



## Abidjan-Lagos Trade and Transport Facilitation Project (ALTTFP) (P096407)

AFRICA | Western Africa | Transport & ICT Global Practice |  
IBRD/IDA | Adaptable Program Loan | FY 2010 | Seq No: 14 | ARCHIVED on 08-Sep-2017 | ISR28921 |

Implementing Agencies: Ministry of Roads and Highways, PST/MDCTTP/PR, Ministere du Developpement, de la Cooperation et Amenagement du Territoire, ALCO - Secretariat Executif de l'Organisation du Corridor Abidjan-Lagos, Ghana, Benin & Togo

## Key Dates

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Bank Approval Date:23-Mar-2010

Effectiveness Date:06-Aug-2010

Planned Mid Term Review Date:29-Mar-2013

Actual Mid-Term Review Date:26-Apr-2013

Original Closing Date:30-Sep-2016

Revised Closing Date:30-Jun-2017

## Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The objective of the ALTTFP (APL1) is to reduce trade and transport barriers in the ports and on the roads along the Abidjan-Lagos corridor in Ghana, Togo, and Benin.

Has the Project Development Objective been changed since Board Approval of the Project Objective?

No

## Components

Name

Trade Facilitation:(Cost \$13.70 M)

Improvement of Corridor's Road Infrastructure:(Cost \$234.30 M)

Project Management and Coordination:(Cost \$3.50 M)

HIV/AIDS and Corridor Performance:(Cost \$6.00 M)

## Overall Ratings

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



## Implementation Status and Key Decisions

1 . The project closing date is June 30, 2017, and this is the final ISR. Despite delays in the implementation of some activities, and the non-completion of some other activities by the project closing date, the project is expected to substantially meet its development objectives. What follows is an update on project status.

2 . All agreed activities relative to civil works are completed (in Togo and Benin) or are close to completion (Ghana). Project performance indicators results show that most of the targets have been met or exceeded. The trade facilitation and corridor infrastructure related performance indicators have improved considerably when compared to the baselines. The computerized “single window” is established and fully operational in both Lomé (Togo) and Cotonou (Benin), and all 135km of roads were rehabilitated. Moreover, planned targets for indicators on HIV and AIDS prevention were also met. Among notable achievements are the Lomé port dwell time which decreased by 50 percent, from 18 days in 2009 to 9 days at project closing (below the target of 14.5 days); and the Cotonou port dwell time which decreased by 21 percent, from 19 days in 2009 to 14 days (below the target of 15 days). Border crossing times improved as follow: (i) from 24 to 20 hours in Elubo (Ghana to Ivory Coast), close to the target value of 19 hours; (ii) from 24 to 10 hours in Kodjoviakope (Togo to Benin), well below the 19 hour target; (iii) from 48 to 31 hours at Krake (Benin to Nigeria) and below the 38 hour target; (iv), and from 24 hours to 10 hours for Hillacondji (Benin to Togo), also well below the 19 hour target. Finally, the number of roadblocks per 100 km has decreased compared to the baseline, as follows: an average of 2.3 roadblocks per 100 km for Ghana, 3.7 for Benin, and 4 (over 53km) for Togo, all close to the Corridor’s project completion target of 3 roadblocks per 100 km.

3 . **Trade Facilitation activities.** In Ghana, moderate progress has been registered on the implementation of the action plan for the interconnectivity and the preparatory activities to launch the pilot of the Authorized Economic Operators (AEO). Although a significant step in establishing government ownership in the implementation of the AEO was taken by the enactment of the new Customs Act in June 2015, the actual implementation of the AEO pilot phase will be started by the end of December 2017. Although this will be achieved beyond the closing date of June 30, 2017, it is still considered within the ALTTFP overall framework, due to the ongoing phase 2 in Ivory Coast. The pilot phase for the Interconnection of Customs Information Systems between Ghana and Ivory Coast was successfully tested in May and June 2017, and it is planned to be extended to all border posts between these two countries by the end of December 2017. Complementary Support for the Establishment of the Joint Border Post (JBP) activity has been dropped from the project, and remaining funds were used to cover costs related to the construction of the Rest Stop/GRA Intervening Station.

4 . In Togo, the customs capacity strengthening program was fully implemented, along with the “single window” at the Lomé port, and the Joint Border Posts facilities. However, reforms in Customs Administration in the establishment of the Togo Revenue Authority (OTR) – outside the project scope - had resulted in delays in the implementation of certain activities. The implementation of joint border procedures was transferred to the Economic Community of West African States (ECOWAS, a regional body) and therefore not executed under the project. Although fully executed, the commercial platform constructed at Kodjoviakope border with Benin with project funding will be relocated due to the Government’s (GoT) decision to construct a joint border post (JBP) – to be financed by the African Development Bank (AfDB) under a new regional operation.

5 . In Benin, activities to support the establishment of a “single window” committee gathering the major port stakeholders and reform of Cotonou Port Authority, and those under the action plan of the National Facilitation Committee (NFC) have been completed. However, support to the modernization of customs is the least advanced, and outstanding tasks under this component are linked to training of customs staff on the use of ASYCUDA, operationalization of equipment to support the establishment of a “single window”, as well as activities to support the follow-up of the execution of Accra MOU in Benin. Hindering factors to full implementation of activities, which included limited commitment towards sustainable Customs reforms, are partly due to the frequent rotation in Customs management who thus could not own the project and engage in deeper reforms of Customs administration.

6 . **Civil works.** In Ghana, the main civil works (realignment of the road, rehabilitation, and reconstruction) of the Elubo-Agona Junction road section (110 km) have been completed and are in the defects liability period. Construction of the rest stop at Anyaano along the road corridor was not completed before the closing date pending of PAPs compensation under the 2017 RAP addendum related to Agona Junction-Elubo road section. All civil works planned for Aneho - Hillacondji road improvement (8km) and Aneho bridge enlargement were completed prior to the original project closing date. In addition to original planned works, a commercial platform at Sanvee Condji border with Benin, and a truck parking along the road corridor were built under the project. In Benin, activities for the improvement of the road corridor infrastructure (17km), including related road safety activities, are completed and handed-over to the Borrower. The rehabilitation works agreed on as part of a remedial action plan to address defects identified in June 2016 on the Godomey-Pahou road section of the corridor were also completed. The Cocotomey market related facilities were built, and the market was



inaugurated June 2017.

**7 . Disbursements.** As of end-June, 2017, all funds have been disbursed for Ghana and Togo. For Benin, cumulative project disbursements have reached about UD\$62.6 million, leaving a balance of UD\$1.8 million expected to be disbursed within the credit grace period form the project closing date.



## Risks

### Systematic Operations Risk-rating Tool

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

## Results

### Project Development Objective Indicators

#### ► Reduced port dwell time along the corridor in Cotonou and Lome (Days, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	0.00
Date	01-Feb-2010	30-Jun-2016	30-Jun-2017	30-Jun-2017

#### ▲ Lome (Days, Custom Breakdown)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	18.00	12.00	9.00	14.50
Date	31-Mar-2009	30-Jun-2016	30-Jun-2017	30-Jun-2017



#### ▲ Cotonou (Days, Custom Breakdown)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	19.00	14.50	14.00	15.00
Date	31-Mar-2009	30-Jun-2016	30-Jun-2017	30-Jun-2017

#### ▶ Reduced border crossing time of trucks/merchandise along the corridors (Hours, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	0.00
Date	31-Mar-2009	31-Dec-2014	30-Jun-2017	30-Jun-2017

#### ▲ Elubo-Noe border (Hours, Custom Breakdown)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	24.00	11.00	20.00	19.00
Date	31-Mar-2009	30-Jun-2016	30-Jun-2017	23-Jun-2017

#### ▲ Hillancondji-Sanvee Condji Border (Hours, Custom Breakdown)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	24.00	5.00	5.00	19.00
Date	31-Mar-2009	30-Jun-2016	30-Jun-2017	30-Jun-2017

#### ▲ Kodjoviakope-Aflao Border (Hours, Custom Breakdown)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	24.00	11.00	10.00	19.00



Date	31-Mar-2009	30-Jun-2016	30-Jun-2017	30-Jun-2017
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#### ▲ Krake-Seme Border (Hours, Custom Breakdown)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	48.00	32.00	31.00	38.00
Date	31-Mar-2009	30-Jun-2016	30-Jun-2017	30-Jun-2017

#### Overall Comments

The indicators have been assessed by ALCO on its latest report of May 2017. The main conclusions of the latest report covering year seven of implementation of the ALTTFP APL1 show that most of the performance indicators have been achieved.

For the Elubo (Ghana) -Noe(Ivory Coast) border crossing time indicator, baseline and target values were corrected to be in line with definition used in the PAD; that is because, since 2015, values were mistakenly reported for the Noe (Ivory Coast) – Elubo (Ghana) . In some other instances, for some of the other indicators, yearly targets had been used instead of the End Target values set in the PAD; these have also now been corrected.

#### Intermediate Results Indicators

▶ Computerized port single window established and functional (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	Y	Y	Y
Date	31-Mar-2009	30-Jun-2016	30-Jun-2017	30-Jun-2017



#### ▲ Lome (Yes/No, Custom Breakdown)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	Y	Y	Y
Date	31-Mar-2009	30-Jun-2016	30-Jun-2017	30-Jun-2017

#### ▲ Cotonou (Yes/No, Custom Breakdown)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	Y	Y	Y
Date	31-Mar-2009	30-Jun-2016	30-Jun-2017	30-Jun-2017

#### ▶ Truckers familiar with at least two means of HIV/AIDS prevention (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	80.00	93.50	93.50	90.00
Date	31-Mar-2009	30-Jun-2016	30-Jun-2017	30-Jun-2017

##### Comments

Based on latest ALCO survey data available (2016 report on the ports of Abidjan, Tema, Lomé, Cotonou and Lagos).

#### ▶ Truckers reporting use of condoms with a non-regular partner, during latest intercourse (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	72.00	82.40	82.40	81.00
Date	31-Mar-2009	30-Jun-2016	30-Jun-2017	30-Jun-2017

##### Comments

Based on latest ALCO survey data available (2016 report on the ports of Abidjan, Tema, Lomé, Cotonou and Lagos).



► Roads in good and fair condition as a share of total classified roads (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	71.00	93.12	93.12	77.00
Date	31-Mar-2009	30-Jun-2016	30-Jun-2017	30-Jun-2017

▲ Size of the total classified network (Kilometers, Custom Supplement)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	135.00	135.00	135.00

► Roads rehabilitated, Non-rural (Kilometers, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	135.00	135.00	135.00
Date	31-Mar-2009	30-Jun-2016	30-Jun-2017	30-Jun-2017





► Direct project beneficiaries (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	49,579,452.00	49,579,452.00	15,000,000.00
Date	31-Mar-2009	30-Jun-2016	30-Jun-2017	30-Jun-2017

Comments

ALCO is currently refining the methodology for estimating the direct project beneficiaries. The values are based on ALCO's 2016 report. Estimates seem very high when compared to targets, and it is likely that there is double counting.

▲ Female beneficiaries (Percentage, Custom Supplement)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	32.38	32.38	55.00

► Reduced number of roadblocks per 100 kilometers along the Abidjan-Lagos corridor (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	9.10	0.00	3.00
Date	31-Mar-2009	30-Jun-2016	30-Jun-2017	30-Jun-2017

Comments

Annual values previously reported for this overall indicator were not in line with the definition, these have now been aligned with the PAD.



#### ▲ Benin (Number, Custom Breakdown)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	7.00	4.40	3.70	3.00
Date	31-Mar-2009	30-Jun-2016	30-Jun-2017	30-Jun-2017

#### ▲ Ghana (Number, Custom Breakdown)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	18.00	2.70	2.30	3.00
Date	31-Mar-2009	30-Jun-2016	30-Jun-2017	30-Jun-2017



#### ▲ Togo (Number, Custom Breakdown)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	6.00	2.00	4.00	3.00
Date	31-Mar-2009	30-Jun-2016	30-Jun-2017	30-Jun-2017

Overall Comments

## Data on Financial Performance

### Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	Disbursed
P096407	IDA-46950	Closed	USD	120.00	120.00	0.00	110.24	0.00	 92%
P096407	IDA-46960	Closed	USD	75.00	75.00	0.00	68.55	0.71	 91%

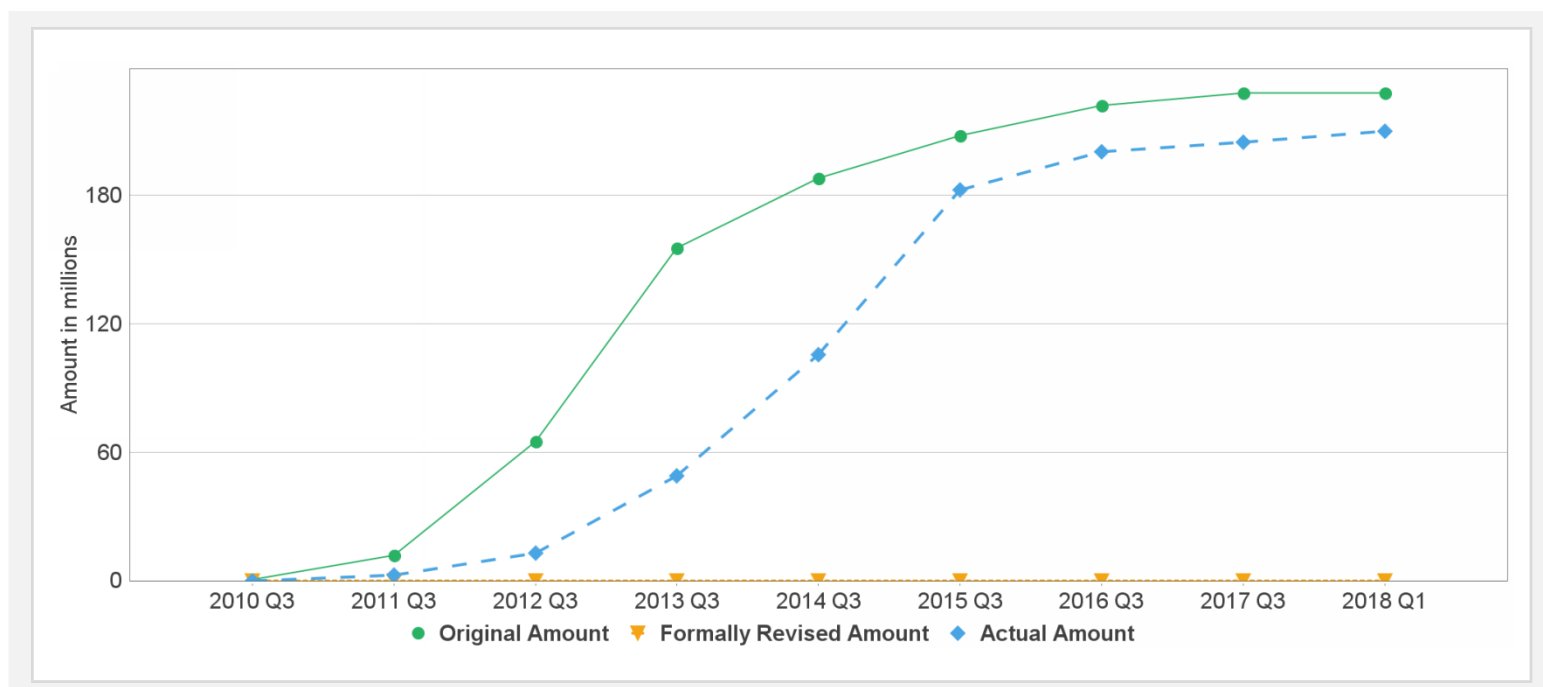


P096407	IDA-H5490	Closed	USD	33.00	32.83	0.17	31.12	0.00	<div style="width: 95%; height: 15px; background-color: #4CAF50;"></div>	95%
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### Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P096407	IDA-46950	Closed	23-Mar-2010	05-Aug-2010	22-Dec-2010	30-Sep-2016	30-Jun-2017
P096407	IDA-46960	Closed	23-Mar-2010	08-Apr-2010	24-Sep-2010	30-Sep-2016	30-Jun-2017
P096407	IDA-H5490	Closed	23-Mar-2010	07-Apr-2010	06-Aug-2010	30-Sep-2016	30-Sep-2016

### Cumulative Disbursements



### Restructuring History

Level 2 Approved on 03-Jun-2013 ,Level 2 Approved on 27-Jul-2015 ,Level 2 Approved on 29-Sep-2016

### Related Project(s)

There are no related projects.