



## PUBLIC-PRIVATE PARTNERSHIPS BRIEFS

# Côte d'Ivoire: Toll Bridge



### Overview

Abidjan's bridges and infrastructure have been under severe strain following Côte d'Ivoire's decade-long civil conflict, and the city's acute traffic problems threatened to hinder recovery. The new Henri Konan Bedié toll bridge, which consists of two three-lane carriageways and cuts the journey time between two major districts of Abidjan from one hour to 15 minutes, was designed to put Abidjan back on the path to prosperity and ease citizens' lives. The bridge spans 1.5 kilometers and is part of a new 6.7 kilometer road that includes an interchange, two stretches of motorway, and a 21-lane toll plaza. One hundred thousand vehicles a day will use the bridge, which cost approximately \$282 million to build. MIGA played a significant role in mobilizing the massive amount of private sector investment needed to help the government reach its ambitious goals.

This series showcases how the World Bank Group supports the development and implementation of public-private partnerships. This support comes in the form of public sector loans, private sector finance, sector and transaction advice, guarantees, and output-based aid.

## Background

As Côte d'Ivoire emerges from a 10-year civil conflict, traffic throughout the largest city of Abidjan, with more than four million inhabitants, causes delays that in turn delay the country's recovery. Abidjan's traffic problems stem from a lack of attention to infrastructure, but these issues are compounded by its physical geography: the city stands in the Ébrié Lagoon, on several converging peninsulas and islands. The two bridges connecting these land masses are insufficient and in desperate need of repair. In 1996, a competitive bidding process was held to build a third bridge, but a coup d'état and ensuing civil war put the planned public-private partnership on hold for more than 15 years. Nevertheless, SOCOPRIM, the project enterprise that was formed in 1997 to build the bridge, and its investors remained committed to the project, and the Henri Konan Bédié toll bridge opened on December 16, 2014.

## Project Description

The project consists of the design, construction, and operation of a toll bridge—the Henri Konan Bédié Bridge—over the Ebré lagoon in Abidjan, with access roads to the north and south between the residential area of Riviera and the industrial area of Marcory. The total length of the full road connection will be around 6.6 kilometers, with the bridge itself spanning 1.5 kilometers. To the north, construction will consist of a 2x2 lane dual carriageway that will connect with the junction of the Boulevard Mitterrand and Est-Ouest roads and on which will be the toll plaza. To the south, construction will consist of a 2x3 lane dual carriageway with lateral access roads that will connect to Boulevard Giscard d'Estaing, the main road that joins Abidjan airport. There will be a separate interchange built that will connect the access road to the bridge with Boulevard Giscard d'Estaing. Initial work on the project, funded by the Government of Côte d'Ivoire, started in October 2011.

## World Bank Group Role

MIGA's participation in the project is aligned with the agency's commitment to supporting investment into the world's poorest nations, investment in infrastructure, and investment in conflict-affected countries. It played a significant role in mobilizing the massive amount of private sector investment that was needed to help the Government of Côte d'Ivoire reach its ambitious goals. The project's investors and lenders include Bouygues Travaux Publics S.A. of France; Pan African Infrastructure Development Fund of South Africa; BMCE Bank International Plc of the United Kingdom; Africa Finance Corporation of Nigeria; and FMO of the Netherlands. MIGA guarantees of \$145 million cover the investment for a period of 15 years against the risks of transfer restriction, expropriation, war and civil disturbance, and breach of contract.

## Outcomes

- The bridge will reduce congestion and pollution in Abidjan and will result in a reduction of carbon dioxide emissions due to lower fuel consumption.
- The project, one of the first private-sector led foreign direct investments in the country since the civil strife, will provide important demonstration effects for future initiatives in the transport sector.
- Approximately 840 direct jobs were created during the construction phase.



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