updated national databases on the active contractors in the road and construction markets by exploiting the information provided by project implementation reports and the PCR (countries, Bank and donors). 	<i>A study on the SMEs will be conducted under this project. Furthermore, a road database on the prices of works exists at the DGR.</i>
<ul style="list-style-type: none"> Support the preparation of updated databases on the unit cost of the roads for the different types of project (scope, scale, location and context) - particularly on the basis of the findings of the Africa Infrastructure Country Diagnostic on the estimated unit costs of infrastructure (the countries, CER, the Bank and other donors). 	<i>This update will be based on the observations of the works monitoring forms and the completion report.</i>
<ul style="list-style-type: none"> Monitor the global and local price fluctuations of the principal inputs as an early warning system of price rises in the markets (countries). Organize internal and external Workshops on the conclusions and recommendations of the study and on the proposed Action Plan (the Bank). 	<i>To be monitored by the Bank and the CER.</i>
<ul style="list-style-type: none"> Systematically apply the FIDIC conditions for the price review formulae in the contracts (the countries and the Bank). 	<i>Measure being applied by ORPF.</i>
Goal 4 : Minimize project implementation delays	
<ul style="list-style-type: none"> Thoroughly assess the capacity of the executing agencies and include in project components adequate capacity building, where necessary (the Bank and countries). 	<i>Measures are envisaged under this project to take account of the shortcomings in the implementation of previous transport projects. A project implementation Unit will be set up in keeping with the new law in Burkina Faso. The Coordinator will be bound by a performance contract.</i>

BURKINA FASO: KOUPELA – TENKODOGO – BITTOU – CINKANSE – TOGO BORDER ROAD REHABILITATION PROJECT
RECOMMENDATIONS FROM THE STUDY ON THE UNIT COSTS OF ROAD WORKS

GOALS /RECOMMENDATIONS (cont.)	ACTIONS
<ul style="list-style-type: none"> Ensure effective project supervision and adherence to realistic procurement schedules (the Bank). 	<i>Frequency of 2 supervisions/year achieved for the projects</i>
<ul style="list-style-type: none"> Continue, where possible, to minimize the non-essential conditions precedent to loan effectiveness or disbursement, e.g. by excluding conditions linked to sector policy reform which should be formulated through sector reform or development policy loans (the Bank). 	<i>The loan and grant conditions are reduced to the bare minimum.</i>
<ul style="list-style-type: none"> Systematically review using advance procurement action (the Bank). 	<i>Measure implemented</i>
<ul style="list-style-type: none"> Ensure that appropriate procedures are used to evaluate bidders' qualifications (the Bank and the countries). 	<i>The Bank will ensure that the measures are implemented</i>
<ul style="list-style-type: none"> Ensure the continuity of personnel responsible for project supervision and implementation (the Bank and the countries). 	<i>The Bank will ensure that the measures are implemented</i>
<ul style="list-style-type: none"> Assess the possibility of using other procurement methods such as the design/build/ maintain method and the means for improving the related procurement guidelines (the Bank and the donors/lenders). 	<i>The Government did not wish to apply BOT for the project</i>
<ul style="list-style-type: none"> Continue sustaining the road sector institutional reform and capacity building (the Bank and the countries). 	<i>Action underway</i>
Goal 5 : Proper preparation to counter possible price contingencies	
<ul style="list-style-type: none"> Agree with the Borrowers on a mitigation plan when price rise exceeds the provisions under the budget, including an increase in counterpart funds and other measures. (Countries and the Bank). 	<i>The Government has undertaken to cover any cost overrun under the project.</i>
<ul style="list-style-type: none"> Justify the physical and price contingency provisions on estimated project costs to reflect the special features of the projects and countries, the perceived validity of the estimated costs of the design, and future price variations forecast for the different inputs (the Bank). 	<i>The fluctuations retained are justified</i>

NOTE ON FULFILLMENT OF CONDITIONS REGARDING THE ADF “CONCENTRATION AT BEGINNING OF CYCLE” RULE

1. Introduction

1.1 The Board of Directors of the African Development Fund will recall that the Koupela-Bittou-Cinkasse-Togolese Border Road Rehabilitation Project was considered and approved during the 11 February 2009 sitting. The total cost of the project, net of taxes and duties, is estimated at UA 78.34 million. The project is jointly financed by the ADF, KfW and the Government of Burkina Faso. In principle, the Board accepted that the project should be financed to the tune of UA 62 million (UA 31 million as loan and UA 31 million as grant). KfW and the Government would contribute UA 7 million and UA 9.34 million, respectively.

1.2 In view of the requirement related to ADF’s “concentration at beginning of cycle” rule, the Board extended to the Government of Burkina Faso a UA 31 million grant and a UA 10 million loan, representing part of the UA 62 million necessary for the project co-financing. The UA 21 million balance would be subject to a request for Board approval on lapse-of-time basis in 2010 if Burkina Faso’s allocation were not increased in 2009.

2. Status of Fulfillment of ADF’s “Concentration Rule”

Within the framework of reviewing allocations in 2009 based on country performance, resources allocated to Burkina Faso increased from UA 125.82 million to UA 185.59 million. Taking into account the total ADF financing for the project (i.e. UA 62 million), the total ADF resources commitment for Burkina Faso (2008 to 2009) stands at UA 125 million, or 67.35% of the country’s new allocation. This new rate is below the required 83% threshold.

3. Conclusions and Recommendations

Having met the requirements under the ADF’s “concentration at beginning of cycle” rule according to which a country may not commit more than 83% of its allocation during the second year of the ADF cycle in question, it is recommended that the ADF extend a UA 31 million grant and a UA 31 million loan to the Government of the Republic of Burkina Faso, representing the full UA 62 million necessary for the project co-financing. These new amounts will replace the UA 31 million grant and UA 10 million loan extended on 11 February 2009. The Board is requested to give its approval on lapse-of-time basis.

4. Loan and Grant Conditions

A. Conditions Precedent to Loan and Grant Effectiveness

Entry into force of the loan agreement shall be subject to the Borrower fulfilling the conditions set forth under Section 5.0.1 of the General Conditions Applicable to Loan and Guarantee Agreements. Entry into force of the grant shall be subject to the signing of the protocol of agreement.

B. Conditions Precedent to First Disbursement of the Loan and the Grant

- i) Forward to the Fund with copy to KfW, proof of setting up the project executing agency and steering committee. The CV of the Coordinator, the road engineer, the supervisor and the accountant shall be submitted beforehand to the ADF for notice of non-objection.

C. Other Conditions

- (i) Forward to the ADF and KfW latest 31 December 2010, proof of applying the ECOWAS regulation concerning axle load control;
- (ii) Inform the ADF and KfW yearly about the amount of Burkina Faso's road maintenance fund resources (FER-B).