

Annex 1: Result of the Project

List of Trainings

Original Plan of Operations

Revised Plan of Operations

List of Trainings

Date	Time	Lecturer	Venue	Number of Participants		Subject	Details of the Lecture/Activities	Evaluation			
				MCLU	DAA			AMUGA	Other	Total	Strongly agree
March 16, 2023	10:00- 12:00	Makine Kusano/ Agathe Girard	Project Office	MCLU	4	PUD Guidelines (Output-2)	<ul style="list-style-type: none"> • PUD Guidelines framework • Desirable structures of two PUD Guidelines • TFM roles and involvements for the guideline's formulation • Further activities 	Strongly agree	36 %		
				DAA	1					Agree	42 %
				AMUGA	0					Neutral	16 %
				Other	0					Disagree	3 %
				Total	5					Strongly disagree	3 %
March 22, 2023	09:00- 12:00	Acherf Ghrib (for Antoine Saurat)	SGUFU Meeting Room	MCLU	6	Spatial and strategic planning	<ul style="list-style-type: none"> • The methodology for designing, discussing, evaluating and selecting spatial planning scenarios • The methodology and evolutionary stages of the elaboration of a Master Land Use Plan and the Strategic Orientations of a strategic urban planning document 	Strongly agree	37 %		
				DAA	5					Agree	41 %
				AMUGA	1					Neutral	14 %
				Other	0					Disagree	5 %
				Total	12					Strongly disagree	2 %
March 22, 2023	13:00- 14:00	Makine Kusano/ Agathe Girard	SGUFU Meeting Room	MCLU	6	UU6-PUD Review (Output-2)	<ul style="list-style-type: none"> • Outputs Adherence to TOR of UU6 • Outputs conformance to SDUGA-1 • Planning quality of the outputs • Findings from the review 	Strongly agree	29 %		
				DAA	5					Agree	42 %
				AMUGA	1					Neutral	18 %
				Other	0					Disagree	3 %
				Total	12					Strongly disagree	5 %
March 22, 2023	14:00- 15:00	Makine Kusano/ Agathe Girard	SGUFU Meeting Room	MCLU	6	Zoning Classification for PUD	<ul style="list-style-type: none"> • Zoning concept for PUD • Preliminary idea of desirable zoning classification toward future PUD formulation • Discussions 	Strongly agree	29 %		
				DAA	5					Agree	42 %
				AMUGA	1					Neutral	18 %
				Other	0					Disagree	3 %
				Total	12					Strongly disagree	5 %
								Don't know	3 %		

Annex-1

Date	Time	Lecturer	Venue	Number of Participants	Subject	Details of the Lecture/Activities	• Evaluation	Date	Time
April 17, 2023	9:00-16:00	Yuki Nagata	4 th floor of Tower D	MCLU	2	GIS	<ul style="list-style-type: none"> Lecture & Exercise on Land Cover Classification Lecture & Exercise on Land Use Updates 	Strongly agree	35%
				DAA	1			Agree	48%
May 15, 2023	3 hours (am & pm)	Haruo Yamane		AMUGA	1	<ul style="list-style-type: none"> CARG is a basic tool used in many cases for analyzing past trends and projecting future growth of various indicators (population, economy, land use...) Participants will learn how to calculate CARGs with their computers. Review socio-economic framework prepared using CARG 	Neutral	7%	
				Other			Disagree	10%	
				Total	4		Strongly disagree	0%	
	1.5 hours	Hideyuki Igarashi	4 th floor of Tower D	MCLU	4	<ul style="list-style-type: none"> CARG Socio-economic framework 	Strongly agree	15%	
				DAA	5		Agree	56%	
				AMUGA	0		Neutral	11%	
	1 hour	Antoine Saurat/Achref Ghrib		Other	0	<ul style="list-style-type: none"> Urban environmental infrastructure Spatial Planning for SDUGA 2040 (Output-1) 2nd round 	Disagree	8%	
				Total	9		Strongly disagree	10%	
				MCLU	4		Don't know	-	
				DAA	5		Strongly agree	5%	
May 23, 2023	1.5 hours	Koba/Omer		AMUGA	0	<ul style="list-style-type: none"> Methodology of updating OD matrix Challenges of road network in GA Road network development policy in GA 	Agree	53%	
				Other	0		Neutral	21%	
				Total	9		Disagree	14%	
	2 hours	Horii/Yamauchi	Public transportation planning/pilot project	MCLU	4	<ul style="list-style-type: none"> Challenges of public transport operation in GA and knowledge sharing of integration for all transportation modes Implementation plan of proposed pilot project 	Strongly disagree	2%	
				DAA	5		Don't know	-	
				AMUGA	1		Strongly agree	25%	
	1 hour	Antoine Saurat/Achref Ghrib		Other	0	<ul style="list-style-type: none"> Finalization of Strategic Spatial Orientations Finalization of Land Use Plan based on road network and traffic modelling 	Agree	52%	
				Total	10		Neutral	12%	
				MCLU	4		Disagree	7%	
				DAA	5		Strongly disagree	3%	
1.5 hours	Koba/Omer		AMUGA	1	<ul style="list-style-type: none"> Challenges of public transport operation in GA and knowledge sharing of integration for all transportation modes Implementation plan of proposed pilot project 	Don't know	1%		
			Other	0		Strongly agree	25%		
			Total	10		Agree	52%		
			MCLU	4		Neutral	12%		
2 hours	Horii/Yamauchi	Public transportation planning/pilot project	AMUGA	1	<ul style="list-style-type: none"> Challenges of public transport operation in GA and knowledge sharing of integration for all transportation modes Implementation plan of proposed pilot project 	Disagree	7%		
			Other	0		Strongly disagree	3%		
			Total	10		Don't know	1%		
			MCLU	4		As above			

Date	Time	Lecturer	Venue	Number of Participants		Subject	Details of the Lecture/Activities	Evaluation		
				MCLU	DAA			AMUGA	Other	Total
July 19, 2023	09:00-10:30	Makine Kusano/ Agathe Girard	SGUFU Meeting Room			PUD Formulation Guidelines (Output-2)	<ul style="list-style-type: none"> Key Issues to be considered for PUD Formulation Guidelines Discussions 	Strongly agree	28 %	
								Agree	57 %	
								Neutral	13 %	
								Disagree	2 %	
								Strongly disagree	0 %	
July 19, 2023	10:45-12:00	Makine Kusano/ Agathe Girard	SGUFU Meeting Room		Pilot Program Brief (WebGIS/RGU) (Output-2)	<ul style="list-style-type: none"> Training Program Brief (WebGIS) Training Program Brief (RGU Table of Contents Formulation) Discussion 	Strongly agree	28 %		
							Agree	57 %		
							Neutral	10 %		
							Disagree	2 %		
							Strongly disagree	0 %		
October 24, 2023	08:30-17:00	Bini Roland / Akrong Charles / Jerome Chenal / Benoi Chalinge/ Agathe Girard	Grand Bassam		Intensive Training Day-1 (module 01)	<ul style="list-style-type: none"> Introductory lectures (legal approach to urban issues and real-estate development issues in Abidjan) Group discussion on required legal issues of Greater Abidjan 	Strongly agree	40 %		
							Agree	50 %		
							Neutral	8 %		
							Disagree	2 %		
							Strongly disagree	0 %		
October 25, 2023	08:30-17:00	Bini Roland / Akrong Charles / Jerome Chenal / Benoi Chalinge/ Agathe Girard	Grand Bassam		Intensive Training Day-2 (module 02)	<ul style="list-style-type: none"> Group works for making a draft Table of Contents of General Urban Regulation (RGU-TOC) for SDUGA 2040 Discussion and assessment 	Strongly agree	63 %		
							Agree	30 %		
							Neutral	6 %		
							Disagree	1 %		
							Strongly disagree	0 %		
October 26, 2023	08:30-16:00	Bini Roland / Akrong Charles / Jerome Chenal / Benoi Chalinge/ Agathe Girard	Grand Bassam		Intensive Training Day-3 (module 03)	<ul style="list-style-type: none"> Group works for selection of the best group work and validation Plenary discussion for finalization of RGU-TOC Drafting an action plan for RGU 	Strongly agree	41 %		
							Agree	47 %		
							Neutral	11 %		
							Disagree	1 %		
							Strongly disagree	0 %		
							Don't know	0 %		

Annex-1

Date	Time	Lecturer	Venue	Number of Participants		Subject	Details of the Lecture/Activities	Evaluation	
				MCLU	Other			Strongly agree	Don't know
November 30, 2023	09:00-12:30	Makine Kusano/ Agathe Girard	SGUFU Meeting Room	MCLU	2	Draft PUd Formulation Guideline (Output-2)	<ul style="list-style-type: none"> Clarification of the contents of Draft PUd Formulation Guideline Discussion and building consensus of the contents 	Strongly agree	36%
				DAA	3			Agree	42%
				AMUGA	1			Neutral	16%
				Other	0			Disagree	3%
				Total	6			Strongly disagree	3%
February 28, 2024	09:30-11:30	Jerome Chenal /Makine Kusano	MCLU Meeting Room	MCLU	2	Contents of PUd Application Guideline (Output-2)	<ul style="list-style-type: none"> Clarification of the structure and table of contents of PUd Application Guideline Discussion and building consensus of the contents 	Strongly agree	49%
				DAA	3			Agree	43%
				AMUGA	1			Neutral	5%
				Other	0			Disagree	3%
				Total	5			Strongly disagree	0%
							Don't know	0%	

Annex-1: Original Plan of Operations

Project Title: The Project for the Operationalization of Urban Master Plan in Greater Abidjan

Inputs / Year/ Month		Monitoring																																																Remarks	Issue	Solution	
		2021												2022												2023												2024															
Year	Month	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	Responsible Organization	Achievements	Issue & Countermeasures	
Month	Sub-Activities																																																	Japan			City of Abidjan
Core Experts																																																					
1. Team Leader / Urban Planning-1	Plan																																																				
	Actual																																																				
2. Deputy Team Leader / Urban Planning-2	Plan																																																				
	Actual																																																				
3. Public Transportation / Transportation Operations	Plan																																																				
	Actual																																																				
4. Urban Environmental Infrastructure	Plan																																																				
	Actual																																																				
5. Detail Urban Plan Promotion/urban development management	Plan																																																				
	Actual																																																				
6. Strategic Environmental and Social Assessment	Plan																																																				
	Actual																																																				
Equipment																																																					
Lap-top computers for Task Force members	Plan																																																				
	Actual																																																				
TBD	Plan																																																				
	Actual																																																				
Activities																																																					
Sub-Activities																																																					
Output 1: SDUGA implementation facilitation and monitoring committee is established for the major urban infrastructure plans to be adjusted and aligned to ensure consistency.																																																					
1-1	Establish the implementation facilitation and monitoring committee for SDUGA	Plan																																																			
	Actual																																																				
1-2	Support formulation of SDUGA implementation program	Plan																																																			
	Actual																																																				
1-3	Coordination between the SDUGA's land use and spatial frameworks and urban infrastructure sector plans	Plan																																																			
	Actual																																																				
1-4	Update SDUGA according to the changes socio-economic framework and urban sprawl	Plan																																																			
	Actual																																																				
1.4.1	Analysis of existing conditions, clarification of issues & formulation of socio-economic framework	Plan																																																			
	Actual																																																				
1.4.2	Establishment of vision, objectives and strategies	Plan																																																			
	Actual																																																				
1.4.3	Preparation of land use plan and policies on spatial development and economic development	Plan																																																			
	Actual																																																				
1.4.4	Strategic Environmental assessment	Plan																																																			
	Actual																																																				
1.4.4	Preparation of development scenario, selection of priority projects and integration of all the results for Output-1	Plan																																																			
	Actual																																																				
Output 2: The effectiveness of urban development management at the district level for the implementation of SDUGA is enhanced.																																																					
2-1	Review the formulation process, contents and implementation schemes of the formulated PUD	Plan																																																			
	Actual																																																				
2-2	Consider and propose measures and schemes to strengthen effectiveness of PUD	Plan																																																			
	Actual																																																				
Output 3: Urban transport plan is assessed and updated in order to strengthen its effectiveness and improve accessibility of the people to public transportation system.																																																					
3-1	Assess and update the urban transportation plan of SDUGA.	Plan																																																			
	Actual																																																				
3.1.1	Traffic survey and clarification of issues in the transportation sector	Plan																																																			
	Actual																																																				
3.1.2	Traffic demand forecast	Plan																																																			
	Actual																																																				
3.1.3	Updating of transportation plan of SDUGA	Plan																																																			
	Actual																																																				
3-2	Update priority projects for urban transportation infrastructure	Plan																																																			
	Actual																																																				
3-3	Develop capacities in transportation data utilization for urban transportation administration	Plan																																																			
	Actual																																																				
3-4	Conduct activities related to urban transport operations improvement	Plan																																																			
	Actual																																																				
Environmental/ Social Consideration		Plan																																																			
		Actual																																																			
Monitoring Plan																																																					
		Year	2021												2022												2023												2024												Remarks	Issue	Solution
		Month																																																			
Activities																																																					
Joint Coordinating Committee (biannually)		Plan																																																			
		Actual																																																			
Periodical monitoring		Plan																																																			
		Actual																																																			
Reports/Documents																																																					
Monitoring Sheet (Version 1 to 6)		Plan																																																			
		Actual																																																			
Progress Report 1		Plan																																																			
		Actual																																																			
Progress Report 2		Plan																																																			
		Actual																																																			
Project Completion Report		Plan																																																			
		Actual																																																			

Annex 2: List of Products

Annex 2-1 SDUGA 2040

Annex 2-2 PUd Formulation Guideline

Annex 2-3 PUd Application Guideline

These documents are attached separately.

Annex 2-4 Outline of communes identified through
SEA workshops

Annex2-4

1. Adjamé

1.1 General results

In the commune of Adjamé, the workshop of the first consultation cycle of the Strategic Environmental Assessment (SEA) of the SDUGA operationalization project for 2040, organized on February 8, 2022, brought together 29 representatives of the inhabitants of the various districts. A total of 296 opinions were expressed during the first part of the session, the aim of which was to identify the commune's current and future environmental challenges. Participation was well above the average of 211 opinions for the 19 communes of Greater Abidjan.

The residents of Adjamé expressed their views successively on the commune's current problems (109 opinions, or 39%), future hopes (75 opinions, or 27%), assets (49 opinions, or 18%) and future fears (46 opinions, or 16%).

1.2 Current environmental challenges (2022)

Current problems (2022)

The main current environmental problems identified by Adjamé residents relate essentially and in order of magnitude to mobility and transport (18%), safety (14%), urban planning and management (14%), health and waste management (13%), sanitation (11%), living environment and public spaces (8%), noise pollution (7%) and social amenities (6%).

The first problem only garners 18% of opinions, which proves that there isn't one major problem that overshadows the others, but several equally important ones.

The mobility and transport-related problems raised by the Adjamé population are of various origins, and notably concern the construction of new roads (15%), anarchic parking (15%), the lack of traffic fluidity (15%), the management of bus stations (10%), and finally the poor public transport system, road safety, lack of space for walking and soft mobility (5%). Its centrality and polarization make it an attractive, accessible commune, and consequently a major transit point for Abidjan's residents. It is also known as a utilitarian commune, thanks to its ability to satisfy the needs of the majority of local residents. All this increases the need for mobility of goods and people. But the associated transport system for the distribution and distribution of travel remains largely unstructured.

Safety-related problems mainly concern delinquency (73%) and theft (20%). Residents are probably referring to the phenomenon of children in conflict with the law (known as "microbes"). These are young teenagers from underprivileged backgrounds, most of whom have dropped out of school, are illiterate or have been abandoned by their families, and who terrorize the population with all kinds of aggression and theft. This problem is common to other old communes such as Abobo and Treichville, and gives rise to a strong sense of insecurity.

Urban planning and management problems are also at the heart of the concerns of the Adjamé population. These include anarchic urbanization (33%), lack of housing and land security resulting from land clearing (20%), followed by problems of integrated urban planning (13%) and finally, problems of conservation of public land reserves and occupation of the public domain (7%). Like most of the central communes of Greater Abidjan, which have undergone spontaneous urbanization, it would appear from the results of the consultation that the issue of urban management remains a priority problem in need of in-depth rethinking.

More than three-quarters of the health and waste management problems identified were linked to the lack of hygiene in public spaces (93%), followed by the dumping of garbage in public spaces (7%). Indeed, the commune of Adjamé boasts a number of market facilities (the grand marché, the forum, the black market, etc.) and presents itself as a huge open-air market where product prices are affordable. As far as access to foodstuffs is concerned, Adjamé is known for its food markets (or wholesale markets), where traders and housewives can obtain supplies at lower cost due to the wide availability of products. The presence of garbage in public spaces is partly due to the failure of traders and the general public to respect the hygiene code. They throw away garbage with no concern for the health consequences. It should also be noted that the large quantities of garbage produced by the development of various commercial activities are not in proportion to the regularity of rubbish collection in the commune, which creates a lot of odour nuisance.

The fourth living environment issue highlighted is sanitation. This is expressed in terms of the need for piping (50%) and the reinforcement of sanitation capacity (50%). Inhabitants are probably referring to poor wastewater management, lack of piping in the streets, flooding, etc. These problems are caused by the fact that the commune suffers from a regular lack of maintenance of rainwater drainage works, which are sometimes clogged with waste. The underground wastewater network is obsolete and also lacks regular maintenance. The same problems are experienced in the communes of Koumassi, Treichville and Abobo.

The lack of green spaces and children's play areas represent 70% of the problems related to the living environment mentioned by the population. As Adjamé is a commune dominated by commercial activities, there are not enough rest and play areas for the well-being of its residents. This may be due to the fact that much of the land dedicated to the development of these public spaces has been used for other purposes.

Current assets (2022)

The main current environmental assets cited by Adjamé residents are mobility and transport (29%), atmosphere/feeling

(18%), social facilities (18%) and the local economy (14%). The first asset garnered 29% of opinions, more than 11 points more than the second asset, demonstrating a certain predominance of this aspect.

The main asset currently touted by the commune's residents is mobility and transport, in terms of traffic fluidity, general transport supply (several intercommunal, interurban and international bus stations) and ease of access to the commune. As a result, all the major transport projects currently being studied and implemented, such as the East-West BRT and the first North-South metro line, have their immediate roots in the commune of Adjamé.

The second most-vaunted asset is the feeling of a peaceful atmosphere that reigns within the communities. Over three quarters of this is reflected in social cohesion (77%), which is a major factor in social life.

Social amenities such as health facilities (33%), commercial and administrative facilities (22% each) and socio-cultural and religious facilities (11% each) are also appreciated by residents. The development of all these activities makes Adjamé one of Abidjan's most dynamic local economies.

1.3 Future environmental challenges (2040)

Fears for the future (2040)

The main future concerns expressed by Adjamé residents regarding the evolution of their living environment by 2040 are urban planning and management (28%), safety (15%) and social amenities (13%). Next come mobility and transport (11%), and sanitation/waste management (9%). The first of these only accounts for (28%) of opinions, which suggests that there isn't one major fear that overshadows the others, but several equally important ones. The first fear garnered 28% of opinions, over 13 points more than the second, demonstrating a certain predominance of urban planning issues.

Concerns about urban planning and management between now and 2040 remain a general problem in Greater Abidjan. Specifically, however, those of the Adjamé commune are half dominated by anarchic urbanization (50%), and the other half by land security, which is probably a result of the eviction. The construction of several major renewal projects, such as the East-West BRT line and the North-South metro line 1, will have a significant negative impact on residential areas, commercial facilities and certain public spaces. This is a source of anxiety for local residents.

The security concerns of the Adjamé population reflect fears of a future increase in delinquency (57%), drug abuse (28%) and banditry (14%). These fears may be due to the current proliferation of drug dens and continuing impoverishment.

Fears about the downgrading of social facilities mainly concern educational facilities (50%), followed by commercial facilities (33%). Residents are probably worried about the future lack of basic school facilities, the decline of literacy centers, the saturation of market facilities, etc., which are common to several communes. These feared problems about education could have an impact on employment and the future of young people, hence their fears.

Hopes for the future (2040)

Adjamé residents' main hopes for future improvements in living conditions by 2040 concern urban planning and management (21%), living conditions and public spaces (17%), social facilities (16%), mobility and transport (12%) and safety (8%).

Expectations linked to urban planning and better urban management largely concern the elimination of anarchic urbanization (25%), the improvement of urban form and habitability (25%) or land security (19%). Inhabitants are probably referring to the construction of high-rise housing, the regularization of property titles and the control of land use, actions that could also be implemented in the most saturated communes such as Abobo, Koumassi or Treichville.

Improving the living environment/public spaces also remains one of the population's expectations. This translates into around two-thirds of those hoping to see green spaces developed (62%). These public spaces are seen as additional places for relaxation and leisure, but also as meeting places for local society.

Future hopes for social facilities include the construction of new vocational training centers, health facilities and educational facilities, each accounting for 25% of the total. These facilities will be able to meet the needs of the population.

Future hopes in terms of mobility and transport are mainly expressed in terms of asphalted roads (44%) and improving traffic flow (22%). As Adjamé is a major transit point for other communes, its road network needs constant improvement to ensure smooth internal and external travel.

2. Alépé

2.1 General results

In the commune of Alépé, the workshop of the first consultation cycle of the Strategic Environmental Assessment (SEA) of the SDUGA 2040 Operationalization Project, organized in February 2021, brought together 27 representatives of the inhabitants of the various districts. They expressed a total of 107 opinions during the first part of the session, the aim of which was to identify the commune's current and future environmental challenges. Participation was below the average of 211 opinions for the 19 communes of Greater Abidjan.

The people of Alépé were most interested in expressing their views on current problems (38%, 40 opinions), followed by future hopes (35%, 36 opinions), future fears (19%, 20 opinions) and finally the commune's current assets (8%, 8 opinions). In comparison with the results for the other communes, the distribution of the various issues is fairly similar for Azaguié and Bonoua.

2.2 Current environmental challenges (2022)

Current problems (2022)

The main current environmental problems identified by Alépé residents are mobility and transport (23%), sanitation and waste management (20%). Next comes cost of living/employment and the local economy, sanitation and social facilities (13% each). The first problem only garners 23% of opinions, proving that there isn't one major problem that overshadows the others, but several equally important ones.

Mobility and transport issues experienced in the urban center extend strongly to Abidjan's outlying communes. They are of various origins, but those of Alépé are mostly linked to accessibility (33%), followed by the poor condition and lack of maintenance of roads and the inadequacy of transport services (22% each). Last but not least, residents also highlighted problems with asphaltting and road safety (11% each). It's likely that residents are referring to internal travel, which is difficult, as many feeder roads are unpaved and in an advanced state of disrepair. The commune and its surrounding villages are more or less landlocked due to the numerous natural barriers, notably the watercourses, which hinder traffic and accessibility.

The sanitation and waste management problem in Alépé is similar to that in other outlying communes such as Dabou, Azaguié, Bonoua, Jacquville and others. It boils down to a lack of hygiene and the dumping of garbage in public spaces (38% each), as well as the problem of household garbage collection (25%). The lack of regular garbage collection by residents and the insufficient number of intermediate dumps may be causes of the growing insalubrity in public spaces. This can encourage the proliferation of mosquitoes and other insects harmful to human health.

The cost of living, which is currently on the rise, has also been noted in Alépé. Inhabitants point to the lack of financial resources for business (40%), the high cost of food (40%) and the high cost of hospital care (20%).

The lack of processing facilities is also a problem affecting the local economy in the commune of Alépé. The inhabitants all mentioned the lack of local product processing plants in the commune (100%). In fact, the availability of land means that a number of agricultural economic activities are developed here. These include oil palm, cassava production and so on. It is therefore likely that local residents are referring to atiéké, palm oil, etc. production plants.

Current assets (2022)

The main current environmental assets cited by Alépé residents are the atmosphere/feeling (50%) and the living environment and public spaces (25%). The first asset garners 50% of opinions, which means that there is one major asset that predominates.

The first asset praised by residents is the sense of peace that reigns between communities. This is rooted in peace (75%) and good living (25%). The change in status from prefecture to commune has had no impact on cultural and social values in the communities. It's a peaceful, tranquil place with an inter-ethnic mix where life is good.

Assets related to the living environment and public spaces are mainly linked to natural spaces (50%) and air quality (50%). These are important assets for the commune, with positive externalities for the well-being of its residents.

2.3 Future environmental challenges (2040)

Fears for the future (2040)

The main future environmental fears highlighted by residents are cost of living (20%), followed by social amenities (15%), natural resources and safety (15% each). The first of these concerns is only mentioned by 20% of respondents, which suggests that there is not one major concern that overshadows the others, but rather a number of equally important concerns.

The third problem, the cost of living, highlighted by local residents, is also a source of fear for the future. These include poverty, the cost of housing, the high cost of local transport and the lack of jobs (25% each).

Concerning social facilities, natural resources and security, these are respectively the lack of schools, given the current

population growth, and the loss of agricultural land that could be linked to accelerated urbanization and growing banditry.

Hopes for the future (2040)

The main future environmental hopes highlighted by residents are social facilities (47%) and the local economy (14%). The former accounts for only (47%) of opinions, which suggests that there is not one major hope that overshadows the others, but several equally important ones.

The construction of new social facilities in the future is important for the commune of Alépé. Inhabitants would like to see, first and foremost, educational facilities (53%), followed by health facilities (35%) and finally vocational training and commercial facilities (6% each). Specifically, they would like to see the construction of universities and grandes écoles, trade schools and a university hospital.

Inhabitants' future hopes for the local economy include strengthening industry and the service sector (40% each), followed by commerce (20%). Inhabitants are probably referring to the establishment of several factories that could create jobs and boost the local product processing sector, as well as revitalizing trade.

3. Anyama

3.1 General results

In the commune of Anyama, the workshop of the first consultation cycle of the Strategic Environmental Assessment (SEA) of the SDUGA 2040 Operationalization Project, organized on February 1, 2022, brought together 31 representatives of the inhabitants of the various districts. A total of 164 opinions were expressed during the first part of the session, the aim of which was to identify the commune's current and future environmental challenges. Participation was below the average of 211 opinions for the 19 communes of Greater Abidjan.

Anyama's residents were most interested in expressing their views on the commune's current problems (46%, 74 opinions), followed by future hopes (23%, 38 opinions), then future fears (19%, 30 opinions) and finally current assets (12%, 20 opinions).

3.2 Current environmental challenges (2022)

Current problems (2022)

The main current environmental problems cited by Anyama residents are mobility and transport (20%), sanitation/waste management (15%), urban planning and management (14%), followed by drinking water and electricity supply (11%). Next come the problems of the living environment and public spaces (10%), followed by rainwater/flooding and social facilities (7%). The first problem only garners 20% of opinions, which proves that there isn't one major problem that overshadows the others, but several equally important ones.

Mobility and transport issues in the urban center extend strongly to Abidjan's outlying communes. Although of diverse origins, Anyama's problems are dominated by accessibility (40%) and the state and maintenance of roads (20%). Internal travel is difficult, as many of the access roads are unpaved and in an advanced state of disrepair. This is the case, for example, in the Saint Michel and Anyama Plateau districts, where getting around is difficult. Residents have also criticized drivers' failure to observe traffic regulations, which is one of the causes of traffic congestion.

Sanitation and waste management are a sensitive issue in urban management, and constitute the second biggest concern for the commune's residents. They are largely summed up by the lack of dustbins (36%) and household waste collection (27%). The lack of regular garbage collection by residents may be one of the causes of this situation. It could also be explained by the lack of garbage bins on every street corner. However, the issue of neighborhood accessibility, which is a major concern for the commune's residents, could have a direct influence on the frequency of removal and the management of sanitation.

Town planning and urban management issues are not left out of the population's concerns. These include anarchic urbanization, which alone accounts for half of the sub-themes (50%), and land security resulting from land clearing (20%). Most of Greater Abidjan's outlying communes are spreading out without any functional, planned urban development. These irregularities sometimes lead to disputes between communities. This land pressure also affects arable land intended for urban agriculture. This fact could also be one of the causes of land insecurity, as residents point out.

Needs in terms of drinking water supply and electricity supply are proportional in the commune, and are broken down as follows. The lack of capacity building in water supply and the inadequacy of drinking water supply infrastructures, with a proportion of (50%) each, and the generalized supply of electricity accompanied by the inadequacy of electrical capacity building, with similar proportions (50%). These problems are evident in neighborhoods such as Agnaman Adja and the village called Ahoubo, where the water in the pipes is weak and power cuts are untimely. These areas suffer from these deficits because of their peripheral location. But the construction of a new water tower in the area has alleviated some of the inhabitants' needs.

The lack of green spaces (42%) and children's play areas (57%) are problems related to the living environment mentioned by the population. The lack of rest and play areas can be a loss to sociability and inclusion.

Anyama is one of the communes most affected by heavy rains every year. This rainwater creates a lot of erosion (60%) and flooding (40%) in the commune, which greatly affects the most vulnerable inhabitants. These floods could be exacerbated by construction in the natural path of the water, inadequate stormwater drainage systems, and also the obstruction of garbage in existing gutters.

Current assets (2022)

The main current environmental assets cited by Anyama residents are social facilities (45%), followed by mobility and transport (20%). The first asset attracts around a third of opinions, which means that there is a major asset recognized in the commune.

A facility is the set of buildings and installations that enable a population to provide the collective services it needs. The large presence and accessibility of educational (56%) and socio-cultural (22%) facilities is an asset praised by local residents. This could have a significant positive impact on the training of young people and the development of activities.

Mobility and transport are the commune's second major asset. The public transport offer is significant, accounting for half of all services (50%). This is highly commendable, given the heavy flow of traffic from the suburbs to the city center. The second and third assets are the construction and widening of certain thoroughfares, such as Boulevard Mohamed VI, which

has opened up part of the commune, and the Y4, which is currently being developed.

3.3 Future environmental challenges (2040)

Fears for the future (2040)

The main future environmental fears underlined by residents concern the need for social facilities (20%). Next comes safety (17%) and urban planning/management (17%). The former accounts for only (20%) of opinions, which suggests that there is not one major fear that overshadows the others, but several equally important ones.

The main concerns expressed by Anyama residents between now and 2040 are the need for basic social amenities, including commercial facilities (33%), followed by health, sports and educational facilities (16%). With the commune in full expansion, residents are somewhat skeptical about the level of development of these facilities.

Security is the second biggest fear expressed by Anyama residents. More than half of opinions concern delinquency (60%), followed by banditry and theft (20%). This could be justified by the current level of insecurity, which is likely to increase by 2040 if nothing is done to curb it.

Future fears in terms of town planning and urban management in the commune relate first and foremost to anarchic urbanization (60%), followed by the high demand for housing and the lack of conservation of public land reserves (20%). It is likely that the population is referring to the unauthorized subdivisions that sometimes swallow up certain land reserves, and to the anarchic installation of certain shopkeepers currently in the commune, which could persist in the future. Fears of strong future demand for housing are perhaps rooted in the lack of affordable real estate projects and the high cost of land.

Hopes for the future (2040)

The main environmental hopes for the future (2040) are mostly expressed in terms of social amenities (40%), followed by mobility and transport (21%) and finally living environment/public spaces (13%). The former accounts for only (40%) of opinions, which suggests that there is not one major hope that overshadows the others, but a few equally important ones.

The construction of new social facilities in the future is important for the Anyama commune. First and foremost, residents would like to see many educational facilities (40%) in all neighborhoods, followed by health facilities (20%) and finally sports, commercial and socio-cultural facilities (13%).

Mobility and transport are the second biggest problem in Anyama. To remedy the situation in the future, the population would like to see roads paved to facilitate traffic flow (38%), new roads widened and built (25%), and last but not least, the construction of road infrastructures, the provision of quality transport and an increase in the supply of public transport (13%). The implementation of these various points, combined with the Y4 construction project (currently underway), will facilitate access to the commune.

Improving the living environment/public spaces also remains one of the population's expectations. This translates into over two-thirds of those hoping to see green spaces created (80%), followed by other general improvements (20%). These public spaces are seen as additional places for relaxation and leisure, as well as meeting places for the elderly and young people.

4. Attécoubé

4.1 General results

In the commune of Attécoubé, the workshop of the first consultation cycle of the Strategic Environmental Assessment (SEA) of the SDUGA 2040 Operationalization Project, organized on February 8, 2022, brought together 19 representatives of the inhabitants of the various districts. A total of 189 opinions were expressed during the first part of the session, the aim of which was to identify the commune's current and future environmental challenges. Participation was below the average of 211 opinions for the 19 communes of Greater Abidjan.

Attécoubé's residents were most interested in expressing their views on the commune's current problems (50%, 94 opinions), followed by future hopes (22%, 42 opinions), then future fears (14%, 26 opinions) and finally current assets (13%, 25 opinions).

4.2 Current environmental challenges (2022)

Current problems (2022)

The main current environmental problems cited by Attécoubé residents are safety (23%), urban planning and management (17%), mobility and transport (12%). Next comes problems with the living environment and public spaces (10%), followed by drinking water supply and social facilities (9%). Finally, sanitation/waste management (6%), tied with electricity supply and sanitation (5%). The first problem only garners 23% of opinions, proving that there isn't one major problem that overshadows the others, but several equally important ones.

Safety is the number one problem cited by the local population. More than two-thirds of them are concerned with delinquency (75%), followed by drug abuse (20%) and banditry (5%). It is likely that the inhabitants refer to the phenomenon of children in conflict with the law ("microbes", a term used locally) through delinquency. These are young teenagers from underprivileged backgrounds, most of whom have dropped out of school, are illiterate or have been abandoned by their families, and who terrorize the population with all kinds of aggression and theft. This problem is common to other old communes such as Abobo, Treichville and Anyama, and is causing fear among residents.

Town planning and urban management issues are not left out of the population's concerns. These include anarchic urbanization, which alone accounts for half of the sub-themes (50%), and the occupation of public land (25%). Then there's the problem of subdivision/land development (13%), tied with the problem of lack of land and integrated urban planning (6%). As a commune with strong natural constraints (rugged terrain), Attécoubé is not subject to harmonious development and therefore suffers from an urbanization problem. There are also precarious neighborhoods such as Boribana, which do not go unnoticed.

Mobility and transport issues in the urban center are almost identical from one commune to another. They come from a variety of sources, but for Attécoubé, they are dominated by the problem of accessibility and traffic flow (27%), followed by the lack of maintenance and poor condition of roads (20%) and finally by the externalities of new road construction, and the lack of signage. Internal travel is difficult, as many feeder roads are unpaved and in an advanced state of disrepair. The lack of lanes can be explained by the relief, which is dominated by hills that do not facilitate routing. Some have also criticized the incivism of a fringe group of residents who hold ceremonies on the public highway, which affects the flow of traffic. But the construction of the fourth bridge will have a significant impact on mobility in general in the commune and beyond.

The lack of green space and children's play areas (67%), lagoon pollution (22%) and the lack of leisure space represent problems linked to the living environment/public space mentioned by the population. The lack of rest and play areas may be a shortcoming in terms of sociability and inclusion. However, this problem could be due to the fact that the commune has not undergone functional and coherent development, and also to the lack of dedication of spaces for these purposes. The case of pollution of the lagoon may be due to the presence of industrial cement manufacturing activities, the discharge of waste produced by the population and the laundry activities observed.

Needs for drinking water supply and social facilities are proportional in the commune, and are broken down as follows. Lack of drinking water capacity (88%), water needs (12%) and needs for educational facilities (50%), social facilities (38%) and vocational training facilities (12%).

The causes of the need for drinking water are mainly dominated by the accessibility of the service network and the low pressure in the pipes (rugged terrain). This may explain the great need expressed, which is reflected in the inadequacy of water capacity reinforcement. The lack of educational facilities is partly due to the low number of primary and secondary schools. And this corroborates the high level of insecurity in the commune expressed by local residents.

The sanitation and waste management problem in Attécoubé is similar to that in Anyama. In half, it boils down to sanitation and lack of hygiene in public spaces (50%), followed by dumping of garbage in public spaces (33%) and, finally, collection of household waste (17%). The lack of regular garbage collection by residents may be one of the causes of poor hygiene in public spaces. However, the issue of neighborhood accessibility, which is the third concern of the commune's residents, could have a direct influence on the frequency of removal.

Even though the sanitation and electricity supply problems were only weakly expressed by the residents, they remain

important in the management of the estate. In terms of sanitation, the main need is to increase sanitation capacity (100%). Electricity supply needs are: excessive power cuts (60%) and the lack of electricity capacity reinforcement and electricity supply needs (20% each). All of the opinions collected on sanitation refer to the lack of drainage channels. Even if the commune's topography (on a hill) favors the natural flow of water to the lowest areas, this does not solve the problems of landslides. As far as the electricity supply is concerned, it boils down to the lack of public lighting and the under-supply of certain areas. This can be a danger for residents, given the level of insecurity in the commune.

Current assets (2022)

The main current environmental assets touted by Attécoubé residents are the living environment and public spaces (36%), followed by a feeling of a peaceful living atmosphere and mobility and transport (16%). The first asset garners 36% of opinions, which means that there is a major asset recognized in the commune.

The living environment and public spaces are an undeniable asset recognized by residents. It is characterized by the forest areas surrounding the commune (44%) and the lagoon (33%), as well as by environmental protection habits. Examples include the Banco forest in the north and the Ebrié lagoon in the south. The lagoon ecosystem could be a source of tourism that generates the local economy if it were developed and maintained.

As for mobility and transport, major track construction projects are beginning to have a positive impact on accessibility (75%).

4.3 Future environmental challenges (2040)

Fears for the future (2040)

The main future environmental fears underlined by residents are mostly urban planning/management (30%), followed by the living environment/public spaces and safety (19%). The former accounts for only (30%) of opinions, which suggests that there is not one major fear that overshadows the others, but several equally important ones.

Future fears expressed include uncontrolled urbanization (29%), housing demand (29%) and lack of social housing (29%), followed by insecurity of tenure/displacement (13%).

The current lack of coherent, functional urban planning (2022) and the development of precarious neighborhoods are likely to persist over time if nothing is done. In addition, current population growth is creating a housing shortage (given that affordable housing projects are virtually non-existent in the commune). This in turn increases demand, posing a threat to families living below the poverty line. All this could be a source of future concern.

Future fears concerning the living environment and public spaces are the lack of children's play areas, deforestation, environmental protection, the disappearance of lagoon areas and the lack of leisure facilities, all of which are accounted for (20%) each.

As far as safety is concerned, the fears of local residents persist over time. These include delinquency (60%), banditry and drug abuse (20%) each.

Hopes for the future (2040)

The main environmental hopes for the future (2040) are mostly expressed in terms of urban planning and management (29%), followed by social amenities, mobility and transport (17%). The former accounts for only (29%) of opinions, which suggests that there is not one major hope that overshadows the others, but several equally important ones.

Hopes for the future lie in improving/resolving the problems currently experienced by the population. Expectations linked to urban planning/management are largely expressed in concrete actions for integrated urban development (25%), a more secure land tenure system (25%), the elimination of anarchic urbanization (27%), followed by an effective building control system, the availability of housing for all and good urban planning (8%). With the implementation of the current Integrated Urban Land Management System (SIGFU) project, urbanization and land security will be better controlled in the future.

The construction of new social facilities in the future is important for the commune of Attécoubé. First and foremost, residents would like to see more educational facilities (43%) in all neighborhoods, health facilities (43%) and sports facilities (14%).

Future hopes in terms of mobility and transport are mostly expressed in terms of good traffic flow (29%) and easy access to the commune (29%). This is followed by the construction of new roads (14%), asphaltting of roads (14%) and better transport services (14%). As the commune is a major transit point for other towns, its road network needs constant improvement to ensure smooth internal and external travel.

5. Azaguié

5.1 General results

In the commune of Azaguié the workshop of the first consultation cycle of the Strategic Environmental Assessment (SEA) of the SDUGA 2040 Operationalization Project, organized on February 1, 2022, brought together 40 representatives of the inhabitants of the various districts. A total of 307 opinions were expressed during the first part of the session, the aim of which was to identify the commune's current and future environmental challenges. Participation was higher than the average of 211 opinions for the 19 communes of Greater Abidjan.

Azaguié residents were most interested in expressing their views on the commune's future fears (29%, 88 opinions), followed by future hopes (26%, 78 opinions), then current problems (24%, 71 opinions) and finally current assets (21%, 62 opinions). Compared with the results for the other communes, the distribution of the various issues in the commune of Azaguié is unusual in that it is the only commune to give priority to future fears.

5.2 Current environmental challenges (2022)

Current problems (2022)

The main current environmental problems cited by Azaguié residents are drinking water supply (23%), sanitation and waste management (13%) and safety (11%). Next comes electricity supply problems (10%), followed by public spaces/environment and urban planning/management (7% each). The first problem only garners 22.5% of opinions, which proves that there isn't one major problem that overshadows the others, but several equally important ones.

The problem of drinking water supply was explained by participants mainly as a need for drinking water (88%), followed by a need to reinforce water supply capacity (12%). Located 40 km from the center of Abidjan, the town of Azaguié has long suffered from water shortages and cuts that last for months. Problems with the town's water supply are recurrent. Inaccessibility to water affects not only households, but also the industrial sector, which in some cases is forced to interrupt production. The municipality is attempting to solve the problem by building boreholes and modernizing the city's main water tower. When the work proved inadequate, the population protested against the water shortages. Water was then distributed by tankers to various points in the city to cope with the emergency. However, this is more expensive for the population, who are hoping for more effective solutions.

Sanitation and urban waste management are the commune's second biggest concern. The main concerns are the deposit of garbage in public spaces (33%) and the collection of household waste (33%). In fact, the absence of a garbage collection system, coupled with the accumulation of garbage in public and natural spaces over the years, means that Azaguié's urban and natural landscape is highly polluted, and the town's sanitation standards are low. The presence of latex and wood factories in the town also adds to the problem of urban pollution and industrial waste in the urban environment.

As for the question of security, it is explained mainly by the problem of delinquency (87%) coupled with that of drug addiction (13%). As in the commune of Abobo, it is very likely that residents are referring to the phenomenon of juvenile crime. Several episodes of violence have left their mark on the town's collective memory, contributing to a feeling of urban insecurity. In addition to the absence of cultural or recreational facilities for young people, as in communes close to the center of Abidjan where the problem of urban insecurity was strongly expressed by residents, Azaguié is more akin to a rural town, and is remote from other communes. This isolation could also reinforce the lack of security and the abundance of delinquency among young people.

The issue of electricity supply is the fourth problem highlighted by residents. The need for electricity supply was unanimous (100%). Being a rural commune, the electricity connection rate remains low. Recurrent power cuts in the commune also exacerbates the situation.

Current assets (2022)

The main current environmental assets highlighted by Azaguié residents are the general atmosphere in the commune (24%), followed by mobility and transport (16%) and the living environment/public spaces and the local economy (11% each). The first asset receives only 24% of opinions, proving that there isn't one major asset that characterizes the commune, but several equally important ones.

The general atmosphere in the commune of Azaguié is described by participants as mainly one of social cohesion (53%) and peace (40%). This shows that, despite the problem of urban insecurity and the commune's isolation, the rural and communal way of life means that the inhabitants nevertheless feel cohesive and at peace. This is demonstrated by the solidarity shown during water shortages, the ethnic mix, the hospitality and the community mobilization to claim their rights.

Mobility and transportation are the commune's second most important assets. This is mainly due to the commune's accessibility (60%) and traffic fluidity (30%). Indeed, Azaguié's crossroads location, at the intersection of the A1 freeway and the Route d'Agboville, facilitates access to the town, and positions it on the route for travellers to and from the north of the country. Azaguié is also beginning to welcome young families who are buying land and building houses here, and who work in Abidjan and commute there daily. This dynamic is the result of the availability of land, the town's strong subdivision dynamics, the good road links between Azaguié and Abidjan, and the fluidity of this road axis, particularly since it does not strongly correspond to Abidjan's commuter axis.

The living environment and public spaces expressed by the participants correspond mainly to the abundance of forest (43%) and natural (29%) spaces. As Azaguié is located in the peri-urban zone of Greater Abidjan, it is a conurbation built around vast forests and agricultural areas. These forest and natural areas are visible from the city, giving it a very pleasant urban and natural landscape. The abundance of vegetation in the city, particularly in the wild, also lends Azaguié the appearance of a green city.

Ultimately, all these assets help to create opportunities for the development of the town's local economy. The town's good road network facilitates accessibility and is an asset for commercial exchanges. The town's strategic geographical position plays a key role in boosting the local economy. The local economy is also highly diversified, notably in terms of market gardening, industrial agriculture, livestock farming, industry and commerce. In Azaguié, all this has given rise to a project to reintegrate 50 migrants through farming and livestock breeding, and entrepreneurship in the fields of plumbing, masonry, electricity and so on.

5.3 Future environmental challenges (2040)

Fears for the future (2040)

The main future environmental fears underlined by Azaguié residents concern the living environment/public spaces (27%), urban planning and management (24%) and safety (22%). Next come fears about the general atmosphere of the town (6%), and pollution and natural resources for subsistence (4.5% each). The first fear accounts for only (27%) of opinions, which suggests that there is not one major fear that overshadows the others, but several equally important ones.

The main concerns expressed by Azaguié residents about their living environment between now and 2040 are deforestation (58%), followed by climate change (21%). Concerns about environmental protection and green spaces were also expressed (17%). Indeed, the population is certainly referring to the dynamics of agricultural or forest land parcelling out for sales and construction purposes, or the development of agribusiness projects. Aware of the rapid urban growth taking place in Greater Abidjan, and fearful of seeing their land expropriated in the future for urban development, the local population indulges in land speculation. The slow pace of agricultural profitability is also prompting landowners to sell their land, preferring instead to make an immediate profit. Lack of awareness of the importance of these areas to the city's ecosystem balance could also reinforce the deforestation process that is taking place.

Urban planning and management is the second biggest concern expressed by Azaguié residents. Almost half of the opinions expressed concerned anarchic urbanization (43%), followed by land security and evictions (19%) and housing demand (14%). This can be explained by the same process of unauthorized subdivisions, following which a process of informal construction takes place. This unplanned urbanization at the expense of agricultural land and natural areas is seen as a threat to the city, since it in turn generates a host of problems that are very difficult to rectify through planning. In this case, land insecurity is both a cause and a consequence. It pushes people to sell their land to guarantee a quick profit, and accompanies new owners whose property has not been regularized. Demographic growth in Greater Abidjan has led to a very high demand for housing, and to urban, land and speculation dynamics that need to be brought under control as a matter of priority.

As for the fear of urban security, it's always the problem of delinquency (63%), security stability (16%) and drug addiction (11%) that resurface. Indeed, the population fears that these problems will persist over time, in the absence of concrete measures to prevent them in the future. This same problem, shared by several communes, may require inter-communal actions and strategies.

Hopes for the future (2040)

The main environmental hopes for the future (2040) are mostly expressed in terms of living environment/public spaces (15%), followed by social facilities and urban planning and management (14% each). These hopes are then followed by improving the general atmosphere (12%), the local economy (10%) and mobility/transportation and symbolic/political (9% each). The former accounts for only (15%) of opinions, suggesting that there is not one major hope that overshadows the others, but a few equally important ones.

Improving the living environment and public spaces is the population's main expectation. This translates mainly into improving the commune's general living environment (42%) and protecting the environment (25%). This demonstrates the population's aspiration to preserve the environmental and social assets that characterize their commune, with the aim of improving the population's standard of living and alleviating the various socio-economic and spatial vulnerabilities.

The construction of new social facilities in the future is also important for the commune of Azaguié. Residents would like to see educational and health facilities (36% each). This would help to improve the general quality of life in the commune, as well as addressing the problem and fear of urban insecurity, which can be partly remedied by educational and health facilities that could raise awareness among young people of the harmful effects of drug use.

Finally, expectations in terms of urban planning and management are mainly expressed in terms of urban planning needs (36%) and actions to control uncontrolled urbanization and provide social housing in return (18% each). This can be explained by the absence of urban planning documents in the commune, which could serve as practical tools to control spontaneous urbanization, unauthorized subdivisions and deforestation, as well as to put in place alternative strategies and mechanisms to give the population access to decent, affordable housing, and to implement an urban strategy to develop the local environment and improve the socio-economic and spatial living conditions of the population.

6. Bingerville

6.1 General results

In the commune of Bingerville, the workshop of the first consultation cycle of the Strategic Environmental Assessment (SEA) of the SDUGA 2040 Operationalization Project, organized on February 14, 2022, brought together 19 representatives of the inhabitants of the various districts. A total of 170 opinions were expressed during the first part of the session, the aim of which was to identify the commune's current and future environmental challenges. Participation was below the average of 211 opinions for the 19 communes of Greater Abidjan.

Bingerville residents wanted to express their views on the commune's current problems (35%, 58 opinions), followed by future fears (26%, 40 opinions), then current assets (20%, 33 opinions), and finally future hopes (19%, 32 opinions).

6.2 Current environmental challenges (2022)

Current problems (2022)

The main current environmental problems cited by Bingerville residents are mobility and transport (22%). This is followed by sanitation/waste management (17%), and sanitation (9%). The first problem only garners 22% of opinions, which proves that there isn't one major problem that overshadows the others, but several equally important ones.

Mobility and transport issues in the urban center extend strongly to Abidjan's outlying communes. They come from a variety of sources, but for Bingerville they are dominated by traffic fluidity (54%), mobility in general (15%), followed by road construction, asphaltting, public transport and road safety (8%). As a dormitory town, migratory and pendular movements are intense, making it difficult to get out of Bingerville because of traffic jams. Public transport provision is also inadequate in relation to traffic flows and demand. Internal travel is difficult, as many of the access roads are unpaved and in an advanced state of disrepair.

The problem of sanitation and waste management in Bingerville is similar to that in Anyama and Attécoubé. The main problem is the collection of household waste (30%), followed by lack of hygiene in public areas, absence of garbage cans (20%) and garbage dumping in public areas, disease and cleanliness (10%). The lack of regular garbage removal by residents may be one of the causes of poor sanitation in public spaces. However, the issue of neighborhood accessibility, which is the primary concern of the commune's residents, could have a direct influence on the rate of removal. All this has a detrimental impact on the health of residents and the general quality of life in the commune.

The third problem, sanitation, largely concerns wastewater run-off and the need for piping (40%), followed by the need to reinforce sanitation capacity (20%). It's likely that residents are referring to the poor management of wastewater, the lack of piping in the streets, and so on. These problems are caused by the fact that the commune suffers from a regular lack of maintenance of the structures channelling rainwater, which are sometimes blocked by rubbish. The lack of a collective drainage network could also be a cause of these problems. The same problems are experienced in the communes of Koumassi, Treichville, Abobo, Attécoubé, etc.

Current assets (2022)

The main current environmental assets cited by Anyama residents are the living environment and public spaces (24%), followed by mobility, transport and social facilities (21%). The first asset garners 36% of opinions, which means that there is a major asset recognized in the commune.

The living environment and public spaces are Bingerville's greatest asset. These include lagoon areas and environmental protection (38%), followed by the presence of green spaces and the beautification of the urban landscape (13%). It is likely that residents are referring to protected areas such as the botanical garden and the Dahliafeurs nature reserve, which constitute a green lung in the commune. The lagoon ecosystem and its landscaped surroundings are ideal places to relax.

The second asset is the good representation of facilities. These include educational facilities (43%), health facilities (43%) and civil protection facilities (14%). It's likely that residents are referring to the Lycée de Garçon and the Ecole Militaire Préparatoire Technique (EMPT), which are two benchmark schools in the Ivorian education system, and also the presence of the mother-and-child hospital inaugurated in March 2018.

Although some issues in terms of mobility and transport have already been singled out, others are also appreciated from a different angle. These include the construction of new roads (43%), followed by asphaltting, lagoon transport, accessibility and traffic fluidity (14%).

6.3 Future environmental challenges (2040)

Fears for the future (2040)

The main future environmental fears highlighted by residents are mobility and transport (25%), urban planning and management (25%) and the cost of living (11%). The former accounts for only (25%) of opinions, which suggests that there is not one major fear that overshadows the others, but several equally important ones.

As with current problems (2022), the issue of mobility and transport remains the number one concern of local residents in the future (2040). More than half are concerned with traffic flow (55%), followed by the state and maintenance of roads, road infrastructure construction, signage and road safety (9% each). Its geographical location (on the outskirts of town) makes it one of the most densely urbanized communes. This could be a source of future concern in terms of mobility if road infrastructure construction does not keep pace with development. The same applies to the other peripheral communes of Greater Abidjan.

The second source of future fears in terms of urban planning and management concerns anarchic urbanization (45%), followed by land security/border and demography (18% each), and finally land resource conservation (9%) and integrated urban planning (9%). It is likely that the population is referring to current land pressure, which could give rise to conflicts, and to subdivisions that do not comply with the rules and sometimes lead to the disappearance of land reserves.

Cost of living and employability are residents' third biggest fears, and concern about unemployment (40%), followed by poverty (20%), transport costs (20%) and cost of living (20%).

Hopes for the future (2040)

The main environmental hopes for the future (2040) are mostly expressed in terms of mobility and transport (38%), followed by social amenities (19%). The former accounts for only (38%) of opinions, which suggests that there is not one major hope that overshadows the others, but several equally important ones.

Asphalting roads (33%), building new roads (33%), public transport (17%), lagoon transport (8%) and traffic fluidity (8%): these are the hopes nourished by residents in terms of mobility and transport. Given the current level of urbanization and the stakes involved in transport issues, residents hope to see many new roads built to ensure smooth traffic flow, as well as a more diversified and modern public transport offer.

The second hope for the future concerns the construction of new social facilities. These are mainly educational facilities (83%) and healthcare facilities (17%). It is likely that local residents would like to see the construction of more secondary schools to reduce the overcrowding of classrooms, as well as health centers accessible to all.

7. Bonoua

7.1 General results

In the commune of Bonoua, the workshop of the first consultation cycle of the Strategic Environmental Assessment (SEA) of the SDUGA 2040 Operationalization Project, organized on February 3, 2022, brought together 23 representatives of the inhabitants of the various districts. A total of 177 opinions were expressed during the first part of the session, the aim of which was to identify the commune's current and future environmental challenges. Participation was below the average of 211 opinions for the 19 communes of Greater Abidjan.

Bonoua's residents were most interested in expressing their views on the commune's current problems (32%, 56 opinions), followed by future fears (28%, 49 opinions), then future hopes (22%, 38 opinions), and finally assets (18%, 31 opinions).

7.2 Current environmental challenges (2022)

Current problems (2022)

The main current environmental problems cited by Bonoua residents are mobility and transport (16%). Next come stormwater/flooding (11%), urban planning and management (11%) and pollution (10%). The first problem only garners 16% of opinions, which proves that there isn't one major problem that overshadows the others, but several equally important ones.

Mobility and transport issues in the urban center extend strongly to Abidjan's outlying communes. They have a variety of origins, but for Bonoua, the main problem is the poor condition and lack of maintenance of roads (33%), followed by accessibility (22%), parking (11%), asphaltting (11%) and lack of road construction (11%). Internal travel is difficult, as many service roads are unpaved and in an advanced state of disrepair. This is the case, for example, of the poor state of the roads in old Bonoua and the difficult access to Adiaho. These problems are common to other outlying districts of Greater Abidjan.

The second problem highlighted by residents concerns the need for rainwater drainage infrastructure (50%) and flooding (50%). Bonoua, like the communes of Attécoubé, Cocody, etc., is affected by these same environmental vulnerabilities. This could be due to the lack of drainage structures such as gutters and rainwater collectors.

Over three-quarters of urban planning and management problems are dominated by uncontrolled urbanization (83%), followed by poor urban planning (17%). These problems are common to peripheral communes and are mainly due to the lack of planning, the lack of functional and coherent urban planning, and also the dwellings in certain non aedificandi zones.

The fourth problem in the commune concerns industrial pollution (100%). Like Yopougon, Koumassi and Port Bouet, the inhabitants of Bonoua are affected by air pollution resulting from the release of smoke from industrial facilities.

Current assets (2022)

The main current environmental assets cited by Bonoua residents are the living environment and public spaces (29%), followed by mobility and transport (16%). The first asset garners 29% of opinions, which means that there is a major asset recognized in the commune.

The assets linked to the living environment and public spaces are mostly of a general nature (44%), namely the existence of a maritime coastline, the relatively flat relief and the abundance of land for agriculture. This is followed by the existence of a lagoon (22%), green spaces (11%) and good forest cover (11%). These assets are important for the commune and could generate a local economy and food self-sufficiency.

Mobility and transport are the second most important assets cited by local residents. These include public transport services (40%), followed by good accessibility (20%), new road construction (20%) and signage (20%). The diversity of public transport services and accessibility may be due to the fact that the commune is located along a transnational freeway.

7.3 Future environmental challenges (2040)

Fears for the future (2040)

The main future environmental concerns highlighted by residents are urban planning and management (24%), the living environment and public spaces (16%). Followed by health and waste management (12%) and safety (12%). The former accounts for only (25%) of opinions, which suggests that there is not one major fear that overshadows the others, but several equally important ones.

The first concern, urban planning and management, mainly relates to issues of uncontrolled urbanization (40%), followed by urbanization not adapted to the environment (20%) and urban planning (20%), and finally by housing demand (10%) and plot development (10%). The latter could be explained by the fact that the commune is undergoing major changes in terms of development, and this is likely to continue in the future if it does not equip itself with planning documents to make development coherent and functional. This case is similar to that of Azaguié, Songon, Dabou, etc.

The second greatest fear for the future concerns the living environment/public spaces, and is broken down as follows: the

loss of vegetation cover (deforestation) (50%), followed by the disappearance of recreational areas (25%), and finally the disappearance of green spaces (13%) and forest reserves (13%). Inhabitants are probably referring to the high land pressure in the commune, which may suggest fears about the future of the living environment.

The third fear relates to issues of cleanliness and waste management. This relates in part to the dumping of garbage in public spaces (50%), then to the reinforcement of waste management measures (33%) and finally to healthiness and lack of hygiene in public spaces (17%).

The fourth fear relates to the safety of residents. It is dominated by the high level of delinquency (67%), followed by drug addiction (17%) and banditry (17%). These fears may be due to the current proliferation of "drug dens", growing insecurity and violence.

Hopes for the future (2040)

The main environmental hopes for the future (2040) are mostly expressed in terms of social amenities (18%), followed by mobility and transport (13%). The former accounts for only (18%) of opinions, which suggests that there is not one major hope that overshadows the others, but several equally important ones.

The construction of new social facilities in the future is important for the commune of Bonoua. First and foremost, residents would like to see the construction of many health facilities (43%) in all neighborhoods, followed by educational facilities (29%) and commercial and socio-cultural facilities (29%).

In terms of mobility and transport, Bonoua's residents would like to see future actions to improve accessibility in their neighborhoods (40%), asphalt roads (40%), and good public transport services (20%). The implementation of these various points will facilitate access to the commune.

8. Dabou

8.1 General results

In the commune of Dabou, the workshop of the first consultation cycle of the Strategic Environmental Assessment (SEA) of the SDUGA 2040 Operationalization Project, organized on January 31, 2022, brought together 21 representatives of the inhabitants of the various districts. A total of 195 opinions were expressed during the first part of the session, the aim of which was to identify the commune's current and future environmental challenges. Participation was below the average of 211 opinions for the 19 communes of Greater Abidjan.

Dabou residents were most interested in expressing their views on the commune's current problems (48%, 90 opinions), followed by future hopes (23%, 42 opinions), then future fears (16%, 29 opinions) and finally current assets (13%, 25 opinions). In comparison with the results for the other communes, the distribution of the various issues is fairly similar to that of Anyama.

8.2 Current environmental challenges (2022)

Current problems (2022)

The main current environmental issues raised by Dabou residents are first and foremost health and waste management (22%), urban planning and management (18%) and mobility and transport (12%). Next come safety issues (10%), social amenities (8%), and finally, , sanitation (6%) and noise pollution (6%). The first problem only garners 22% of opinions, which proves that there isn't one major problem that overshadows the others, but several equally important ones.

The problem of sanitation and waste management in Dabou is similar to that in Anyama and Attécoubé. It can be summed up mainly as a lack of hygiene in the public space (45%), followed by the dumping of garbage in the public space (10%), the inadequacy of intermediate dumps (10%), animal straying (10%), endemic diseases (10%) and finally by the absence of dustbins (5%) and the lack of garbage collection (5%). The lack of regular garbage collection by residents and the insufficient number of intermediate dumpsites may be causes of the insalubrity of public spaces.

Urban planning and urban management issues are not left out of the public's concerns. These include anarchic urbanization, which alone accounts for half the sub-themes (56%), followed by urban planning (13%) and land security (13%), and finally land use planning (6%), occupation of the public domain (6%) and non-availability of land (6%). It's likely that, in speaking of anarchic urbanization, local residents are referring to the anarchic subdivisions built by certain operators on unviable, unbuildable sites. The neighborhood on the road leading to the village of Debremou also suffers from flooding, as subdivisions have been built on marshy sites. This phenomenon is common to communes undergoing rapid urban expansion.

Mobility and transport issues in the urban center extend strongly to Abidjan's outlying communes. They are of various origins, but for Dabou it's mainly the lack of asphalt on the roads (45%), followed by accessibility problems (18%) and finally the poor condition and lack of maintenance of the roads (9%), the lack of road construction (9%) and the problem of public transport (9%). It's likely that residents are referring to internal travel, which is difficult because many service roads are unpaved and in an advanced state of disrepair. The road congestion problem on the Dabou-Abidjan axis also illustrates these mobility issues to and from the commune.

Safety is the third problem highlighted by local residents. Three-quarters (3/4) of the problem is related to delinquency (75%), and one-quarter to drug abuse (25%). Inhabitants are probably referring to assaults, robberies and the proliferation of "drug dens", which are on the increase in the communes.

Half of the social facilities problems are linked to the lack of educational facilities (50%), followed by the lack of health facilities (33%) and finally the lack of commercial facilities (17%). These shortcomings could be explained by the fact that urban growth and population growth are probably not being followed by the construction of new facilities to meet the growing needs of the population. This could explain the plethora of pupils in classrooms and the anarchic occupation of street vendors.

The sanitation problems plaguing the commune of Dabou are of two types. Wastewater runoff (80%) and lack of sanitation capacity (20%). These problems are probably due to the lack of adequate wastewater collection facilities in households. This leads residents to discharge this water into public spaces. This is likely to have consequences for both human health and the lagoon ecosystem.

Noise pollution is the last problem to be singled out by local residents. These are characterized by generalized noise pollution (60%), followed by places of worship (20%) and restaurants, bars and markets (20%).

Current assets (2022)

The main current environmental assets highlighted by Bonoua residents are mobility and transport (24%) and atmosphere/feeling (16%). The first asset garners 24% of opinions, which means that there isn't one major asset that overshadows the others, but several equally important ones.

Mobility and transport are the most important assets cited by local residents. These are first and foremost the asphalted roads (33%) and accessibility (33%), followed by the quality of the transport offer (17%) and traffic fluidity (17%). With the coastal road asphalted project now underway, the issue of mobility and transport would be partly resolved, and this is

perhaps what the population is referring to.

The feeling of a peaceful atmosphere prevailing within the community is the second asset highlighted by residents. This is largely reflected in social cohesion (75%), followed by good living (25%).

8.3 Future environmental challenges (2040)

Fears for the future (2040)

The main future environmental fears highlighted by residents are security (31%), followed by urban planning and management (17%), and lastly, , the cost of living/employment (14%) and natural resources (14%). The former accounts for only (31%) of opinions, which suggests that there is not one major fear that overshadows the others, but several equally important ones.

Security is the number one fear expressed by Dabou residents. Almost half the opinions concern delinquency (44%), followed by drug addiction (33%) and security stability (23%). This could be justified by the current level of insecurity and its likely increase by 2040 if nothing is done to curb it. Current inter-ethnic and religious conflicts, and the strong need for educational facilities expressed earlier in the problems, could be one of the future consequences of insecurity in the commune.

The second concern is urban planning and management. The majority of these concerns relate to land availability (40%), followed by anarchic urbanization (20%), housing demand (20%) and security of tenure (20%). The latter could be explained by the fact that the commune is undergoing major urban transformation, resulting in a need for planning documents to make urban development coherent and functional. This case is also similar to that of Azaguié, Songon, Anyama, Bingerville, etc.

The third fear concerns the rising cost of living. Local residents are worried about the high cost of living (50%), the cost of transport (25%) and rising unemployment (25%).

The population's fourth greatest fear for the future (2040) concerns subsistence and natural resources, and is broken down as follows. Half concern the disappearance of agricultural land (50%), followed by insufficient food supplies (25%) and the disappearance of fishing resources (25%). It is likely that the population fears the lack of fish in the lagoon due to current pollution. Also, the expansion of the commune is increasingly taking up agricultural land, which could considerably reduce agricultural yields in the future.

Hopes for the future (2040)

The main environmental hopes for the future (2040) are mostly expressed in terms of sanitation/waste management (19%), followed by social amenities (17%), mobility and transport (17%) and finally safety (12%). The former accounts for only (19%) of opinions, which suggests that there is not one major hope that overshadows the others, but several equally important ones.

Inhabitants of the Dabou commune would like to see their living conditions improve in the future. Firstly, in the management of sanitation and waste by setting up landfill sites (25%), promoting hygiene in the public space (25%), followed by strengthening waste management (13%), promoting cleanliness (13%) and installing garbage bins in all streets (13%).

Next, social facilities such as educational facilities (43%), health facilities (43%), followed by sports facilities (14%). Indeed, residents would like to see a sufficient number of local schools, improved health center infrastructures and sports facilities.

In addition, improving mobility and transportation. This involves asphaltting roads in the neighborhoods (57%), improving accessibility (29%) and, finally, developing alternative modes of public transport by exploiting the lagoon's blue network (14%).

And finally, to put in place a security system that guarantees peace and quiet and combats proven delinquency.

9. Cocody

9.1 General results

In the commune of Cocody, the workshop of the first consultation cycle of the Strategic Environmental Assessment (SEA) of the SDUGA 2040 Operationalization Project, organized on February 15, 2022, brought together 23 representatives of the inhabitants of the various districts. A total of 213 opinions were expressed during the first part of the session, the aim of which was to identify the commune's current and future environmental challenges. Participation was higher than the average of 211 opinions for the 19 communes of Greater Abidjan.

Cocody residents were most interested in expressing their views on the commune's current problems (35%, 72 opinions), followed by future hopes (25%, 50 opinions), then future fears (21%, 43 opinions), and finally current assets (19%, 38 opinions). In comparison with the results for the other communes, the distribution of the various issues is fairly similar to those for Plateau and Bingerville.

9.2 Current environmental challenges (2022)

Current problems (2022)

The main current environmental problems highlighted by Cocody residents are mobility and transport (25%) and rainwater/flooding (17%), followed by safety (13%), sanitation and waste management (10%), and finally living environment/public spaces (8%) and urban planning/management (8%). The first problem only garners 25% of opinions, which proves that there isn't one major problem that overshadows the others, but several equally important ones.

The mobility and transport-related problems raised by the Cocody population are of various origins, and concern first and foremost traffic fluidity (17%), parking (17%), and general problems (17%), followed by the poor public transport system (11%) and the poor condition and lack of maintenance of roads (11%). And last but not least, problems linked to accessibility (6%), asphaltting of roads (6%) and incivility of transporters on the roads (6%). As Cocody is one of Abidjan's most upscale communes, its needs in terms of mobility of goods and people are considerable. Nevertheless, the associated transport system for the distribution of trips remains largely unstructured.

Cocody is also one of the communes most affected by torrential rain during rainy episodes in Abidjan. Half of all respondents said that Cocody suffers from flooding (50%), followed by the lack of drainage infrastructure (17%), the lack of maintenance of existing drainage infrastructure (17%) and finally the problem of erosion (8%) and gutters (8%). Flooding remains a major concern in certain neighborhoods, such as Palmeraie, Anono, etc.

Safety-related problems mainly concern delinquency (67%) and drug abuse (33%). Residents are probably referring to the phenomenon of delinquent children. These are young teenagers from underprivileged backgrounds, most of whom have dropped out of school, are illiterate or have been abandoned by their families, and who engage in juvenile delinquency. A large number of young people are also affected by the development of a large number of places known for the consumption of illicit products, known as "drug dens". This problem is common to other communes such as Abobo, Treichville, Attécoubé and Anyama.

The problem of sanitation and waste management in Cocody can be summed up by the lack of cleanliness (29%), the dumping of garbage in public spaces (29%), followed by the lack of hygiene in public spaces (14%), the lack of regular garbage collection (14%) and the lack of reinforcement of the waste management system (14%). The lack of regular garbage collection by residents and the insufficient number of intermediate dumps may be causes of insalubrity in public spaces.

As for the problems related to the living environment mentioned by the Cocody population, they break down as follows: the lack of children's play areas (50%), followed by the lack of green spaces (33%) and finally environmental pollution (17%). The lack of rest and play areas can have a negative impact on sociability and inclusion.

Town planning and urban management issues are not left out of the concerns of the Cocody population. These include occupation of the public domain (33%), followed by anarchic urbanization (17%), lack of control over construction (17%) and security of tenure resulting from land clearing (17%). Even though the commune is experiencing a fairly high level of development, it would be interesting to look into these concerns for a more optimal development.

Current assets (2022)

The main environmental assets currently highlighted by Cocody residents are social facilities (21%), followed by the living environment/green spaces (16%) and mobility and transport (16%). The first asset garners 21% of opinions, which means that there isn't one major asset that overshadows the others, but several equally important ones.

The assets in terms of social facilities in the Cocody commune are dominated by the high proportion of educational facilities (62%), followed by health facilities (38%).

The large number of educational and health facilities can be attributed to the fact that Cocody is one of Abidjan's largest, most upscale and modern communities, and is highly valued by its inhabitants. Cocody is home to the country's largest university, Félix Houphouët Boigny, as well as other renowned universities and private establishments. There's also the Centre Hospitalier Universitaire (CHU) in the heart of the town, which sees a large number of patients every day.

Assets related to the living environment and public spaces are mostly of a general nature (50%), namely urban aesthetics, good air quality and living environment. This is followed by the existence of green spaces (33%) and a well-established urban landscape (17%). These assets are recognized by all and are a great reference for the commune.

Mobility and transport are the third most important asset for local residents. Firstly, the asphaltting of roads (50%), then the condition and maintenance of roads (33%) and finally, walking and soft mobility (17%). Cocody remains one of the communes with the most carriageways in Abidjan. These roads are regularly maintained in certain districts, with specific improvements to meet the current challenges of soft mobility.

9.3 Future environmental challenges (2040)

Fears for the future (2040)

The main future environmental fears highlighted by residents are urban planning and management (21%), followed by safety (19%), and mobility and transport (12%). The former accounts for only (21%) of opinions, which suggests that there is not one major fear that overshadows the others, but several equally important ones.

The number-one concern is urban planning and management. These are mostly anarchic urban planning (33%), followed by the demand for social housing (22%) and the occupation of public land (22%), and finally village organization (11%) and land security (11%). Despite the current level of urbanization, which is more or less modern, residents have some fears about its future, due to non-compliance with certain planning rules and conduct. This is the case, for example, with the illegal occupation of public land in the streets. In addition, the commune's modernization policy is having a huge impact on the villages, and is giving rise to many concerns about land ownership.

Security is the second greatest fear expressed by Cocody residents. The leading source of fear is banditry (38%), followed by drug addiction (25%) and delinquency (25%), and finally theft (13%). The insatiability of security is a well-known preoccupation in the city of Abidjan, and this is probably what explains this fear for the future, given that these phenomena are struggling to be resolved.

Mobility and transport are the third biggest concern for Cocody residents. The first source of fear is conflict between modes of transport (40%), followed by traffic fluidity (20%), parking (20%) and other general fears (20%). Residents are probably referring to conflicts between "Gbakas" transporters, cabs and intercommunal cabs. There is also the problem of interminable traffic jams, aggravated by the lack of parking spaces in the commune.

Hopes for the future (2040)

The main environmental hopes for the future (2040) are mostly expressed in terms of mobility and transport (38%), social facilities (18%), and finally urban planning and management (12%). The former accounts for only (38%) of opinions, which suggests that there is not one major hope that overshadows the others, but several equally important ones.

When it comes to mobility and transport, Cocody residents would like to see future action taken to improve traffic flow (26%), followed by transport services (25%), road infrastructure construction (11%), asphaltting (11%), lagoon transport development (11%), accessibility (5%) and road condition and maintenance (11%). Inhabitants are probably referring to the reduction of traffic jams, the organization and modernization of the public land and lagoon transport fleet, and the maintenance of existing roads. The implementation of these various points will facilitate mobility and transport in the commune.

The construction of new social facilities in the future is important for the Cocody commune. Residents would first like to see health facilities (67%), followed by educational facilities (22%) and vocational training facilities (11%). Health facilities in Cocody are dominated by private clinics. It is therefore likely that the population would like to see more public health centers accessible to all, without, however, ignoring the need to strengthen educational facilities and diversify training courses.

Although the commune's level of urbanization is fairly advanced, residents would like to see more action, namely: integrated urban development (17%), improved urban planning (17%), social housing construction (17%), urban renewal operations (17%) and planning that takes into account land use (17%).

10. Grand Bassam

10.1 General results

In the commune of Grand-Bassam, the workshop of the first consultation cycle of the Strategic Environmental Assessment (SEA) of the SDUGA 2040 Operationalization Project, organized on February 4, 2022, brought together 33 representatives of the inhabitants of the various districts. A total of 312 opinions were expressed during the first part of the session, the aim of which was to identify the commune's current and future environmental challenges. Participation was higher than the average of 211 opinions for the 19 communes of Greater Abidjan.

Grand-Bassam's residents were most interested in expressing their views on the commune's current problems (45%, 137 opinions), followed by future hopes (23%, 70 opinions), then current assets (18%, 55 opinions) and finally, future fears (15%, 45 opinions). In comparison with the results for the other communes, the distribution of the various issues is fairly similar to those for Attécoubé, Marcory and Dabou.

10.2 Current environmental challenges (2022)

Current problems (2022)

The main current environmental problems highlighted by Plateau residents are safety (15%), living environment/public spaces (15%), urban planning and management (13%). Next come mobility and transport (12%), sanitation and waste management (11%), followed by stormwater/flooding (8%), sanitation (7%) and noise pollution (5%). The first of these problems only garnered 15% of opinions, proving that there isn't one major problem that overshadows the others, but several equally important ones.

Safety-related problems mainly concern drug abuse (48%), delinquency (48%) and theft (4%). Inhabitants are probably referring to the phenomenon of juvenile crime. This problem is common to other old communes such as Abobo and Treichville, and gives rise to fear and urban insecurity.

The problems of the living environment and green spaces raised by residents are numerous and concern in particular the lack of green spaces (25%), the disappearance of coastal areas (20%), followed by problems linked to environmental protection (10%), deforestation (10%), the lack of children's play areas (10%), the effects of climate change (10%), lagoon areas (10%) and finally leisure areas (10%). Problems with green spaces, play areas and leisure facilities are probably due to non-compliance with subdivision rules and a lack of coherent, functional urban planning. In addition, as a seaside and lagoon commune, it boasts a remarkable, yet fragile ecosystem, threatened by coastal erosion and the disappearance of flora and fauna, which represents a real threat for the future.

Town planning and urban management issues are not on the bangs of the population's concerns. These include anarchic urbanization, which alone accounts for half the problems (50%), followed by land tenure security due to land clearing (17%), lack of housing (11%) and, lastly, street addressing (6%), occupation of the public domain (6%) and urban planning (6%). Most of Greater Abidjan's outlying communes are spreading out without coherent, functional urban planning, sometimes due to the interference of non-professionals in the field, which creates disputes over urban plots between communities. This land pressure also affects arable land intended for urban agriculture. This could also be one of the causes of land insecurity.

The mobility and transport-related problems raised by the population of Grand-Bassam are of various origins, and concern road safety (19%) and the lack of asphalted roads (19%). Followed by lack of lanes (13%), road infrastructure construction (13%), accessibility (13%) and other problems (13%). And last but not least, problems with traffic flow (6%) and lack of road maintenance (6%). The issue of transport and mobility in Grand-Bassam is similar to that in Anyama, Bingerville, etc.

The problem of sanitation and waste management in Grand-Bassam is similar to that in Anyama, Attécoubé and Dabou. It can be summed up mainly by the lack of hygiene in public spaces (47%), followed by the lack of reinforcement of the waste management mechanism (20%). Next is the lack of regular garbage collection (13%), followed by the deposit of garbage in public spaces (7%), the lack of a garbage disposal policy (7%) and animal straying (7%). The lack of regular garbage removal by residents and the insufficient number of intermediate dumps may be causes of unsanitary conditions in public spaces.

Grand-Bassam is one of the communes most affected by torrential rain during rainy episodes in Abidjan. More than three quarters of opinions state that it suffers from flooding (82%), followed by a lack of drainage infrastructure maintenance (18%). This could be one of the consequences of the urban planning problem mentioned above. It could also be explained by the fact that the soil has a low impermeability rate and therefore quickly becomes waterlogged. The environment in general in this commune is naturally humid (lagoons and the sea).

Although the sanitation issue was only weakly expressed by residents, it remains an important factor in the management of the estate. The main problem is the need to increase sanitation capacity (50%), followed by water drainage (40%) and run-off (10%). These problems could be explained by the lack of a management system for domestic wastewater and household refuse, and also by the ageing of the existing sewage network.

As far as noise pollution is concerned, it's engine noise (40%), other noise (40%) and noise from restaurants, bars and markets (20%). This car noise could be explained by the presence of the A100 freeway alongside the village, which generates a large flow of vehicles.

Current assets (2022)

The main environmental assets currently touted by Grand-Bassam residents are the living environment/green spaces (24%), the atmosphere/community feeling (20%) and the local economy (16%). The first asset garners 24% of opinions, which means that there isn't one major asset that overshadows the others, but several equally important ones.

The assets linked to the living environment and public spaces are mainly coastal areas (69%), leisure areas (23%) and lagoon areas (8%). These assets are important for the commune and could generate a local economy and food self-sufficiency.

The second asset cited by residents is the feeling of a peaceful atmosphere that reigns between communities, notably peace (45%), social cohesion (45%) and good living (10%).

The third asset is the economy generated locally by tourism and hotels (67%) and commercial activities (33%). A historic town and the first capital of Côte d'Ivoire (1893-1900), Grand-Bassam has been on UNESCO's World Heritage List since 2012, notably for its well-preserved colonial heritage. The presence of its seaside resorts boosts the tourist and economic potential of the town, which receives a large number of visitors every day.

10.3 Future environmental challenges (2040)

Fears for the future (2040)

The main future environmental fears highlighted by residents are safety (22%), urban planning and management (22%), followed by the living environment/public spaces (16%). The former accounts for only 22% of opinions, which suggests that there is not one major fear that overshadows the others, but several equally important ones.

Security is the number one fear expressed by Grand-Bassam residents. The primary source of fear is delinquency (70%), followed by banditry (20%) and finally drug addiction (10%). The insatiability of security is a concern known to all in the city of Abidjan. The failure to resolve these security problems explains the population's fear that the problem will persist over time.

The second concern is urban planning and management. These are mainly anarchic urban planning (40%), followed by land security (30%). Next come planning and land use (20%), and finally village organization (10%). As in Songon, Dabou and Azaguié, the fears of the inhabitants of Gand-Bassam could be explained by the fact that the commune is undergoing major changes in terms of development, and this is likely to persist in the future if it does not equip itself with planning documents to make development coherent and functional.

The living environment/public spaces mentioned in the problems constitute a subject of fear for the future in the commune of Grand-Bassam. This fear relates in particular to deforestation (29%), the lack of recreational areas (29%), environmental protection (29%) and the lack of green spaces (14%). It is likely that residents fear the progressive loss of vegetation cover, mangroves and wildlife, due to the impact of human activities and urbanization.

Hopes for the future (2040)

The main environmental hopes for the future (2040) are mostly expressed in terms of mobility and transport (26%), followed by the living environment and green spaces (16%), social facilities (16%), and finally the local economy (10%), safety (10%) and urban planning/management (10%). The former accounts for only (26%) of opinions, which suggests that there is not one major hope that overshadows the others, but several equally important ones.

In terms of mobility and transport, residents of Grand-Bassam would like future actions to take account of asphalted roads (50%), improving land-based public transport (17%) and developing soft mobility routes (11%). Finally, there are hopes for the construction of new roads (6%), the construction of road infrastructure (6%), the construction of logistics infrastructure (6%) and the development of lagoon transport (6%). The implementation of these various points will facilitate accessibility and, more generally, transport and mobility in the commune.

The second hope concerns the living environment/public spaces. The population would like to see the development of green spaces (36%), followed by children's play areas (27%) and the enhancement of coastal areas (27%). And finally, the development of leisure areas (9%) and lagoon areas (6%).

The third hope concerns social facilities. In terms of actions, residents would like to see the construction of educational facilities in first place (36%). Next would be the construction of health facilities (27%), followed by socio-cultural facilities (18%). And finally, the construction of commercial facilities (9%), followed by vocational training facilities (9%).

The fourth hope concerns the development of the local economy, safety, urban planning and management.

As far as the local economy is concerned, residents would like to see first and foremost the development of tourism (29%), industrial activities (29%), fishing (29%), and finally, other activities that would raise the level of the local economy (14%).

In terms of security, the hope is to reduce crime (100%).

In terms of urban planning and management, local residents would like to see more action in the following areas: improved urban planning (29%) and good village organization (29%). And finally, integrated urban planning (14%), improved urban form and habitability (14%) and good land availability (14%).

11. Plateau

11.1 General results

In the Plateau commune, the workshop of the first consultation cycle of the Strategic Environmental Assessment (SEA) of the SDUGA 2040 Operationalization Project, organized on February 2, 2022, brought together 14 representatives of the inhabitants of the various districts. A total of 77 opinions were expressed during the first part of the session, the aim of which was to identify the commune's current and future environmental challenges. Participation was below the average of 211 opinions for the 19 communes of Greater Abidjan.

Plateau residents were most interested in expressing their views on the commune's current problems (36%, 27 opinions), followed by future fears (23%, 17 opinions), then future hopes (21%, 16 opinions) and finally, current assets (20%, 15 opinions). In comparison with the results for the other communes, the distribution of the various issues is fairly similar to those for Cocody and Bingerville.

11.2 Current environmental challenges (2022)

Current problems (2022)

The main current environmental problems put forward by Plateau residents are dominated by mobility and transport (33%) and sanitation and waste management (19%). The first problem garners only 15% of opinions, proving that there isn't one major problem that overshadows the others, but several equally important ones.

As a business and administrative district, Plateau is seen as Abidjan's showcase for development, but this modernity doesn't exclude issues of mobility and transport. This problem stems from a number of sources, namely traffic fluidity (33%), followed by road safety (23%), walking and soft mobility (22%) and, finally, parking problems (11%) and lack of signage (11%). The problem of traffic fluidity is due to the large number of workers and cars visiting the commune every day, and the lack of parking spaces. The lack of public transport development in the commune exacerbates the situation in a commune that has great potential for developing soft mobility.

The problem of sanitation and waste management in Plateau can be summed up as a lack of hygiene in public spaces (40%), followed by a lack of regular garbage collection (20%), a failure to strengthen the waste management system (20%) and the proliferation of bats, with garbage soiling public spaces (20%). These problems are common to the other communes of Abidjan and need to be addressed by local elected officials.

Current assets (2022)

The main current environmental assets cited by Plateau residents are mobility and transport (20%), and the noise-free commune (20%). The first asset receives 20% of opinions, which means that there is not one major asset that overshadows the others, but several equally important ones.

With regard to mobility and transport, residents unanimously recognize the ease of access to the commune (100%). In fact, it is linked by several access roads, notably boulevard Nagui Abrogoua, which connects it to the center of Adjamé, the Félix Houphouët Boigny and Général De Gaulle bridges linking it to the southern zone, boulevard de la Paix, which connects it to Yopougon, Attécoubé and Adjamé, and boulevard Lagunaire, which connects it to Abobo and Cocody.

Residents unanimously praised the commune's calmness (100%). In fact, although the Plateau commune is characterized by a large influx of people in the early evening hours, it remains an ideal place to relax after 8pm, especially at weekends.

11.3 Future environmental challenges (2040)

Fears for the future (2040)

The main future environmental fears highlighted by residents are urban planning and management (57%), followed by urban planning (29%) and, finally, the protection of built heritage (14%). The former accounts for (57%) of opinions, suggesting that there is one major fear that overshadows the others.

The urban renewal and large-scale development projects currently underway are having a major impact on the central Plateau district. These factors give rise to a number of concerns about urban planning/management in the commune. The main concerns are land tenure security (57%), followed by urban planning (29%) and protection of the built heritage (14%).

The second concern is mobility and transport. It boils down to traffic flow (40%), followed by road safety (20%), parking (20%) and bad driving (20%). The lack of parking spaces in the commune will increase anarchic parking and could exacerbate traffic congestion if nothing is done.

Hopes for the future (2040)

The main environmental hopes for the future (2040) are mostly expressed in terms of social amenities (25%) and mobility and transport (25%). The former accounts for only (25%) of opinions, suggesting that there is not one major hope that overshadows the others, but several equally important ones.

In terms of social facilities, the inhabitants of the Plateau commune would like to see future actions focused equally on the construction of educational facilities, notably high schools worthy of the commune (50%) and health facilities such as a general hospital (50%).

When it comes to mobility and transport, residents of the Plateau commune would like future actions to improve road infrastructure construction (25%), road conditions (25%), the number of parking lots (25%) and intra-communal public transport services (25%).

12. Port Bouët

12.1 General results

In the commune of Port-Bouët, the workshop of the first consultation cycle of the Strategic Environmental Assessment (SEA) of the SDUGA 2040 Operationalization Project, organized on February 4, 2022, brought together 14 representatives of residents from different districts. A total of 124 opinions were expressed during the first part of the session, the aim of which was to identify the commune's current and future environmental challenges. Participation was below the average of 211 opinions for the 19 communes of Greater Abidjan.

Port-Bouët residents were most interested in expressing their views on the commune's current problems (38%, 47 opinions), followed by future fears (25%, 31 opinions), future hopes (25%, 31 opinions) and finally, current assets (12%, 14 opinions). In comparison with the results for the other communes, the distribution of the various issues is fairly similar to those for Koumassi and Songon.

12.2 Current environmental challenges (2022)

Current problems (2022)

The main current environmental issues raised by Port-Bouët residents are dominated by urban planning and management (26%), mobility and transport (19%), followed by safety (13%), and finally sanitation and waste management (11%). The first problem only garners 26% of opinions, proving that there isn't one major problem that overshadows the others, but several equally important ones.

Town planning and urban management issues are not left out of the population's concerns. These include security of tenure due to land clearing (25%) and village organization (25%). Next come anarchic urbanization (13%), lack of housing (13%), migration (13%) and urban form/habitability (13%). Like other communes in the DAA, Port-Bouët is subject to occasional development operations, which have a huge impact on private land.

The mobility and transport problems raised by the Port-Bouët population are of various origins, and concern first and foremost traffic jams (67%), followed by the precariousness of lagoon transport (11%), the lack of traffic fluidity (11%) and accessibility problems (11%). The issue of transport and mobility in Port-Bouët is similar to that in Grand Bassam.

Security, the third issue highlighted by residents, is unanimously linked to delinquency (100%). Residents are probably referring to the phenomenon of juvenile crime. This problem is common to other older communes such as Abobo, Treichville and Anyama, and gives rise to fear and feelings of insecurity among residents.

The problem of sanitation and waste management in Port-Bouët is similar to that in Anyama, Grand-Bassam, Attécoubé and Dabou. It can be summed up mainly by the lack of hygiene in public spaces (60%), followed by the lack of reinforcement of the waste management mechanism (20%) and the dumping of garbage in public spaces (20%). The lack of regular garbage removal by residents and the insufficient number of intermediate dumps may be the causes of unsanitary conditions in public spaces.

Current assets (2022)

The main current environmental assets cited by Port-Bouët residents are the living environment/public spaces (36%) and the local economy (36%). The first asset garners 26% of opinions, which means that there isn't one major asset that overshadows the others, but several equally important ones.

More than half of the assets linked to the living environment and public spaces are coastal areas (60%), followed by green spaces (20%) and the embellishment of the urban landscape (25%). Bordered on the south by the ocean, the commune boasts a number of assets, notably its beaches, which are a source of entertainment and tourism. These assets are similar to those of the communes of Bonoua, Grand Bassam and Jacqueville.

The local economy, the commune's second most prized asset, is dominated by entrepreneurship (40%), industrial activities (40%), followed by tourism and hotels (20%). Like the communes of Koumassi, Bonoua and Yopougon, the presence of an industrial zone in Port-Bouët is an undeniable asset, generating local jobs for young people and fostering the development of a host of commercial activities.

12.3 Future environmental challenges (2040)

Fears for the future (2040)

The main future environmental concerns highlighted by residents are urban planning and management (26%), followed by the living environment and public spaces (23%). Next come the cost of living (13%) and natural resources (13%). The first of these fears only garners (26%) of opinions, which suggests that there is not one major fear that overshadows the others, but several equally important ones.

Fears linked to urban planning and management are of various origins, and concern firstly land security/evictions (25%), village organization (25%), followed by anarchic urbanization (13%), housing demand (13%), demography (13%) and urban

form/habitability (13%). With current renovation and slum clearance projects, certain areas of the commune are targeted by MCLU programs and projects. This is the case, for example, of the area around the expropriated airport zone. This fact could create a huge population displacement flow and could increase future housing demand. Also, many industrial plantations and cultivated areas are threatened by the pressure of urbanization and risk disappearing.

Living environment/public spaces are the population's second biggest fear. This mainly concerns lagoon areas (43%), followed by deforestation (29%), green spaces (14%) and environmental protection (14%). As in Grand-Bassam, it is likely that Port-Bouët residents fear the progressive loss of vegetation cover, mangroves and wildlife due to human activities and urbanization.

The third fear raised by residents concerns the cost of living and natural resources/subsistence. The cost of living that residents fear in the future mainly concerns rising housing costs (50%), followed by rising poverty (25%) and lack of employment (25%). When it comes to natural resources and livelihoods, people are concerned about disasters (50%) such as natural catastrophes, the effects of climate change and the loss of agricultural land (50%).

Hopes for the future (2040)

The main environmental hopes for the future (2040) are mostly expressed in terms of urban planning and management (19%), followed by mobility and transport (16%). Next come, , the living environment and green spaces (13%), social facilities (13%) and the local economy (13%). The first accounts for only (19%) of opinions, which suggests that there is not one major hope that overshadows the others, but several equally important ones.

In terms of urban planning and management, residents would like to see good land-use planning (33%), followed by good urban planning (17%), integrated planning (17%), sufficient supply to meet housing demand (17%), organized subdivisions and urban voids developed (17%). It's likely that people are talking about the organization of small shops along the streets, which sometimes obstruct the lanes.

In terms of mobility and transport, Port-Bouët residents would like to see the following actions taken in the future: improving waterways and lagoons (20%), improving public transport services (20%), building new roads (20%), widening existing roads (20%) and optimizing road safety (20%). The implementation of these various points will facilitate accessibility to the commune, and generally improve transport and mobility.

13. Jaqueville

13.1 General results

In the commune of Jaqueville, the workshop of the first consultation cycle of the Strategic Environmental Assessment (SEA) of the SDUGA 2040 Operationalization Project, organized on January 31, 2021, brought together 23 representatives of residents from different neighborhoods. They expressed a total of 318 opinions during the first part of the session, the aim of which was to identify the commune's current and future environmental challenges. Participation was higher than the average of 211 opinions for the 19 communes of Greater Abidjan.

Jaqueville residents gave priority to the commune's current assets (31%, 95 opinions), followed by future fears (27%, 83 opinions), then current problems (25%, 76 opinions) and finally, future hopes (18%, 56 opinions). In comparison with the results for the other communes, the distribution of the different issues is unusual, since this is the only commune with a priority of expression on current assets.

13.2 Current environmental challenges (2022)

Current problems (2022)

The main current environmental problems highlighted by Jaqueville residents are living environment/public spaces (17%), sanitation and waste management (16%), urban planning and management (13%). Next come mobility and transport (12%) and safety (12%). And finally, natural resources (9%) and social amenities (8%). The first of these issues only garners 17% of opinions, proving that there isn't one major problem that overshadows the others, but several equally important ones.

The problems of the living environment and green spaces raised by residents are numerous and largely concern the protection of the environment (31%) and deforestation (31%), followed by problems linked to the living environment in general (15%) and finally problems linked to the effects of climate change (8%), lagoon areas (8%) and finally coastal areas (8%). Inhabitants are probably referring to the environmental threats faced by coastal towns, namely coastal erosion and the advance of the sea, the destruction of flora and fauna, and so on. The passage of pipelines through certain villages also represents a pollution hazard.

The sanitation and waste management problem in Jaqueville is similar to that in Anyama, Attécoubé, Dabou and Grand-Bassam. The main problems are lack of hygiene in public spaces (47%), followed by dumping of garbage in public spaces (25%), and finally lack of reinforcement of the waste management mechanism (8%), the crying absence of garbage cans (8%), the lack of a garbage disposal policy (8%) and animal roaming (7%). The lack of regular garbage removal by residents and the insufficient number of intermediate dumpsites may be causes of unsanitary conditions in public spaces.

Town planning and urban management problems are not left out of the population's concerns. These include security of tenure resulting from land clearing (30%), followed by anarchic urbanization (20%), problems with subdivisions and land development (20%), and finally the high demand for housing (10%), occupation of the public domain (10%) and poor urban planning (10%). Most of Greater Abidjan's outlying communes are spreading out without prior urban planning. Land pressure in the commune also affects arable land intended for urban agriculture. This could also be one of the causes of land insecurity.

Mobility and transport issues in the urban center extend strongly to Abidjan's outlying communes. They are of various origins, but those of Jaqueville mainly concern accessibility problems (22%), asphaltting of roads (22%), followed by poor condition and lack of maintenance of roads (11%), traffic fluidity (11%), road safety (11%), incivism on roads (11%) and conflicts between modes of transport (11%). Internal travel is difficult, as many service roads are unpaved and in an advanced state of disrepair.

Safety, the fifth issue raised by residents, is mostly linked to delinquency (67%), followed by drug abuse (22%) and theft (11%). It is likely that residents are referring to the phenomenon of juvenile delinquency. This problem is common to other old communes such as Abobo, Treichville and Anyama, and gives rise to fear and a feeling of urban insecurity among residents.

More than two-thirds of the problems linked to natural resources and subsistence are dominated by soil and subsoil resources (71%) and fishery resources (29%). The commune's subsoil is rich and contains huge oil deposits that are currently being exploited. It is therefore likely that local residents are referring to the exploitation of oil and natural gas, as well as the stripping of soil for shellfish extraction, which is also common in the commune. All these practices have negative externalities on aquatic creatures.

Equipment problems in the commune are divided between the lack of educational facilities (67%) and health facilities (33%). This lack of facilities in the communes is sometimes linked to the mismatch between the pace of demographic growth and their increase.

Current assets (2022)

The main current environmental assets cited by Jaqueville residents are the living environment/public spaces (19%), urban management/planning (17%), social facilities (13%), local economy (11%), atmosphere/feeling (7%) and natural resources (7%), mobility and transport (6%) and noise pollution (5%). The first asset garners 19% of opinions, which means

that there isn't one major asset that overshadows the others, but several equally important ones.

Assets related to the living environment and public spaces are mainly coastal areas (44%), followed by lagoon areas (17%) and environmental protection (17%). Then the general living environment (11%), followed by green spaces (6%) and nature (6%). These assets are important for the commune and could generate a local economy.

In terms of urban planning and management, the main assets cited by residents are land subdivision and development (25%), integrated urban planning (18%), followed by good village organization (13%) in urban development and planning decision-making (13%). Jacquenville's status as a commune of Greater Abidjan has heightened its current development dynamics and future challenges in terms of urban planning and improving living conditions for its inhabitants.

Public facilities are the commune's third most prized asset. These are mainly health facilities, which are highly represented (50%), followed by educational facilities (33%) and, last but not least, vocational training facilities (8%) and civil protection facilities (8%).

Inhabitants praised the potential of local economic activities in the commune. These include tourism and the hotel industry (50%), followed by fishing (20%) and farming (10%), industry (10%) and other activities (10%). The development of tourism is partly due to the presence of blue screens such as the ocean and the lagoon, which generate other activities such as fishing, which is widespread in the commune. The extraction of natural oil resources is a source of employability for young people.

The fifth asset praised by residents is the feeling of a peaceful atmosphere that prevails within the communities. This is characterized by over two-thirds social cohesion (71%) and peace (29%). The majority of the population originate from the city and its surroundings, developing a community life that reflects their basic culture.

The natural potential praised by residents is of several types, namely geographical resources (29%) and water resources (29%), followed by fishery resources (14%), soil and subsoil (14%) and food resources (14%). The presence of the ocean, the lagoon, the availability of land and the flatness of the terrain are undeniable assets in the commune.

Mobility and transport in the municipality are characterized by asphalted roads (33%), followed by good accessibility (17%), public transport services (17%), road infrastructure (17%) and road construction (17%). With the current dynamic of urbanization in the municipality, these infrastructures need to be constantly improved.

The last asset praised by the commune's residents is the good life and the absence of noise pollution, which characterize the commune's calm atmosphere (100%).

13.3 Future environmental challenges (2040)

Fears for the future (2040)

The main future environmental fears highlighted by residents are security (22%) and urban planning and management (16%). Next come mobility and transport (11%), natural resources (10%) and pollution (8%). And last but not least, the living environment and public spaces (7%), social facilities (7%), health management (6%) and symbolism/politics (6%). The first fear only garners (22%) of opinions, which suggests that there is not one major fear that overshadows the others, but several equally important ones.

As in many communes of Greater Abidjan, the issue of security is a sensitive one and a source of fear for the population. In Jacquenville, for example, this fear is mainly explained by banditry (17%), theft (17%), drug addiction (17%), delinquency (17%) and finally, security stability (6%). These are indeed topical problems that could persist over time, or even increase, if no measures are taken.

Urban planning and management is the second most feared issue. Specifically, it includes anarchic urbanization (62%), followed by land security (15%) and finally the high demand for housing (8%), poor village organization (8%) and land use planning (8%). Jacquenville was originally a rural town, so the lack of coherent, functional urban planning encouraged the development of precarious neighborhoods. With the current galloping level of urbanization, many areas are being turned into industrial construction zones, leaving very little choice for the construction of dwellings, which could create inter-ethnic and community conflicts, as well as a housing shortage. Residents also fear that the change in the locality's status to that of a modern town will engender a different way of life, such as a change in the mentality of young people, which could lead to banditry.

When it comes to mobility and transport, residents fear that traffic lanes are not paved (44%), followed by road safety (22%), and lastly the inaccessibility of areas (11%), traffic fluidity (11%) and the lack of new construction (11%). To ensure the smooth flow of goods and people, road construction projects need to keep pace with development.

The disappearance of natural resources is the fourth source of fear for local residents. The majority of these fears concern the disappearance of agricultural land (50%), followed by natural resources (25%) and fears linked to the disasters that could result from the exploitation of subsoil resources (25%). Agriculture is one of the main sources of livelihood for the local population. But the pressure of urbanization is having a huge impact on disappearing farmland. As a result, local residents are likely to fear the disappearance of their staple food and a drop in the production of certain foodstuffs.

Pollution is still a source of fear for residents of the Jacquenville commune. It is characterized by lagoon water pollution (43%), industrial pollution (29%), followed by olfactory pollution and industrial risks (14% each). Although industrial facilities in the commune create many jobs, they have some negative externalities on the environment, such as chemical and

industrial odors, the proliferation of industrial waste, water contamination by liquid effluents, etc. These problems are similar to those in Yopougon, and are a source of concern for local residents.

The living environment/public spaces are also a source of future fear for the population. This fear mainly concerns environmental protection (67%), followed by deforestation (17%) and coastal areas (17%). It is likely that the inhabitants of Jacqueville fear the progressive loss of vegetation cover through the destruction of coconut plantations, the disappearance of mangroves and wildlife due to anthropic actions.

As far as social facilities are concerned, Jacqueville residents fear that the lack of commercial (83%) and health (17%) facilities will persist over time. As the commune is expanding rapidly, residents are somewhat skeptical about the level of development of these facilities.

The eighth fear is related to sanitation and waste management. This relates in part to the dumping of garbage in public spaces (40%), followed by fears linked to the absence of dustbins, cleanliness and the lack of hygiene in public spaces (20% each).

Hopes for the future (2040)

The main environmental hopes for the future (2040) are mostly expressed in terms of social amenities (18%), town planning and urban management (18%), followed by the local economy (13%), and last but not least mobility and transport, natural resources and subsistence, sanitation and waste management, security and symbolism/politics (9% each). The former accounts for only (18%) of opinions, suggesting that there is not one major hope that overshadows the others, but a few equally important ones.

The construction of new social facilities in the future is important for the commune of Jacqueville. Residents would like to see educational and health facilities (40% each), followed by vocational training and other facilities (10% each). In practical terms, they would like to see the construction of a university hospital, a university, schools in the villages, and many others to the required standards (incomprehensible sentence).

In terms of urban planning and management, residents would like to see good integrated urban planning and the elimination of land insecurity (30% each), followed by coherent urban development (20%), and finally anticipated urban planning and sufficient supply to meet housing demand (10% each). With the commune in the midst of urbanization, it is likely that the population would like to see regulations that minimize land disputes.

Residents' future hopes for the local economy include strengthening industry and agricultural performance (43% each), followed by fishing (14%). It is likely that residents are referring to the establishment of several factories to create jobs, the modernization of fishing, the renewal of coconut plantations and more modern agricultural processing.

In terms of mobility and transport, Jacqueville's residents would like to see future actions to improve accessibility in their neighborhoods (40%), followed by asphaltting roads, traffic fluidity and the construction of road infrastructures (20% each). The implementation of these various points will facilitate access to the commune.

In terms of resources and livelihoods, future hopes mainly concern the protection of agricultural land (60%) and water resources (40%). The current availability of land is an asset, and it is likely that residents would like to see certain agricultural areas secured to avoid the same urbanization of farmland that is taking place in Abidjan.

In the area of sanitation and waste management, future hopes include generalized cleanliness (60%) in the city, followed by the promotion of hygiene in public spaces and the control of livestock farming to prevent animals from polluting the area (both 20%).

For development to be harmonious and take into account all social strata, residents would like to see more action from local elected officials through their development visions. They would like to live in a modern city (60%), with territorial and political integrity (20%) and participative democracy (20%). It is likely that the population refers to public consultations in the decision-making process for all projects in the city.

14. Songon

14.1 General results

In the commune of Songon, the workshop of the first consultation cycle of the Strategic Environmental Assessment (SEA) of the SDUGA 2040 Operationalization Project, organized on February 2, 2021, brought together 13 representatives of the inhabitants of the various districts. They expressed a total of 203 opinions during the first part of the session, the aim of which was to identify the commune's current and future environmental challenges. Participation was below the average of 211 opinions for the 19 communes of Greater Abidjan.

Jacquerville residents were most interested in expressing their hopes for the future (34%, 68 opinions), followed by current problems (31%, 61 opinions), future fears (24%, 47 opinions) and finally the commune's current assets (12%, 23 opinions). In comparison with the results for the other communes, the distribution of the various issues is fairly similar to those for Koumassi and Alépé.

14.2 Current environmental challenges (2022)

Current problems (2022)

The main current environmental problems highlighted by Songon residents are mobility and transport (16%) and sanitation and waste management (15%). Next come sanitation and social facilities (13% each), followed by urban planning and management (10%) and safety (8%). The first of these problems only garners 16% of opinions, proving that there is not one major problem that overshadows the others, but several equally important ones.

Mobility and transport issues in the urban center extend strongly to Abidjan's outlying communes. They have a variety of origins, but those of Songon are mainly the poor condition and lack of maintenance of the roads (40%), followed by the lack of road construction (20%) and finally the lack of asphalt on the roads, accessibility, the lack of inland waterway transport and the lack of bus stations (10% each). Inhabitants are probably referring to internal travel, which is difficult because many service roads are unpaved and in an advanced state of disrepair. Also, the lack of exploitation of the lagoon road for public transport as an alternative solution to avoid congestion problems on the axis linking Yopougon.

The problem of sanitation and waste management in Songon is similar to that in Anyama, Attécoubé, Dabou and other towns. More than three-quarters of the problem can be summed up as a lack of hygiene in public spaces (89%), followed by the dumping of garbage in public spaces (11%). The lack of regular garbage removal by residents and the insufficient number of intermediate dumps may indeed be the causes of growing insalubrity in public spaces.

The sanitation problems plaguing the commune of Dabou are similar to those in Songon, and are of two types. The need for sanitation pipes (88%) and the lack of reinforcement of sanitation capacity (12%). These problems are probably due to the lack of sanitation. This leads residents to discharge wastewater into public spaces. This is likely to have consequences for people's health, as well as polluting the lagoon ecosystem.

Half of the social facilities problems are related to health facilities (50%), and the other half to commercial and educational facilities (25% each). These shortcomings could be explained by the fact that urban growth and population growth are probably not matched by the level of construction of new facilities.

Town planning and urban management issues are not left out of the population's concerns. These include subdivisions and land reclamation (33%), followed by anarchic urbanization, urban planning, land security arising from land clearing, and demographic growth (17% each). Inhabitants are probably referring to the anarchic subdivisions of certain operators on non-viable, constructible sites, and also to the appropriation of private land for public interest projects.

Safety is the sixth biggest problem raised by local residents. More than half of these concerns relate to delinquency (60%), followed by drug addiction and banditry (20% each). Inhabitants are probably referring to assaults, theft and the proliferation of drug "smoking rooms", which are on the increase in the communes.

Current assets (2022)

The main environmental assets currently touted by Songon residents are mobility and transport (30%), atmosphere/feeling (26%) and, finally, the living environment and public spaces (22%). The first asset garners 30% of opinions, which means that there isn't one major asset that overshadows the others, but several equally important ones.

Mobility and transport are the main assets praised by local residents. These are first and foremost the construction of new roads (29%), the current widening of lanes (29%), followed by asphaltting, accessibility and road maintenance (14% each). With the coastal road asphaltting project now underway, mobility and transport issues will be partly resolved, and this is perhaps what the population is referring to.

The second asset praised by residents is the feeling of a peaceful atmosphere that reigns between communities. This is due to social cohesion (100%). Originally made up of several villages, the change in status from prefecture to commune has had no impact on cultural and social values in the communities. Inhabitants are still organized into associations to make their voices heard.

The assets linked to the living environment and public spaces are mainly the coastal areas (60%), and the lagoon areas

(40%). These assets are important for the commune and could generate a local economy and food self-sufficiency.

14.3 Future environmental challenges (2040)

Fears for the future (2040)

The main future environmental concerns highlighted by residents are urban planning and management (30%) and safety (15%). Next comes sanitation management (11%). The first of these concerns is the only one (30%) to receive a majority of opinions, which suggests that there is not one major concern that overshadows the others, but rather a number of equally important concerns.

Urban planning and management is the number one source of fear for residents. Specifically, it includes anarchic urbanization (29%), followed by land security and demography (21%). Next comes poor village organization (8%), followed by occupation of the public domain and land subdivision and development (7% each). Songon was originally a rural town, so the lack of coherent, functional urban planning encouraged the development of precarious neighborhoods. With today's galloping level of urbanization, many village areas are constantly disappearing, creating conflicts of all kinds between communities. This is similar to the situation in Dabou and Jacquville.

In several communes of Greater Abidjan, the issue of security is a sensitive one and a source of fear for the population. In Songon, for example, this fear is based on delinquency (86%), followed by drug abuse (14%). Inhabitants are probably referring to organized crime, which affects young people, and the proliferation of drug "smoking rooms", which are current issues and could persist over time or even increase by 2040.

The third fear relates to issues of cleanliness and waste management. This relates in part to the dumping of garbage in public spaces (60%), followed by fears linked to the general lack of cleanliness and the lack of hygiene in public spaces (20% each).

Hopes for the future (2040)

The main environmental hopes for the future (2040) are mostly expressed in terms of social amenities (29%), and mobility and transport (18%). Next come the living environment and public spaces (15%), followed by the cost of the road/employment, urban planning and management (9% each) and the local economy (7%). The former accounts for only (29%) of opinions, which suggests that there is not one major hope that overshadows the others, but several equally important ones.

The lack of social facilities, identified as the commune's third biggest problem, is expected to be the first hope for the future (2040). Residents would like to see educational facilities (40%) in all neighborhoods, followed by health facilities (20%). Next come hopes for the construction of sports and administrative facilities (10% each), followed by socio-cultural, civil protection and other useful facilities (5% each).

Mobility and transport issues in the urban center are now being strongly extended to Abidjan's outlying communes. Expectations are therefore high, and include the diversification of public transport services (42%), followed by the construction of logistics infrastructures (17%) and the development of lagoon transport (17% each), and finally, the widening of traffic lanes, the resolution of conflicts between transport operators, and the proper management of bus stations (8% each).

In terms of living environment and public spaces, residents would like to see a better living environment (40%), the creation of several green spaces (30%), the beautification of the urban landscape (20%) and the protection of the environment (10%). In terms of actions, residents would like to see streets, avenues and expressways, the development of leisure areas and a botanical garden.

Residents want to see the cost of living reduced. As a result, they would like to see job creation through massive factory construction (50%), a reduction in the cost of living (33%) and a reduction in poverty (17%).

In terms of urban planning and management, residents would first like to see good, integrated urban planning and the elimination of land insecurity (33% each), followed by good, coherent urbanization (20%), and one-off urban renewal operations (20%). As the commune is in the process of urbanization, it is likely that the population would like to see more regulated urbanization through property titles, and an urban form that enhances the value of land bordering major traffic arteries.

Finally, residents want to see the local economy flourish by modernizing business competitiveness through bank loans (60%), actions that encourage entrepreneurship (20%) and the creation of industries (20%).

15. Abobo

15.1 General results

In the commune of Koumassi, the workshop of the first consultation cycle of the Strategic Environmental Assessment (SEA) of the SDUGA 2040 Operationalization Project, organized on February 9, 2022, brought together 25 representatives of residents from different neighborhoods. They expressed a total of 287 opinions during the first part of the session, the aim of which was to identify the commune's current and future environmental challenges. Participation was higher than the average of 211 opinions for the 19 communes of Greater Abidjan.

Abobo residents wanted to express their views on the commune's current problems (42%, 114 opinions), followed by future fears and hopes (22%, 50 opinions for each theme) and finally assets (15%, 40 opinions). In comparison with the results for the other communes, the breakdown of the various issues is fairly similar to those for Adjamé and Cocody.

15.2 Current environmental challenges (2022)

Current problems (2022)

The main current environmental problems cited by Abobo residents are sanitation (14%) and health and waste management (14%). In second place come mobility and transport problems (13%), rainwater and flooding (11%) and safety problems (11%). Next come urban planning and management (10%), noise pollution (6%), social amenities (5.3%), electricity supply (5.3%) and drinking water supply (4.4%). The first problem only garnered 14% of opinions, proving that there isn't one major problem that overshadows the others, but several equally important ones.

Sanitation-related problems include the need to increase the commune's sanitation capacity (44%) and wastewater runoff (44%). The commune's sanitation plan does not cover all neighborhoods, and a large number of households have no sewage disposal system. The existence of many illegal housing estates, whose area is representing 23% of the communal surface area, prevents the proper drainage of rainwater and explains the problem of water run-off. Urban pollution also plays an important role, as residents talk about the impact of heavy waste such as tires, which clog up the drainage channels. The immediate consequence of this situation is an increased risk of flooding.

Problems relating to health and waste management include hygiene in public spaces (44%) and illegal dumping of garbage in public spaces (25%). Problems concerning the absence of garbage cans (12.5%) and the reinforcement of waste management were also highlighted by residents. It is likely that residents are referring to the various waste, solid and noise pollution generated by the activities of scrap merchants who have been evicted from the commune of Adjamé and settled in the Casse d'Abobo, disturbing the peace and quietness of local residents and degrading their living environment. These scrap merchants are threatened with eviction, with actions taking place at the beginning of 2022.

Mobility and transport issues include road construction (33.3%), road condition and maintenance (27%), accessibility and road behaviour (13% each). Residents may be referring to the difficult access to the rail-side neighborhood, resulting from the very poor condition of the main road, which is heavily used. This situation persists and exasperates drivers. Sanitation and wastewater runoff problems compound the situation, since even if they are rehabilitated, the abundance of stagnant water deteriorates the quality of these roads.

As for the issue of stormwater and flooding, it concerns in particular the need for drainage infrastructure (31%), its maintenance (23%) and flooding (23%). The issue of erosion was also highlighted (15.4%). The commune of Abobo, in fact, acknowledges destructive episodes of torrential rain. The fact that people live in high-risk areas increases their vulnerability. According to the website connectionivoirienne.net, 4,000 households in Abobo are at risk of being washed away by rainwater. Neighborhoods such as Agbekoi, Clouetcha, Plaque, Abobo Nord, Jonction Akeikoi and Djibi, Derrière Rails, Sagbe and Zone du Zoo, are intensely vulnerable to this phenomenon.

When it comes to security, residents put the spotlight on the problem of delinquency (77%), along with drug addiction, theft and banditry (11% each). It is indeed likely that the population is referring to the phenomenon of juvenile crime shared by several other communes such as Adjamé, Attécoubé and Anyama.

The problem of urban planning and management mainly concerns anarchic urbanization (64%), followed by occupation of the public domain (27.3%) and addressing (9%). According to UN-Habitat, Abobo has more than a dozen precarious neighborhoods. Most of these are not serviced. With a growing population and ever-increasing demand for housing, around 60% of the commune's population lives in these precarious neighborhoods.

Current assets (2022)

The main current environmental assets highlighted by Abobo residents are mobility and transport (35%), followed by the general atmosphere in the commune (20%) and urban planning and management (15%). Next in importance are social facilities (10%) and drinking water supply (7.5%). The first asset attracts around a third of opinions, which means that there is a recognized major asset in the commune.

Situated at the crossroads of the A1 freeways to the north and east, with a railway station on the Abidjan-Niger line and a large bus station, Abobo boasts a good road infrastructure, as expressed by its residents in terms of asphalted roads (43%), road signs (21%) and public transport (14%). Abobo is in fact fairly well connected to Abidjan's existing road network,

facilitating travel to and from other communes, and representing an important crossing point for travellers to and from the north of the country. The Abobo interchange project, currently underway, will reinforce these assets and improve traffic flow. Several road asphaltting projects are also underway.

In terms of the general atmosphere in the commune, residents unanimously praise the commune's social cohesion (100%).

15.3 Future environmental challenges (2040)

Fears for the future (2040)

The main future environmental fears highlighted by residents concern safety (30%), mobility and transport (18%) and urban planning and management (15%). Next come the cost of living and employability (10%) and health and waste management (7%). The former accounts for 30% of opinions, suggesting a major fear for the future.

Inhabitants describe the security issue as delinquency (50%), banditry (22%) and drug abuse (17%). Considered one of Abidjan's poorest communes, Abobo is renowned for its high juvenile crime rate, and in particular for its gangs of children from underprivileged backgrounds, who rob passers-by under threats of violence or specialize in the trade of drugs and illicit substances. This phenomenon may reflect a lack of social, cultural, sports, recreational and educational facilities for these young people, as well as programs for their social and professional reintegration. This problem of delinquency and juvenile crime, which originated in the commune of Abobo, has spread to other popular districts such as Anyama, Attécoubé and Adjamé. It should be noted that the urban insecurity expressed by banditry can also refer to the difficult socio-urban cohabitation between scrap merchants and local residents. These scrap merchants block many roads and illegally occupy public spaces, leading to a number of fights with local residents. As Gilbert Yassi, geographer at the École Normale Supérieure d'Abidjan, points out, Abobo is seen as a "relegation zone, a place for people who have been evicted from other communes".

On the question of mobility and transport, residents are mainly concerned about the state and maintenance of roads (45.5%). Next come fears about the lack of road infrastructure construction, conflicts between modes of transport, behavior on the road, asphaltting of roads, road safety and the management of bus stations (9.1% each). Indeed, as Abidjan's most densely populated municipality, transport needs are very high, and are expressed in many ways. With demographic growth, residents fear that development initiatives will not sufficiently address the transport and mobility needs that are vital to the commune's overall economy and the jobs of its population.

Fears about urban planning and management are expressed by anarchic urbanization and demography (44.5% each). Indeed, like the issue of mobility and transport, the population is concerned about the level of development of their commune in the future. There is a need to accompany current demographic growth with integrated urbanization and forward-looking planning that avoids informal construction, which on the one hand increases socio-environmental vulnerability and on the other harms the commune's image and general living environment.

Hopes for the future (2040)

The main environmental hopes for the future (2040) are mostly expressed in terms of mobility and transport (25%), followed by social facilities (15%), sanitation (12%), urban planning and management (10%) and living environment and public spaces (8%). The former accounts for only (25%) of opinions, which suggests that there is not one major hope that overshadows the others, but several equally important ones.

When it comes to mobility and transport, participants are hoping for more asphalt road projects (33%), followed by an equal number of projects to improve transport quality and traffic flow (20% each). This is undoubtedly in response to the population's very great need to get around in this very dynamic commune, and to the various mobility problems and fears expressed.

As for social facilities, educational facilities were the most eagerly awaited in the future (44%). Participants also shared expectations for health facilities (22%). This could be in response to the widespread fear of urban insecurity, in particular by getting children from disadvantaged backgrounds into school and offering them better opportunities for social integration.

As for sanitation expectations, they mainly concern the reinforcement of sanitation capacities (43%) and the need for sanitation pipes (28.5%). These hopes are in response to the high level of environmental vulnerability in the commune, which is having a considerable impact on the quality of life of its inhabitants.

16. Marcory

16.1 General results

In the commune of Marcory, the workshop of the first consultation cycle of the Strategic Environmental Assessment (SEA) of the SDUGA 2040 Operationalization Project, organized on February 23, 2022, brought together 29 representatives of residents from different districts. A total of 357 opinions were expressed during the first part of the session, the aim of which was to identify the commune's current and future environmental challenges. Participation was higher than the average of 211 opinions for the 19 communes of Greater Abidjan.

Marcory residents were most interested in expressing their views on the commune's current problems (44%, 151 opinions), followed by future hopes (27%, 92 opinions), then future fears (16%, 55 opinions) and finally current assets (12%, 42 opinions). In comparison with the results for the other communes, the distribution of the various issues is fairly similar to those for Attécoubé and Dabou.

16.2 Current environmental challenges (2022)

Current problems (2022)

The main current environmental problems cited by Marcory residents are safety (22.5%), sanitation and waste management (11.9%) and mobility and transport (11.3%). Next came sanitation (9.9%), urban planning and management (8.6%) and social amenities (7.3%). Finally, other problems were also raised, such as the living environment and public spaces, the cost of living and employability, and urban pollution (4.6% each). The first problem received only 23% of opinions, which proves that there isn't one major problem that overshadows the others, but several equally important ones.

The security problem is mainly explained by the phenomenon of delinquency (50%), followed by drug addiction (38%). It is likely that participants are also referring to the problem of juvenile crime, as in the other communes of Abobo or Adjamé.

Sanitation and urban waste management are the commune's second biggest concern. It is mainly summed up by the issue of cleanliness and hygiene in public spaces (78%), followed by the collection of household waste and the absence of garbage cans (11% each). Marcory's high residential density and the presence of the Marcory Grand Marché mean that the commune produces large quantities of solid waste. And although a more or less efficient waste collection system exists, the inaccessibility of certain under-serviced and outlying neighborhoods makes collection difficult. The non-existence of intermediate waste disposal sites where waste pre-collected by collectors can be deposited for collection by the operator in place, leads to a proliferation of uncontrolled urban dumps, which degrades the level of urban sanitation and impacts on general hygiene. It should also be noted that the absence of wastewater treatment plants for the commune's hospitals means that liquid hospital waste is discharged into the commune's collective drainage system. The concentration of industrial establishments in the area also has an impact on lagoon water quality, particularly in Biétry Bay, which receives a significant proportion of industrial waste.

On the question of mobility and transport, participants expressed concern above all about traffic flow (41%), followed by accessibility and asphaltting (18% each). Indeed, as one of Abidjan's most important economic zones, with industries in industrial zones 3 and 4, as well as large retail outlets (Cap Sud, Playce, Orca, Decathlon, etc.) and businesses (Nestlé, Saco, Aventys, Chimtec, etc.), residential areas, hotel complexes and nightlife, the commune of Marcory concentrates a very high traffic flow. Its transitory position, between the Plateau and Abidjan Airport, also impacts on the importance of through-traffic. These flows are very often disrupted by multiple blockages and traffic jams, intensified in particular by awkward parking and the lack of parking spaces.

The fourth problem highlighted by residents is sanitation. Most of them (53.3%) mentioned the need to improve sanitation capacity, followed by the need for sanitation pipes. Being a very densely populated commune, the sanitation issue is crucial to maintaining a healthy living environment for the population. Discharges directly into the lagoon deteriorate its quality and increase the level of urban pollution.

As for the issue of urban planning and management, it mainly concerns problems of uncontrolled urbanization (38.5%) and occupation of the public domain (30.8%). Indeed, as in many other communes, demographic pressure is leading to pressure on land and a growing need for housing. This pushes some of the underprivileged population to build in areas unsuitable for construction or belonging to the public domain. This process of informal urbanization poses a problem, as it deteriorates the structure of the city and generates significant socio-environmental impacts.

In terms of social facilities, participants pointed first to the lack of educational facilities (36.4%), followed by health facilities, markets and general facilities (18.2% each). In fact, the commune's economic dynamics, as well as its residential, hotel and leisure occupations, create multiple needs for social facilities. Lack of the latter can lead to urban dysfunction and considerably increase daily commuting to other communes. So, in a logic of urban intensity, this problem could be seen as a potential for developing this dense commune by intensifying facilities.

Current assets (2022)

The main current environmental assets highlighted by Marcory residents are mobility and transport (21%), followed by the general living environment in the commune and public spaces (17%), and the general atmosphere in the commune and urban planning/management (14% each). The first asset receives only 21% of opinions, which proves that there is not one

major asset that characterizes the commune, but several equally important ones.

When it comes to mobility and transport, the majority are concerned with good urban coverage by asphalt roads (33%), followed by accessibility and the construction of road infrastructures (22% each) and public transport (11%). The commune of Marcory has a fairly well-developed and widespread road infrastructure. The Marcory interchange, completed in 2014 as part of the construction of the HKB bridge, links the bridge's freeway with boulevard VGE. Other road infrastructure projects are also underway and will have local impacts on accessibility and traffic flow, notably the flyover project, which will provide a continuous one-way link between Plateau and boulevard VGE.

As for the general quality of life in the commune and public spaces, the overall priority is the beautification of the urban landscape in the commune (71%). Inhabitants are probably referring to the existence of several open sites with panoramic views over the lagoon, or to the creation of green spaces. The construction of shopping centers and luxury hotels in the style of international architecture contribute to this idea of urban aesthetics.

The general atmosphere in the commune of Marcory is described by participants as one of social cohesion (100%). This may be due to the existence in the commune of several educational, sports, social, cultural and commercial facilities that foster sociability.

16.3 Future environmental challenges (2040)

Fears for the future (2040)

The main future environmental fears highlighted by Marcory residents are security (20%), urban planning and management (16%) and cost of living and employability (15%). The first fear accounts for only (20%) of opinions, which suggests that there is not one major fear that overshadows the others, but several equally important ones.

By 2040, the top safety concerns expressed by Marcory residents are delinquency (73%), followed by drug addiction (18%). The fear is that this problem will persist over time if no solution is found.

Urban planning and management is the second biggest concern expressed by Marcory residents. Two major issues, land security/expropriation and village organization (33% each), are equally important. Inhabitants are probably referring to land expropriated for public use, in order to carry out road construction or general interest projects.

As for fears about the cost of living and employability, these are in fact explained by fears about the cost of housing (38%) and employment (38%). Understandably, population growth is making it increasingly difficult to find jobs and provide housing for the entire population. The density of the commune, its proximity to the center of Abidjan, the non-availability of land and the very high demand mean that the cost of housing is becoming increasingly high. This fear can also be understood by the lack of investment and social or affordable housing projects in the commune.

Hopes for the future (2040)

The main environmental hopes for the future (2040) are mostly expressed in terms of social amenities (22%), followed by mobility/transportation and urban planning/management (15% each). These hopes are then followed by improvements to the living environment and public spaces, and urban safety (9% each). The former accounts for only (22%) of opinions, which suggests that there is not one major hope that overshadows the others, but several equally important ones.

In terms of social facilities, the main focus is on building educational facilities (45%) and health facilities (40%). These could be seen as important solutions to the major problems of urban insecurity expressed by the population: delinquency and drug abuse.

The second environmental hope for the future expressed by the population, relating to the question of mobility and transport, comes firstly from the asphaltting of roads (36%) and secondly from road construction (29%). This would enable the less serviced areas of the commune to be connected and accessible, and thus improve their quality of life, in particular by facilitating waste collection.

Expectations with regard to urban planning and management are mainly expressed in terms of urban form and habitability (21%), and projects for social housing, integrated urban development, addressing and control of anarchic urbanization (14% each). These expectations make it possible to affirm the quality and level of urban development in the commune, and to go further in improving the urban environment. The Projet Quartiers Restructurés d'Abidjan (PAQRA), for example, initiated by the State, could help improve living conditions and the urban landscape of the various communes.

17. Koumassi

17.1 General results

In the commune of Koumassi, the workshop of the first consultation cycle of the Strategic Environmental Assessment (SEA) of the SDUGA 2040 Operationalization Project, organized on February 11, 2022, brought together 17 representatives of residents from different neighborhoods. A total of 160 opinions were expressed during the first part of the session, the aim of which was to identify the commune's current and future environmental challenges. Participation was below the average of 211 opinions for the 19 communes of Greater Abidjan.

The people of Koumassi were most interested in expressing their views on the commune's current problems (32%, 49 opinions), followed by future hopes (30%, 46 opinions), then future fears (25%, 38 opinions) and finally current assets (13%, 20 opinions). In comparison with the results for the other communes, the distribution of the various issues is fairly similar to those for Port-Bouët and Songon.

17.2 Current environmental challenges (2022)

Current problems (2022)

The main current environmental problems identified by Koumassi residents are safety (31%), sanitation (18%), rainwater and flooding (14%) and, finally, sanitation and waste management (12%). The first problem only garners 31% of opinions, which proves that there isn't one major problem that overshadows the others, but several equally important ones.

The security problem is explained mainly by the phenomenon of delinquency (60%), accompanied by drug addiction (40%). It is likely that participants also refer to the problem of juvenile crime, as in the commune of Marcory.

Sanitation is the second most important concern for the commune's residents. It is mainly summed up by the need to increase sanitation capacity (67%), followed by the need for sewerage pipes and a wastewater treatment plant (11% each). Indeed, as the most densely populated commune on the Petit-Bassam peninsula, and due to its predominantly popular and densely populated land use, sanitation is a very important issue in the commune.

As for the problem of rainwater and flooding, participants expressed concern mainly about flooding (43%), followed by the need to maintain drainage infrastructures (29% each). Indeed, it is likely that the population refers to the various episodes of pluvial flooding, particularly during the wet season. Demonstrations have also taken place in the commune against factory backfilling operations, which are accused of worsening the flooding situation. The maintenance of drainage infrastructure is a very important factor in the fight against flooding. Actions have been taken by the mayor of the commune to ensure that Koumassi's canals are cleaned to prevent flooding.

Current assets (2022)

The main current environmental assets highlighted by Koumassi residents are the living environment and public spaces (20%), followed by symbolism/politics (15%). Then come, equally, assets relating to the general atmosphere in the commune, social facilities, mobility/transportation and urban planning/management (10% each). The first asset receives only 20% of opinions, which proves that there is not one major asset that characterizes the commune, but several equally important ones.

Assets related to the living environment and public spaces include green spaces (75%) and the embellishment of the urban landscape (25%). Inhabitants probably refer to the fact that the commune is bordered to the south-east and north-east by the Ébrié lagoon, making it a peninsula with a beautiful lagoon frontage and green spaces on the lagoon banks.

Assets linked to the symbolism and politics of the municipality concern the administrative organization and public authorities (100%).

17.3 Future environmental challenges (2040)

Fears for the future (2040)

The main future environmental fears highlighted by Koumassi residents concern safety (29%), followed by the environment/public spaces and urban planning and management (13% each). Next come fears about the cost of living and employability (11%). The first fear accounts for only (29%) of opinions, which suggests that there is not one major fear that overshadows the others, but several equally important ones.

The top safety concerns expressed by Koumassi residents between now and 2040 are delinquency and drug addiction (46% each). The fear is that these problems will persist over time if no solution is found.

Fears linked to the living environment and public spaces concern green spaces (60%) and lagoon areas (40%). These are fears about the deterioration of these natural spaces, which are the commune's main asset according to residents. This deterioration can be traced back to problems linked to lagoon pollution, waste management and urbanization and landfill on the lagoon shores.

Urban planning and management is the third greatest concern expressed by Koumassi residents. This mainly concerns

anarchic urbanization (60%), followed by urban planning and urban form/housing (20% each). Indeed, the commune of Koumassi is known for its large number of precarious informal settlements, which make up 26% of the commune, notably the Grand Campement and Aklomiabla districts. The population fears that this problem will persist over time, unless action is taken to plan, manage and control urban development.

Hopes for the future (2040)

The main environmental hopes for the future (2040) are mostly expressed in terms of social amenities (22%), followed by mobility/transportation, living environment/public spaces and symbolism/politics (11% each). The former accounts for only (22%) of opinions, which suggests that there is not one major hope that overshadows the others, but several equally important ones.

In terms of social facilities, the main focus is on building educational facilities (40%) and health facilities (40%). These could be seen as important solutions to the major problems of urban insecurity expressed by the population: delinquency and drug abuse.

The second environmental hope for the future expressed by the population, relating to the issue of mobility and transport, comes down equally to asphaltting and road building (40% each). This would enable the commune's less serviced areas to be connected and accessible, and thus improve their living environment.

Hopes linked to the living environment and public spaces mainly concern environmental protection (60%). This is in line with people's fears about the degradation of green spaces and lagoon banks.

Finally, expectations in terms of symbolism/politics are mainly expressed by the modernity (40%) and influence (40% each) of the commune. Indeed, Koumassi's economic and natural assets are at the root of a vision shared by residents of seeing their commune as modern and radiant.

18. Treichville

18.1 General results

In the commune of Treichville, the workshop of the first consultation cycle of the Strategic Environmental Assessment (SEA) of the SDUGA 2040 Operationalization Project, organized on February 16, 2022, brought together 18 representatives of residents from different districts. They expressed a total of 174 opinions during the first part of the session, the aim of which was to identify the commune's current and future environmental challenges. Participation was below the average of 211 opinions for the 19 communes of Greater Abidjan.

Treichville's residents gave priority to the commune's current problems (37%, 64 opinions), followed by future hopes (28%, 48 opinions), then current assets (22%, 38 opinions) and finally future fears (13%, 23 opinions). In comparison with the results for the other communes, the distribution of the various issues is similar to that of the communes on the Ile du Petit-Bassam, particularly Koumassi.

18.2 Current environmental challenges (2022)

Current problems (2022)

The main current environmental problems identified by Treichville residents are urban planning and management (25%), safety (17%), mobility and transport (14%) and sanitation (11%). The first problem only garners 25% of opinions, which proves that there isn't one major problem that overshadows the others, but several equally important ones.

Problems relating to urban planning and management include the occupation of the public domain (38%), housing demand (19%) and anarchic urbanization and urban form/habitability (13% each). The commune of Treichville has a very high level of land use. This is due to the commune's highly strategic urban position: proximity to the Plateau, the Port Autonome d'Abidjan, industrial and commercial zones, and easy accessibility via lagoon transport and the 2 Houphouët-Boigny and De Gaulle bridges. These factors mean that urban pressure is exerted in the commune, particularly on the public domain, but also on housing.

The security problem is mainly explained by the phenomenon of delinquency (73%), followed by drug addiction (27%). It is likely that participants also refer to the problem of juvenile crime, as in the communes of Marcory and Koumassi.

Mobility and transport issues mainly concern parking (56%). It's likely that residents are referring to the lack of parking spaces and the problems this creates for traffic flow.

Current assets (2022)

The main current environmental assets highlighted by Treichville residents are social facilities (23.7%), followed by urban planning and management (18.4%), mobility and transport (15.8% each) and the general atmosphere in the commune (13.2%). The first asset only garnered 23.7% of opinions, which proves that there is not one major asset that characterizes the commune, but several equally important ones.

Assets linked to social facilities are first and foremost healthcare and educational facilities (33% each). Next come socio-cultural, sports and market facilities (11% each). Treichville is known for its flagship facilities, notably its market, one of the largest in Greater Abidjan, its Palais de la Culture, its Palais des Sports, its railway station and its lagoon station, as well as the university hospital.

Assets related to urban planning and management mainly concern integrated urban development (43%). Indeed, Treichville is a commune that has evolved in a relatively planned way, with social housing programs that have been structuring. Unlike Koumassi, for example, Treichville is a commune with a reduced number of informal settlements.

Assets related to mobility and transport include traffic flow (50%) and accessibility (33%). The commune is easily accessible via the lagoon transport system and the two Houphouët-Boigny and De Gaulle bridges.

18.3 Future environmental challenges (2040)

Fears for the future (2040)

The main future environmental fears highlighted by Treichville residents are mobility/transportation and urban planning/management (26% each), followed by cost of living/employability, rainwater/flooding and safety (8% each). The first fear accounts for only 26% of opinions, suggesting that there is not one major fear that overshadows the others, but several equally important ones.

The top mobility/transport fears expressed by Treichville residents between now and 2040 are traffic fluidity (68%) and accessibility and behavior on the road (17% each). The fact that the commune is a major gateway to rapidly urbanizing areas such as Jacquerville, Bonoua and the commune of Assainie, has an impact on the current and medium- to long-term intensification of traffic.

Fears linked to urban planning and management concern land security and evictions (50%) and demographics (33%). Ongoing urban densification operations may be at the root of fears about land security and evictions, particularly with their

potential to increase the population.

Hopes for the future (2040)

The main environmental hopes for the future (2040) are mostly expressed in terms of urban planning and management (27%), followed by social facilities and mobility/transportation (17% each). Expectations were also expressed with regard to the living environment and public spaces (13). The former accounts for only (27%) of opinions, which suggests that there is not one major hope that overshadows the others, but a few equally important ones.

Hopes linked to urban planning and management mainly concern urban renewal and the relocation of functions (46%). Modernization of the facade of the urban landscape through the construction of modern buildings, the SMART BIAFRA project, etc.

The hopes linked to social facilities concern markets, health facilities and educational facilities (25% each). This will help improve basic services in the commune.

Finally, expectations in terms of mobility/transportation are mainly expressed in terms of parking (25%) and other various expectations such as road widening, soft mobility, quality of transport, etc. The stations on metro line 1 in the municipality will considerably boost the development of mass transit through feeder points (park-and-ride facilities and parking spaces) and connections.

19. Yopougon

19.1 General results

In the commune of Yopougon, the workshop of the first consultation cycle of the Strategic Environmental Assessment (SEA) of the SDUGA 2040 Operationalization Project, organized on February 10, 2022, brought together 24 representatives of the inhabitants of the various districts. They expressed a total of 175 opinions during the first part of the session, the aim of which was to identify the commune's current and future environmental challenges. Participation was below the average of 211 opinions for the 19 communes of Greater Abidjan.

Yopougon residents were most interested in expressing their views on the commune's current problems (51%, 85 opinions), followed by future fears (22%, 37 opinions), then future hopes (20%, 34 opinions) and finally current assets (7%, 12 opinions). In comparison with the results for the other communes, the distribution of the various issues is similar to that of the communes on the Ile du Petit-Bassam, particularly Koumassi.

19.2 Current environmental challenges (2022)

Current problems (2022)

The main current environmental problems identified by Yopougon residents are mobility and transport (18%), followed by sanitation and stormwater/flooding (13% each). Next came safety (11%), followed by drinking water supply, social facilities and urban planning/management (8% each). Finally, residents also highlighted problems with electricity supply (7%) and sanitation/waste management (6%). The first problem received only 18% of opinions, which proves that there is not one major problem that overshadows the others, but several equally important ones.

With regard to the first problem highlighted by residents and relating to urban mobility, these were essentially questions of asphalted roads (27%) and accessibility (20%). Residents also spoke of problems relating to traffic flow, road condition and maintenance, and road construction (13% each). Indeed, Yopougon's isolation from the rest of the Abidjan conurbation, and its heavy dependence on it, mean that commuter traffic is hampered daily at rush hour by congestion of various kinds, creating serious mobility problems in the commune. The Ebrié lagoon also acts as a physical barrier, leading to discontinuity in the urban fabric, and thus to difficult accessibility and congestion. Neighborhoods within the commune are also very difficult to access due to the lack of asphalted access roads.

As for the second sanitation problem, it mainly concerns the need for sewerage pipes (55%), but also for reinforcement of sanitation capacity (27%). With a population of over 2.6 million, the commune of Yopougon includes more than forty precarious neighborhoods. The presence of a large number of unserved slums, and of an industrial zone that is very important on the scale of Greater Abidjan, means that the commune's wastewater discharges are quantitatively significant, and qualitatively highly polluted. It is therefore vital and urgent to take action to clean up this commune, and to strengthen the capacities of local players in this sector, with the aim of guaranteeing a healthy living environment for the population and preserving the environment, in particular the ecosystem of the Ebrié lagoon.

On the issue of rainwater and flooding, residents stressed first and foremost the need for drainage infrastructure (46%) and the problem of flooding (27%). Indeed, Yopougon is one of the communes with recurrent episodes of torrential rain, leading to instant flooding. The low drainage rate and poor maintenance of these infrastructures are the causes of these floods. The settlement of precarious populations in high-risk areas exposes them to the risk of landslides and landslides, and thus to loss of life.

When it comes to security, the main issues are delinquency (68%) and drug addiction (33%). It is likely that the population is referring to the problems of juvenile crime that are also found in several other communes, notably Adjamé, Abobo and Attécoubé.

Current assets (2022)

The main current environmental assets highlighted by Yopougon residents are mobility and transport (33%), followed by the atmosphere and general feeling in the commune (25%) and social facilities (18%). The first asset received only 33% of opinions, which proves that there isn't one major asset that characterizes the commune, but several equally important ones.

The current strengths of the Yopougon commune, as expressed by residents, in terms of mobility and transport, relate to asphalted roads, public transport, road safety and road construction (25% each). Inhabitants are probably referring to the large number of road infrastructure projects underway that could improve urban mobility and open up the Yopougon commune. The 4th Abidjan Bridge, linking Yopougon to Plateau, is one of these flagship projects. Its implementation will provide an alternative for users of the Yopougon, Attécoubé and Adjamé freeways, thus easing traffic congestion.

Social cohesion (67%), followed by peace (33%), are the main reasons for the commune's second-highest rating in terms of atmosphere and general feeling.

Finally, assets in social facilities are tied with educational and administrative facilities (50% each).

19.3 Future environmental challenges (2040)

Fears for the future (2040)

The main future environmental fears highlighted by residents are security (41%) and urban planning and management (19%). Only the first concern (41%) received a majority of opinions, which suggests that there is not one major concern that overshadows the others, but rather a number of equally important concerns.

More than half of Yopougon residents' top security fears between now and 2040 are drug addiction (67%), followed by delinquency (27%) and theft (6%). This could be justified by the current level of insecurity, which is likely to increase by 2040 if nothing is done to curb it.

The second greatest future fear concerns urban planning and management in the commune. First and foremost, the population fears land security and evictions (58%), followed by anarchic urbanization (14%), lack of social housing (14%) and demographic explosion (14%). Indeed, the population fears losing all the agricultural land that currently guarantees a certain autonomy in terms of agricultural production to urbanization, as well as the numerous expropriations of land for public utility projects. Also, with its current population of 2.6 million, it should not be overlooked that by 2040, the population could double, while the policy of building affordable social housing is likely to fail to meet demand.

Hopes for the future (2040)

The main environmental hopes for the future (2040) are mostly expressed in terms of social amenities (21%), urban planning/management (18%) and finally transport (15%). The first accounts for only (21%) of opinions, which suggests that there is not one major hope that overshadows the others, but several equally important ones.

The construction of new social facilities in the future is important for the commune of Yopougon. Residents would first like to see educational facilities (71%), then sports facilities (14%) and finally commercial facilities (14%). Given the large number of inhabitants, it is likely that the population would like to see more schools to combat illiteracy, as well as local shopping facilities.

In terms of urban planning and management, residents would like to see first and foremost an improvement in urban form/housing, followed by good integrated urban planning (17%), the elimination of land insecurity (17%), good urban planning (17%) and more urban renewal (17%). Indeed, in view of galloping urbanization and the scarcity of land, it is likely that the population would like to see increasingly vertical urbanization through the construction of high-rise houses.

Mobility and transport are the main problems in Yopougon today. To remedy this problem by 2040, the population would like to see roads paved to facilitate traffic flow (60%). This would be followed by the construction of new roads (20%) and the improvement of traffic flow (20%). The implementation of these various points, combined with the Y4 construction project (underway) and the widening of certain roads (in progress), will facilitate accessibility and traffic flow.

Annex 3: PDM

Original PDM

Revised PDM

Project Design Matrix

Project Title: The Project for the Operationalization of Urban Master Plan in Greater Abidjan

Implementing Agency: Ministère de la Construction du Logement et de l'Urbanisme (MCLU) and other ministries

Target Group: Officers of the lead agency and collaborative agencies

Ultimate Beneficiaries: Citizens in the target areas (Greater Abidjan)

Period of Project: 3 years (June, 2021- May, 2024)

Project Site: Greater Abidjan

Date: October 20, 2021

Version: Draft 0.7

Narrative Summary	Objectively Verifiable Indicators	Means of Verification	Important Assumption
Overall Goal			
Sustainable urban development will be promoted in Greater Abidjan through the implementation and management mechanism of SDUGA.	(3 to 5 years after the project's completion) 1) Contents of SDUGA are updated and monitored periodically by the SDUGA Implementation Facilitation and Monitoring Committee ("SDUGA-IFMC" hereafter) 2) ? % of the projects proposed by updated SDUGA is implemented or/and completed	Reports and minutes of meeting by SDUGA-IFMC	
Project Purpose			
Capacity of effective implementation of SDUGA is strengthened and a model approach necessary for the promotion of sustainable urban development is established.	(By the end of the project) 1) Number of staff implementing/managing SDUGA, with necessary level of capacity development training (certification/ training records) sufficient. 2) Confidence level of trained staff and their supervisors for implementing/managing SDUGA (even after the project) is enhanced. 3) Tools and means for enhancing the effectiveness of PUDs are widely used.	- Project completion report - List of staff given training/ certification - Evaluation by senior officers in the supervisory position and self-evaluation - Confirmation with communes and others	Budget for managing SDUGA is continuously secured.
Outputs			
1. SDUGA implementation facilitation and monitoring committee is established for the major urban infrastructure plans to be adjusted and aligned to ensure consistency.	(1) SDUGA-IFMC is established with its structure, members and frequency of meetings specified and regularly held. (2) Updated SDUGA, including major urban infrastructure plans, is prepared and approved by SDUGA-IFMC	- Meeting minutes - Reports on updated SDUGA produced in the project - Monitoring reports - Official government document	The counterparts continue working at the same organization.
2. The effectiveness of urban development management at the district level for the implementation of SDUGA is enhanced.	1) Tools and means for enhancing effectiveness of PUDs are developed 2) (TBD) An indicator(s) to measure the effectiveness of those tools and means	- Meeting minutes - Reports on PUDs produced in the project - Monitoring reports	
3. Urban transport plan is assessed and updated in order to strengthen its effectiveness and improve accessibility of the people to public transportation system.	1) Reviewed/ updated urban transport plan is to be authorized by SDUGA-IFMC and/or related supervising authorities/ministries. 2) (TBD) An indicator(s) to measure the improvement in the effectiveness of and accessibility to public transportation system	- Meeting minutes - Reports on urban transport produced in the project - Monitoring reports	
Activities	Inputs		
Output 1: SDUGA implementation facilitation and monitoring committee is established for the major urban infrastructure plans to be adjusted and aligned to ensure consistency.	The Japanese Side	The Côte d'Ivoire Side	
1.1 Establish the implementation facilitation and monitoring committee for SDUGA	- JICA experts 1. Team Leader / Urban Planning-1 2. Deputy Team Leader / Urban Planning-2	1. Personnel 1.1 Project Director (from MCLU) 1.2 Project Manager (from MCLU) 1.3 Staff and Experts from ministries included in the Implementation Structure (Appointed as the counterpart for Experts dispatched by JICA)	Security situation is not seriously deteriorated to affect the activities of experts and counterparts .
1.2 Support formulation of SDUGA implementation program	3. Public Transportation / Transportation Operations 4. Urban transportation planning 5. Urban traffic survey / demand forecast	2. JCC Members Chair: Ministry of Construction, Housing and Urbanism (MCLU) (OR Ministry in charge of Urbanism)	
1.3 Coordination between the SDUGA's land use and spatial frameworks and urban infrastructure sector plans	6. Urban environmental infrastructure 7. Detailed city planning implementation promotion / city development supervision 1	Project Management Team • Project Director (=Chair) • Project Manager	
1.4 Update SDUGA according to the changes socio-economic framework and urban sprawl	8. Detailed city planning implementation promotion / city development supervision 2 9. Participatory development / environmental and social consideration	• Leaders of Output 1, 2, and 3 • Core Staff from MCLU, DAA, MT	
Output 2: The effectiveness of urban development management at the district level for the implementation of SDUGA is enhanced.	10. Strengthening organizational capacity / administrative organization 11. Public Investment Plan / Private Investment / PPP	Collaborative Agencies • Autonomous District of Abidjan • Ministry of Transport • Ministry of Equipment and Road Maintenance • Ministry of Environment and Sustainable Development • Ministry of Sanitation and Salubrity • Ministry of Water	
2.1 Review the formulation process, contents and implementation schemes of the formulated PUD	12. Socio-economic framework / industrial development 13. GIS database / visualization / city planning assistance / business coordination	• Ministry of Planning and Development • Ministry of Territorial Administration and Decentralization	
2.2 Consider and propose measures and schemes to strengthen effectiveness of PUD	14. Evaluation / analysis	Other Related Agencies • Ministry of Economy and Finance • Ministry of Budget and State Portfolio • All relevant ministries and agencies	
Output 3: Urban transport plan is assessed and updated in order to strengthen its effectiveness and improve accessibility of the people to public transportation system.	- Training in Japan and 3rd countries - Seminar and workshop		
3.1 Assess and update the urban transportation plan of SDUGA.	- Materials and equipment for training		
3.2 Update priority projects for urban transportation infrastructure			
3.3 Develop capacities in transportation data utilization for urban transportation administration		3. Infrastructures (MCLU; if necessary, DAA and MT as well) 3.1 Office space 3.2 Office utilities -Electricity, Water, Internet Access, Furniture	
3.4 Conduct activities related to urban transport operations improvement			

Cadre logique du Projet

Titre du projet : Projet pour l'Opérationnalisation du Schéma Directeur d'Urbanisme du Grand Abidjan

Agence de mise en œuvre : Ministère de la Construction, du Logement et de l'Urbanisme (MCLU) et autres ministères

Groupe cible: Cadres de l'agence cheffe de file et des agences partenaires

Bénéficiaires ultimes : Citoyens des zone cible (Grand Abidjan)

Durée du projet : 3 ans (Juin 2021-Mai 2024)

Zone du Projet: Grand Abidjan

Date: vendredi 22 octobre 2021

Version: Avant-Projet 0.9

Résumé des motifs	Indicateurs Objectivement vérifiables	Moyens de vérification	Hypothèse Majeure
Objectif global			
Un développement urbain durable sera promu dans le Grand Abidjan à travers le cadre du mécanisme de la mise en œuvre et de la gestion du SDUGA.	(3 à 5 ans après la fin du Projet) 1) Les contenus du SDUGA sont mis à jour et suivis périodiquement par le Comité de Facilitation et de Suivi de la Mise en œuvre de SDUGA ("CoFaMiSu-SDUGA" ci-après); 2) Pourcentage des projets, proposés par le SDUGA mis à jour, mis en œuvre et/ou achevés.	Rapports et procès-verbaux de réunion établie par le CoFaMiSu-SDUGA	
Objectif du Projet			
Renforcer les capacités de mise en œuvre basées sur le SDUGA de façon effective et élaborer un modèle d'approche nécessaire pour la promotion d'un développement urbain durable.	(D'ici la fin du Projet) 1) Le nombre du personnel mettant en œuvre ou gérant le SDUGA avec un niveau nécessaire de formation dans le cadre du renforcement des capacités (certification, dossiers de formation) est suffisant; 2) Le niveau de confiance du personnel formé et de leurs superviseurs pour la mise en œuvre et la gestion de SDUGA (même après le projet) est amélioré; 3) Les outils et moyens d'amélioration de l'efficacité des PUD sont largement utilisés.	Rapport de finalisation du Projet - Liste du personnel formé/certifié - Évaluation par les supérieurs hiérarchiques en poste et auto-évaluation - Confirmation avec les communes et autres	Le budget de gestion du SDUGA est sécurisé en permanence.
Résultats			
1. Le comité de facilitation de la mise en œuvre et du suivi du SDUGA est créé et les plans urbains clés d'infrastructures sont coordonnés et harmonisés afin d'en assurer la cohérence	(1) Le CoFaMiSu-SDUGA est établi avec sa structure, ses membres et la fréquence de ses réunions tenues régulièrement; (2) Le SDUGA mis à jour y compris les grands plans d'infrastructure urbaine, sont préparés et approuvés par le CoFaMiSu-SDUGA.	- Comptes rendus des réunions - Rapports sur les mises à jour SDUGA produites dans le Projet - Fiches de suivi - Document officiel du gouvernement	Les homologues continueront à travailler dans la même organisation.
2. L'efficacité de la gestion du développement urbain au niveau du district pour la mise en œuvre du SDUGA sera renforcée.	1) Des outils et des moyens sont développés afin d'améliorer l'efficacité des PUD; 2) (A déterminer) prévoir un ou plusieurs indicateurs pour mesurer l'efficacité de ces outils et moyens.	- Comptes rendus des réunions - Rapports sur les PUD produits dans le projet - Fiches de suivi	
3. Le plan de transport urbain est évalué et mis à jour afin de renforcer son efficacité et l'accessibilité des populations au système des transports publics.	1) Le plan de transport urbain révisé et mis à jour doit être autorisé par CoFaMiSu-SDUGA et/ou les autorités/ministères de tutelles concernés; 2) (A déterminer) Prévoir un ou plusieurs indicateurs pour mesurer l'amélioration de l'efficacité et de l'accessibilité du système de transport public.	- Comptes rendus des réunions - Rapports sur les transports urbains produits dans le Projet - Fiches de suivi	
Activités	Contributions		
	Partie japonaise	Partie ivoirienne	
Résultat 1: Le comité de facilitation de la mise en œuvre et du suivi du SDUGA est créé et les plans urbains clés d'infrastructures sont coordonnés et harmonisés afin d'en assurer la cohérence	- Experts de la JICA 1. Chef d'équipe / Expert en Urbanisme - 1 2. Chef d'équipe adjoint / Expert en Urbanisme - 2 3. Expert en Transport Public/ Opération de Transport 4. Expert en Planification des Transports 5. Expert en Enquête de circulation/ Prévission de la demande 6. Expert en Infrastructures Urbaines 7. Expert en Promotion de la mise en œuvre de plans urbains détaillés / Gestion du développement urbain – 1 8. Expert en Promotion de la mise en œuvre de plans urbains détaillés/ Gestion du développement urbain – 2 9. Expert en Planification participative / Considérations environnementales et sociales 10. Expert en Gouvernance/ Organisation administrative 11. Expert en Plan d'investissement public/ Investissement privé/ PPP 12. Expert en Cadre Socio-Economique/ Développement économique 13. Experte en Base de données SIG/ Visualisation/ Assistance à l'urbanisme/ Coordinatrice 14. Expert en Suivi et évaluation	1. Personnel 1.1 Directeur du Projet (du MCLU) 1.2 Chef du Projet (du MCLU) 1.3 Personnel et experts des ministères parties prenantes à la Structure de mise en oeuvre (sélectionnés en tant qu'homologues pour les experts détachés par la JICA) 2. Membres du CCC Présidence : Ministère de la Construction, du Logement et de l'Urbanisme (MCLU) (Ou Ministère en charge de l'Urbanisme) Équipe de gestion de projet: • Directeur du Projet (=Président) • Chef du Projet • Chargés des Résultats 1, 2 et 3 • Personnel clé de MCLU, DAA, MT Agences partenaires: • District Autonome d'Abidjan • Ministère des Transports • Ministère de l'Équipement et de l'Entretien Routier • Ministère de l'Environnement et du Développement Durable • Ministère de l'Assainissement et de la Salubrité • Ministère de l'Hydraulique • Ministère de la Planification et du Développement • Ministère de l'Administration du Territoire et de la Décentralisation Autres agences associées: • Ministère de l'Économie et des Finances • Ministère du Budget et du Portefeuille de l'État • Tous les ministères et agences concernés	La situation sécuritaire n'est pas sérieusement détériorée au point d'affecter les activités des experts et des homologues.
1.1 Mettre en place le comité de facilitation et de suivi de mise en œuvre du SDUGA			
1.2 Soutenir la formulation du programme de mise en œuvre du SDUGA			
1.3 Ajuster et intégrer le SDUGA et les autres plans directeurs du secteur des infrastructures urbaines (fourniture en eau potable, drainage, assainissement, gestion des déchets) en termes d'occupation des sols et de planification spatiale			
1.4 Mettre à jour le SDUGA en fonction de changements socio-économiques et de l'étalement urbain			
Résultat 2: Un modèle de développement urbain durable est élaboré à travers un plan spatial et multisectoriel à l'échelle des quartiers, ainsi qu'une participation publique à l'amélioration du cadre de vie est assurée			
2.1 Evaluation du processus de formulation, le contenu et les modalités de la mise en œuvre du PUD élaboré	- Formation au Japon / dans un pays tiers - Séminaire et atelier		
2.2 Examiner et proposer les mesures et les modalités qui renforcent/consolident l'efficacité du PUD	- Matériel et équipement pour la formation		
Résultat 3: Le plan de transport urbain est évalué et actualisé afin de renforcer son efficacité et l'accessibilité des populations au système de transports publics			
3.1 Evaluer et actualiser le plan du transport urbain du SDUGA			
3.2 Mettre à jour les projets prioritaires pour les infrastructure de transport urbain			
3.3 Renforcer les capacités de l'utilisation des données du transport urbain par l'administration concernée			
3.4 Mener des activités liées à l'amélioration des opérations de transport urbain			
		3. Infrastructures (MCLU ; si nécessaire, DAA et MT également) 3.1 Espace de bureau 3.2 Utilitaires de bureau • Electricité, Eau, Accès Internet, Mobilier	

Letters in red are the changes which have been made since October 2021. The table only shows Indicators part.

Narrative Summary	Objectively Verifiable Indicators	Means of Verification	Important Assumption
<p>Overall Goal</p> <p>Sustainable urban development will be promoted in Greater Abidjan through the implementation and management mechanism of SDUGA.</p>	<p>(3 to 5 years after the project's completion)</p> <ol style="list-style-type: none"> Contents of SDUGA are updated and monitored periodically by the SDUGA Implementation Facilitation and Monitoring Committee ("CoFaMiSu" hereafter)" The short-term action plan of SDUGA 2040 is implemented. 	<p>Reports and minutes of meeting by CoFaMiSu</p>	
<p>Project Purpose</p> <p>Capacity of effective implementation of SDUGA is strengthened and a model approach necessary for the promotion of sustainable urban development is established.</p>	<p>(By the end of the project)</p> <ol style="list-style-type: none"> More than 90% of the taskforce members are certified as completed all necessary capacity development programs and on-the-job training program. Confidence level of trained staff and their supervisors for implementing/managing SDUGA (even after the project) is enhanced. Tools and means for enhancing the effectiveness of PUDs are shared and sufficiently understood by the task force members for application. 	<ul style="list-style-type: none"> Project completion report List of staff given training certification Evaluation by senior officers in the supervisory position and self-evaluation Confirmation with communes and others <p>Budget for managing SDUGA is continuously secured.</p>	
<p>Outputs</p> <p>1. SDUGA implementation facilitation and monitoring committee is established for the major urban infrastructure plans to be adjusted and aligned to ensure consistency.</p>	<ol style="list-style-type: none"> CoFaMiSu is established with its structure, members and frequency of meetings specified and regularly held. Updated SDUGA, including major urban infrastructure plans, is prepared and approved by CoFaMiSu 	<ul style="list-style-type: none"> Meeting minutes Reports on updated SDUGA produced in the project Monitoring reports Official government document 	
<p>2. The effectiveness of urban development management at the district level for the implementation of SDUGA is enhanced.</p>	<ol style="list-style-type: none"> A model PUD structure suitable for the Study Area is clarified. The guidelines for PUD preparation and PUD application are approved by CoFaMiSu. The recommendations for enhancing PUD's effectiveness are approved by CoFaMiSu. 	<ul style="list-style-type: none"> Meeting minutes Guidelines on PUD formulation and operation produced Monitoring Reports Interviews with task force members 	<p>The counterparts continue working at the same organizations.</p>
<p>3. Urban transport plan is assessed and updated in order to strengthen its effectiveness in supporting SDUGA 2040.</p>	<ol style="list-style-type: none"> Reviewed/ updated urban transport plan is to be authorized by SDUGA-IFMC and/or related supervising authorities/ministries. 	<ul style="list-style-type: none"> Meeting minutes for authorization of the urban transport plan The urban transport plan 	

Modifications proposées du CLP Version 1.0

Annex-3

Résumé Descriptif	Indicateurs Objectivement Vérifiables	Moyens de Vérification	Hypothèses Importantes
<p>Objetif général</p> <p>Le développement urbain durable sera promu dans le Grand Abidjan grâce au mécanisme de mise en œuvre et de gestion du SDUGA.</p>	<p>(3 à 5 ans après l'achèvement du projet)</p> <p>1) Le contenu du SDUGA est mis à jour et contrôlé périodiquement par le Comité de facilitation et de suivi de la mise en œuvre du SDUGA (" CoFaMiSu " ci-après) " .</p> <p>2) Le plan d'action à court terme du SDUGA 2040 est mis en œuvre.</p>	<p>Rapports et compte-rendu de réunion du CoFaMiSu</p>	
<p>Objetif du Projet</p> <p>La capacité de mise en œuvre effective du SDUGA est renforcée et une approche modèle nécessaire à la promotion du développement urbain durable est établie.</p>	<p>(A la fin du projet)</p> <p>1) Plus de 90 % des membres de la Task Force sont certifiés avoir suivi tous les programmes de développement des capacités nécessaires et le programme de formation à l'emploi.</p> <p>2) Le niveau de confiance du personnel formé et de leurs superviseurs pour la mise en œuvre/gestion du SDUGA (même après le projet) est amélioré.</p> <p>3) Les outils et moyens permettant de renforcer l'efficacité des PUDs sont partagés et suffisamment compris par les membres de la task force pour être appliqués.</p>	<p>- Rapport d'achèvement du projet</p> <p>- Liste du personnel ayant reçu une certification de formation</p> <p>- Évaluation par les responsables en position de supériorité et auto-évaluation</p> <p>- Confirmation auprès des communes et autres</p>	<p>Le budget pour la gestion du SDUGA est assuré en permanence.</p>
<p>Résultats</p> <p>1. Un comité de facilitation et de suivi de la mise en œuvre du SDUGA est créé pour que les principaux plans d'infrastructures urbaines soient ajustés et alignés afin d'en assurer la cohérence.</p> <p>2. L'efficacité de la gestion du développement urbain au niveau du district pour la mise en œuvre du SDUGA est renforcée.</p> <p>3. Le plan de transport urbain est évalué et mis à jour afin de renforcer son efficacité à soutenir le SDUGA 2040.</p>	<p>1) Le CoFaMiSu est établi, sa structure, ses membres et la fréquence de ses réunions sont précisés et se tiennent régulièrement.</p> <p>(2) Le SDUGA mis à jour, y compris les plans des principales infrastructures urbaines, sont préparés et approuvés par le CoFaMiSu.</p> <p>1) Un modèle de structure du PUD adapté à la zone d'étude est clarifié.</p> <p>2) Les Guides pour la préparation et l'application du PUD sont approuvés par le CoFaMiSu.</p> <p>3) Les recommandations pour améliorer l'efficacité du PUD sont approuvées par le CoFaMiSu.</p> <p>1) Le plan de transport urbain révisé/mis à jour doit être autorisé par le CoFaMiSu et/ou les autorités/ministères de tutelle concernés.</p>	<p>Comptes-rendus de réunions</p> <p>- Les Rapports sur le SDUGA actualisés sont produits dans le cadre du projet</p> <p>- Rapports de suivi</p> <p>- Document officiel du gouvernement</p> <p>- Comptes Rendu de réunion</p> <p>- Guides sur la formulation et le fonctionnement du PUD</p> <p>Rapports de Suivi</p> <p>-Entretien avec les membres de la task Force</p> <p>- Comptes rendu de la réunion d'autorisation du plan de transport</p> <p>- Le plan de transport</p>	<p>Les homologues continuent à travailler dans les mêmes organisations..</p>