

Japan International Cooperation Agency (JICA)

Ministry of Construction, Housing, Sanitation and Urban Development (MCLAU)

The Project for the Development of
the Urban Master Plan in Greater Abidjan
in the Republic of Côte d'Ivoire (SDUGA)

Final Report

March 2015

Volume II

Urban Master Plan for Greater Abidjan and
Other Project Related Tasks

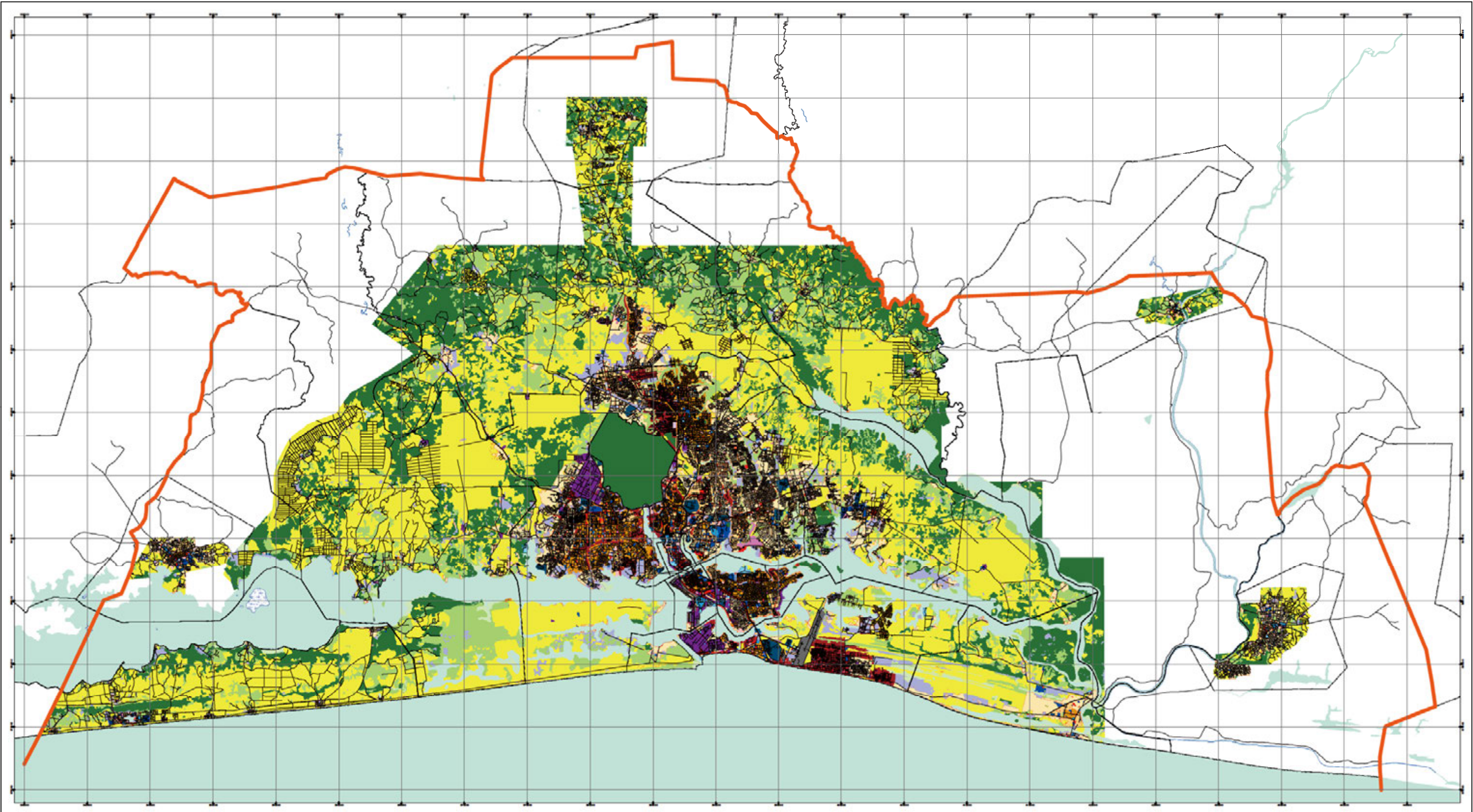
Appendices

Appendix A

(1 pages)

Existing Land Use Map for the Project of Development of
the Urban Master Plan in Greater Abidjan
(Scale 1:100,000)

EXISTING LAND USE MAP FOR THE PROJECT OF THE DEVELOPMENT OF URBAN MASTER PLAN IN GREATER ABIDJAN, REPUBLIC OF CÔTE D'IVOIRE



Legend

Planning Area(E3, Rev1310)	4102 Paved road with separated lanes	6201 Water shore line	81201 Industry	81305 Transport	82102 Grassland
Sous Prefecture Boundary (A4, Rev1310)	4103 Paved road (Double lines)	6500	81202 Commercial/Office	81306 Security	82103 Agriculture
Commune Boundary (A5, Rev1310)	4105 Unpaved road (Double lines)	81101 Informal Settlement	81301 Health	81307 Utilities	82104 Riparian Land
Road Centre Line (merged, singlepart)	5403 Revntment	81102 Low Density Residential Area	81302 Education	81308 Cultural	89999 Others
	5404 Pool	81103 Medium Density Residential Area	81303 Government Offices	81309 Cemeteries	
	6101 River (Double lines)	81104 High Density Residential Area	81304 Sports and Tourism	82101 Forest	

Map Projection:
- Projected Coordinate System: WGS 1984 UTM Zone 30N
- Projection: Transverse Mercator

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AND URBAN DEVELOPMENT PLANNING

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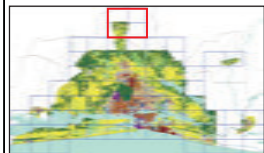
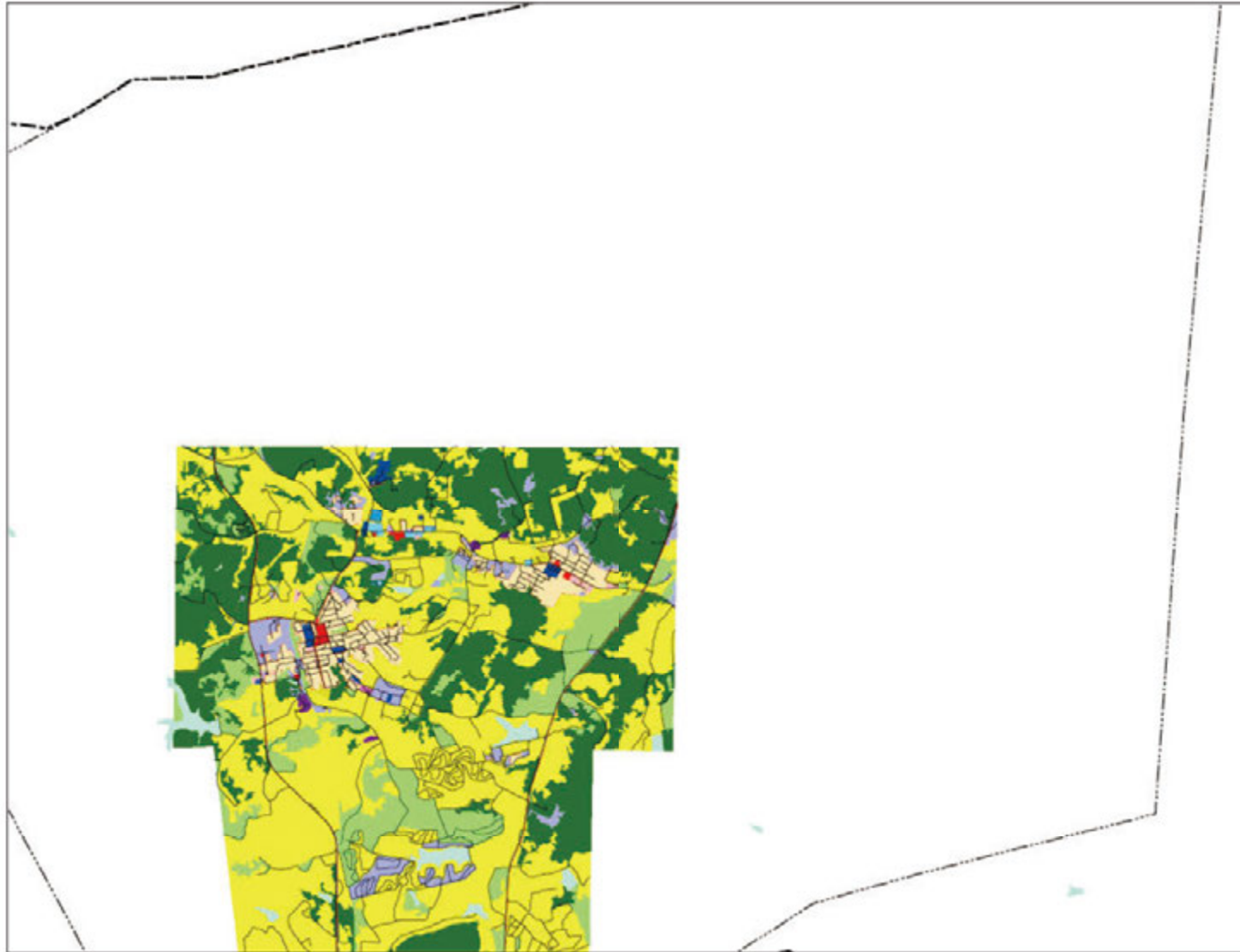
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Appendix B

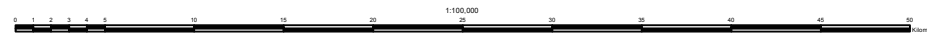
(21 pages)

Existing Land Use Map for the Project of Development of
the Urban Master Plan in Greater Abidjan
(Enlarged Maps)

EXISTING LAND USE MAP FOR THE PROJECT OF THE DEVELOPMENT OF URBAN MASTER PLAN IN GREATER ABIDJAN, REPUBLIC OF CÔTE D'IVOIRE



Map Projection:
- Projected Coordinate System: WGS 1984 UTM Zone 30N
- Projection: Transverse Mercator



Legend

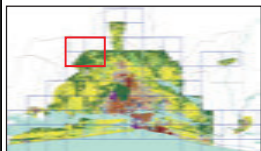
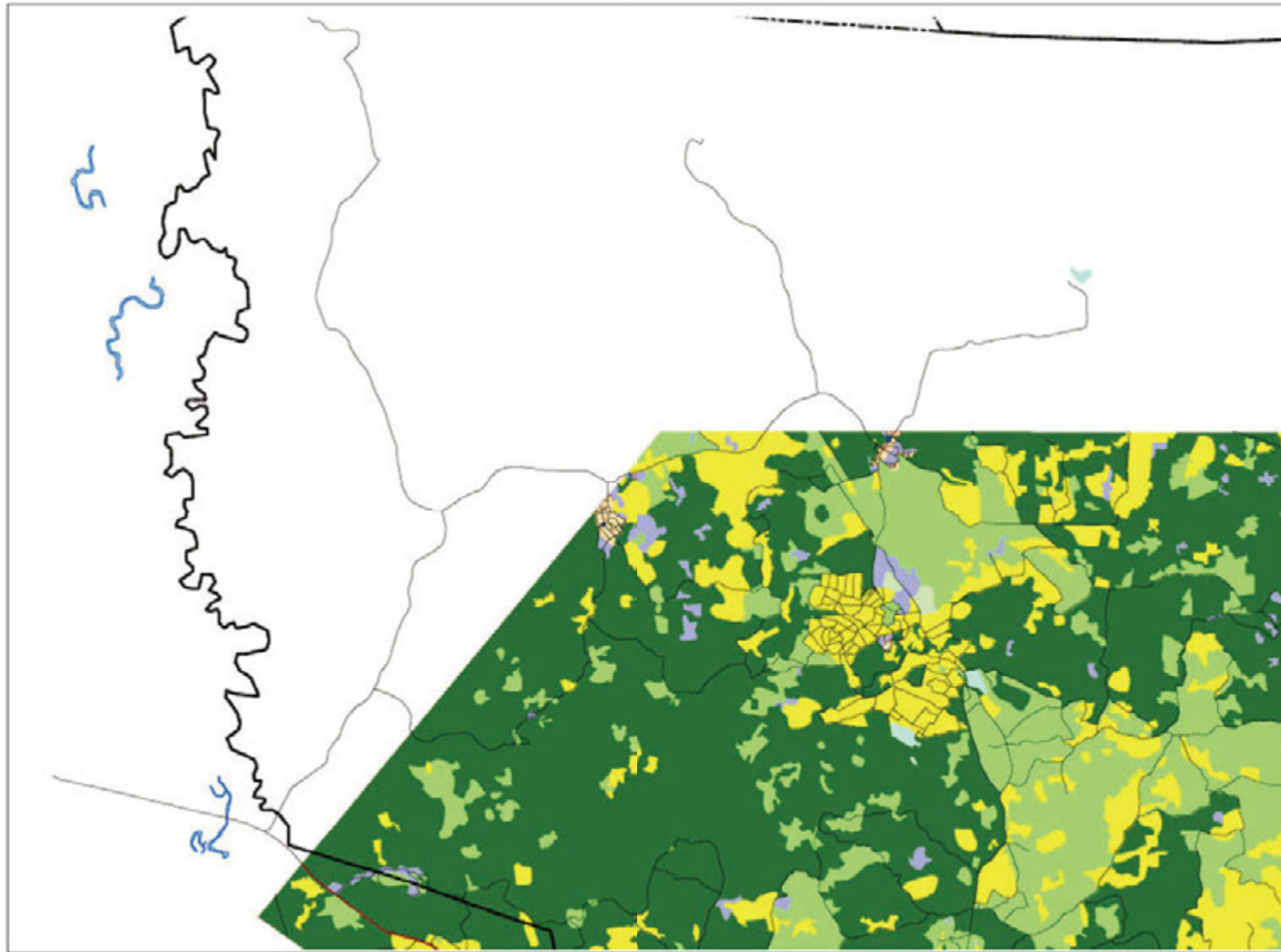
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| Commune Boundary (A5, Rev1310) | 4105 Unpaved road (Double lines) | 81101 Informal Settlement | 81301 Health | 81307 Utilities | 82104 Riparian Land |
| Road Centre Line (merged/Lightpart) | 5403 Reinvestment | 81102 Low Density Residential Area | 81302 Education | 81308 Cultural | 89999 Others |
| | 5404 Pool | 81103 Medium Density Residential Area | 81303 Government Offices | 81309 Cemeteries | |
| | 8101 River (Double lines) | 81104 High Density Residential Area | 81304 Sports and Tourism | 82101 Forest | |


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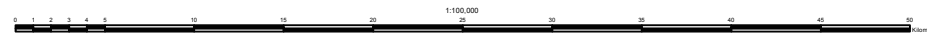
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EXISTING LAND USE MAP FOR THE PROJECT OF THE DEVELOPMENT OF URBAN MASTER PLAN IN GREATER ABIDJAN, REPUBLIC OF CÔTE D'IVOIRE



Map Projection:
- Projected Coordinate System: WGS 1984 UTM Zone 30N
- Projection: Transverse Mercator



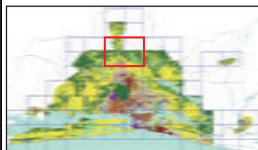
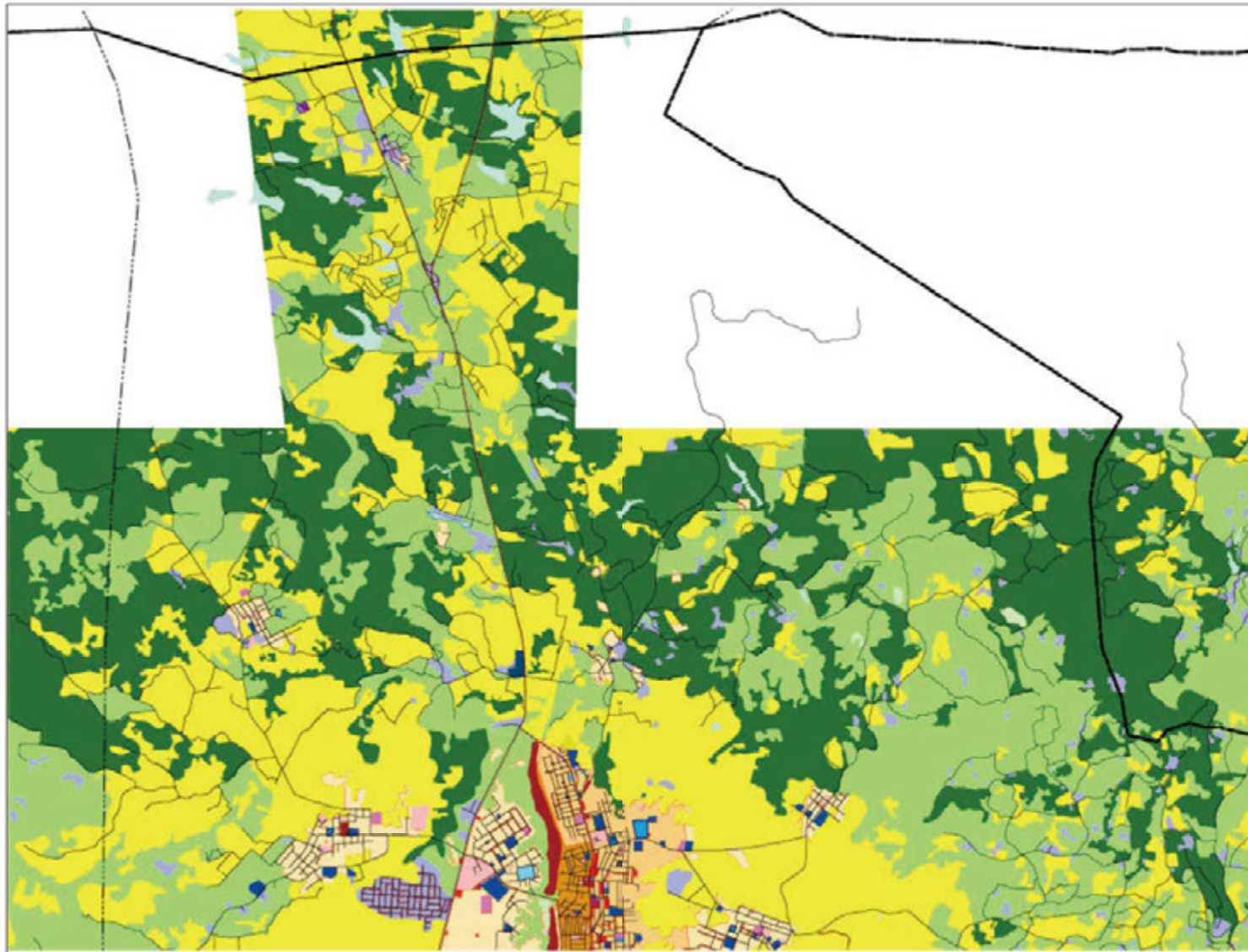
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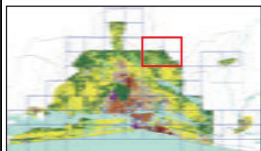
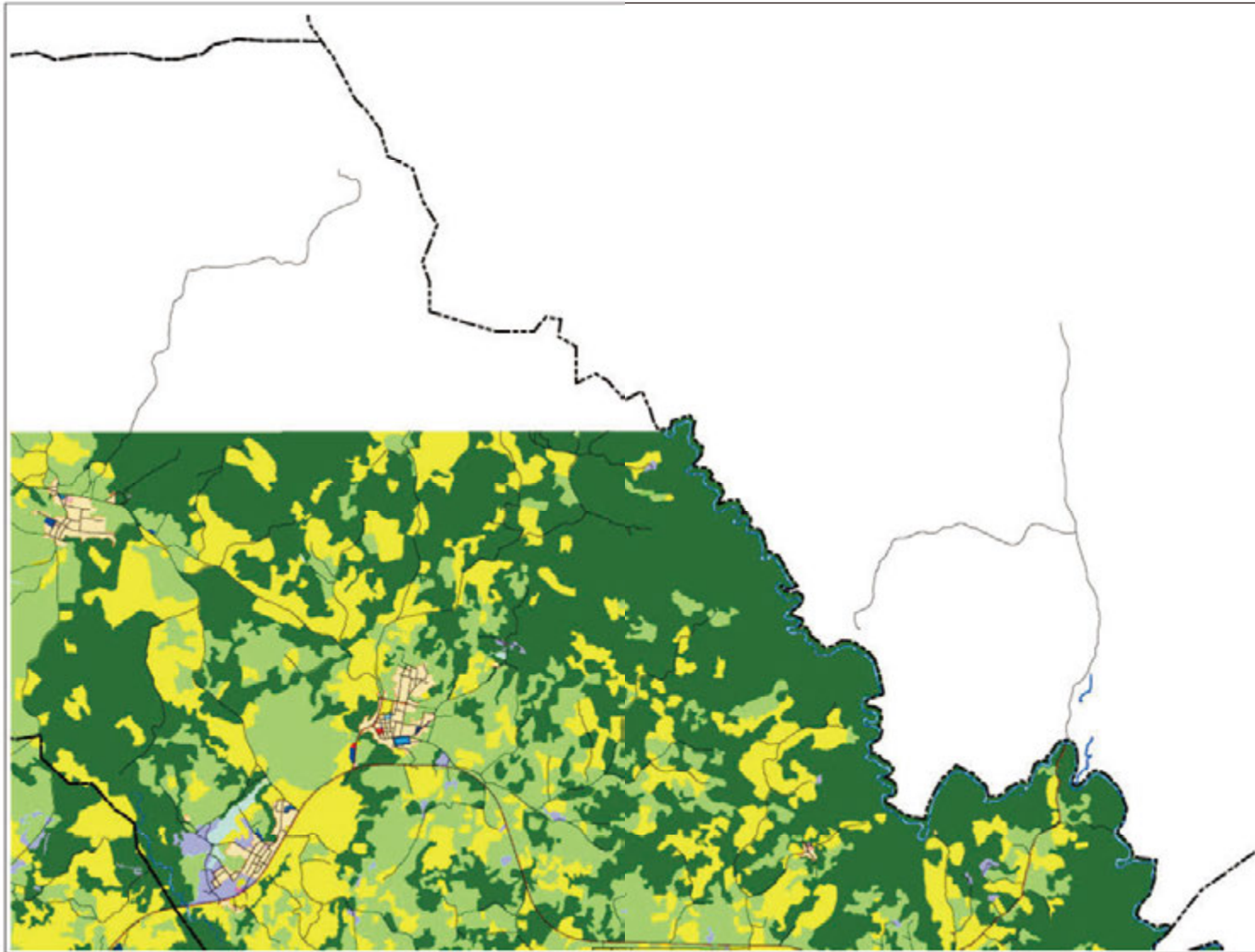


Map Projection:
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- Projection: Transverse Mercator



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Planning Area (L, Rev1310)	4102 Paved road with separated lanes	6201 Water shore line
Sous-Prefecture Boundary (A4, Rev1310)	4103 Paved road (Double lines)	6500 6500
Commune Boundary (A5, Rev1310)	4105 Unpaved road (Double lines)	8101 Informal Settlement
Road Centre Line (Innervd/Linglepart)	5403 Reintment	8102 Low Density Residential Area
5404 Pool	8103 Medium Density Residential Area	8104 High Density Residential Area
8101 River (Double lines)	81201 Industry	81300 Commercial/Office
	81301 Health	81302 Education
	81303 Government Offices	81304 Sports and Tourism
	81305 Transport	81306 Security
	81307 Utilities	81308 Cultural
	81309 Cemeteries	81309 Others
	82102 Grassland	82103 Agriculture
	82104 Riparian Land	82101 Forest

EXISTING LAND USE MAP FOR THE PROJECT OF THE DEVELOPMENT OF URBAN MASTER PLAN IN GREATER ABIDJAN, REPUBLIC OF CÔTE D'IVOIRE



Map Projection:
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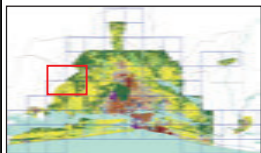
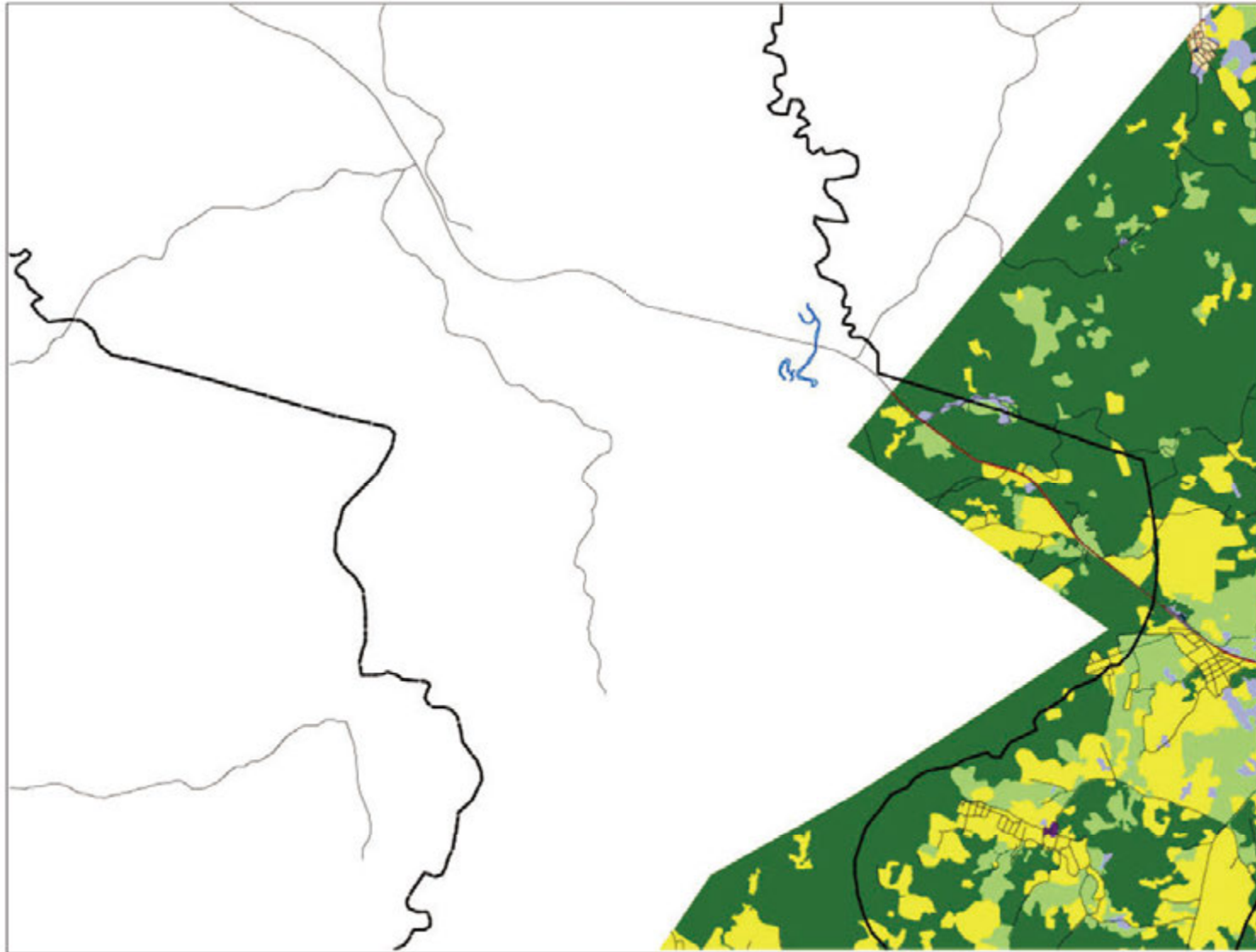
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Map Projection:
- Projected Coordinate System: WGS 1984 UTM Zone 30N
- Projection: Transverse Mercator



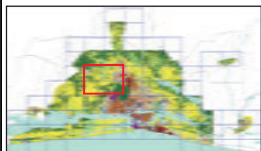
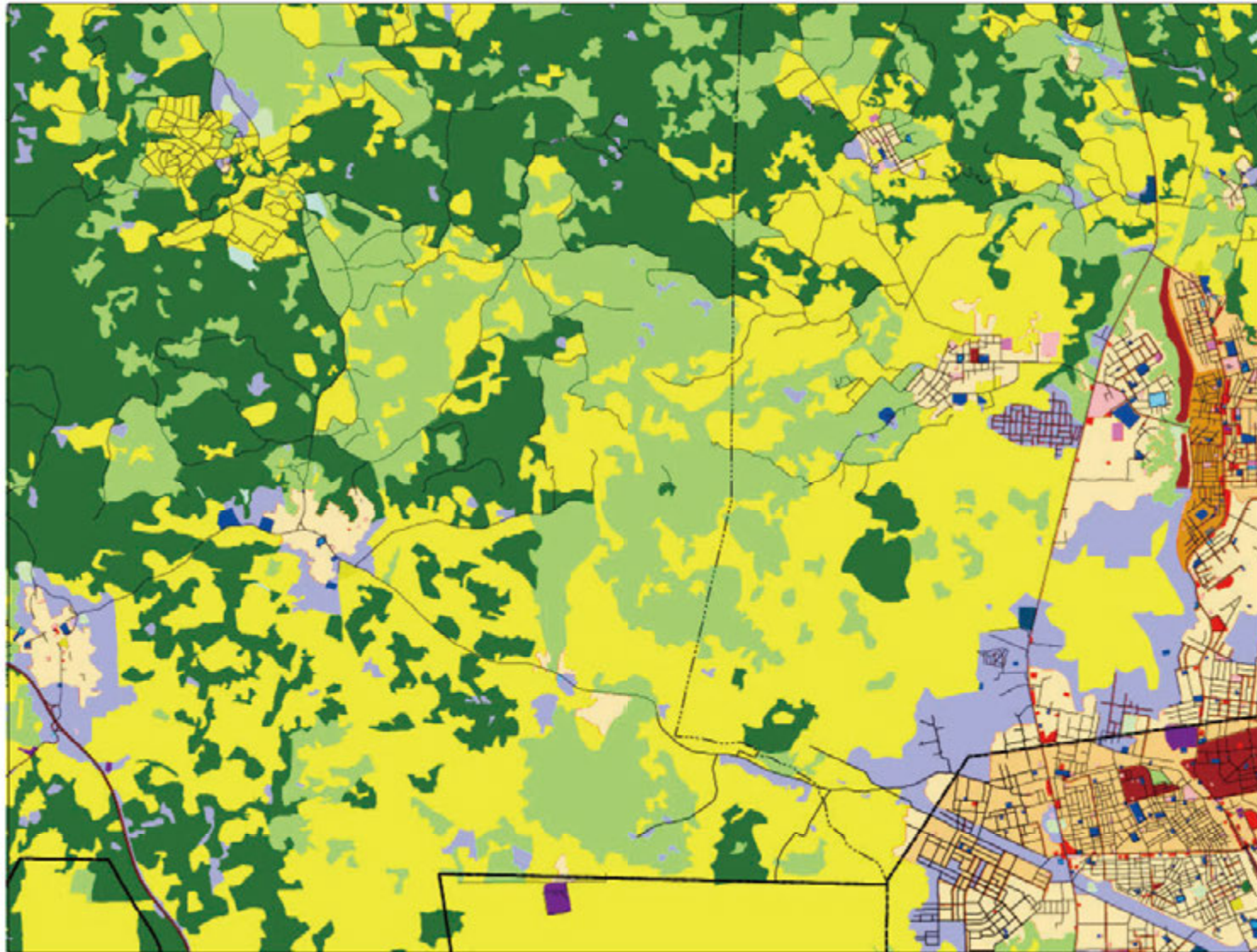
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| Planning Area (E3, Rev1310) | 4102 Paved road with separated lanes | 6201 Water shore line | 81201 Industry | 81305 Transport | 82102 Grassland |
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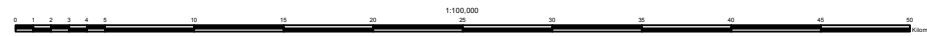


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Map Projection:
- Projected Coordinate System: WGS 1984 UTM Zone 30N
- Projection: Transverse Mercator



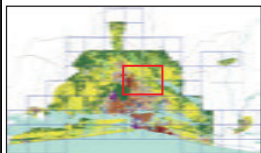
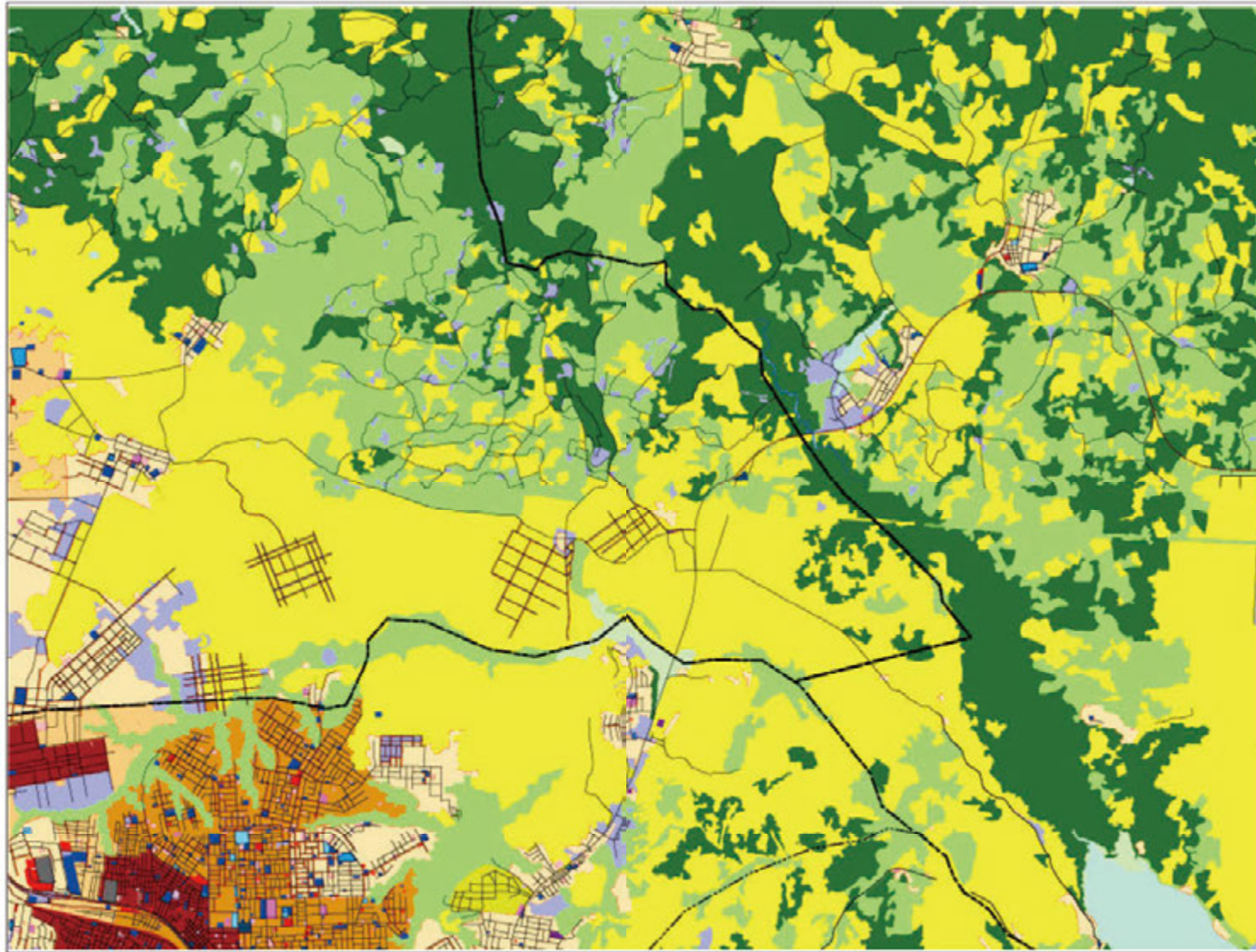
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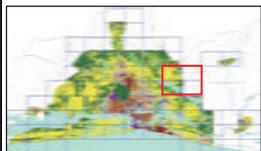
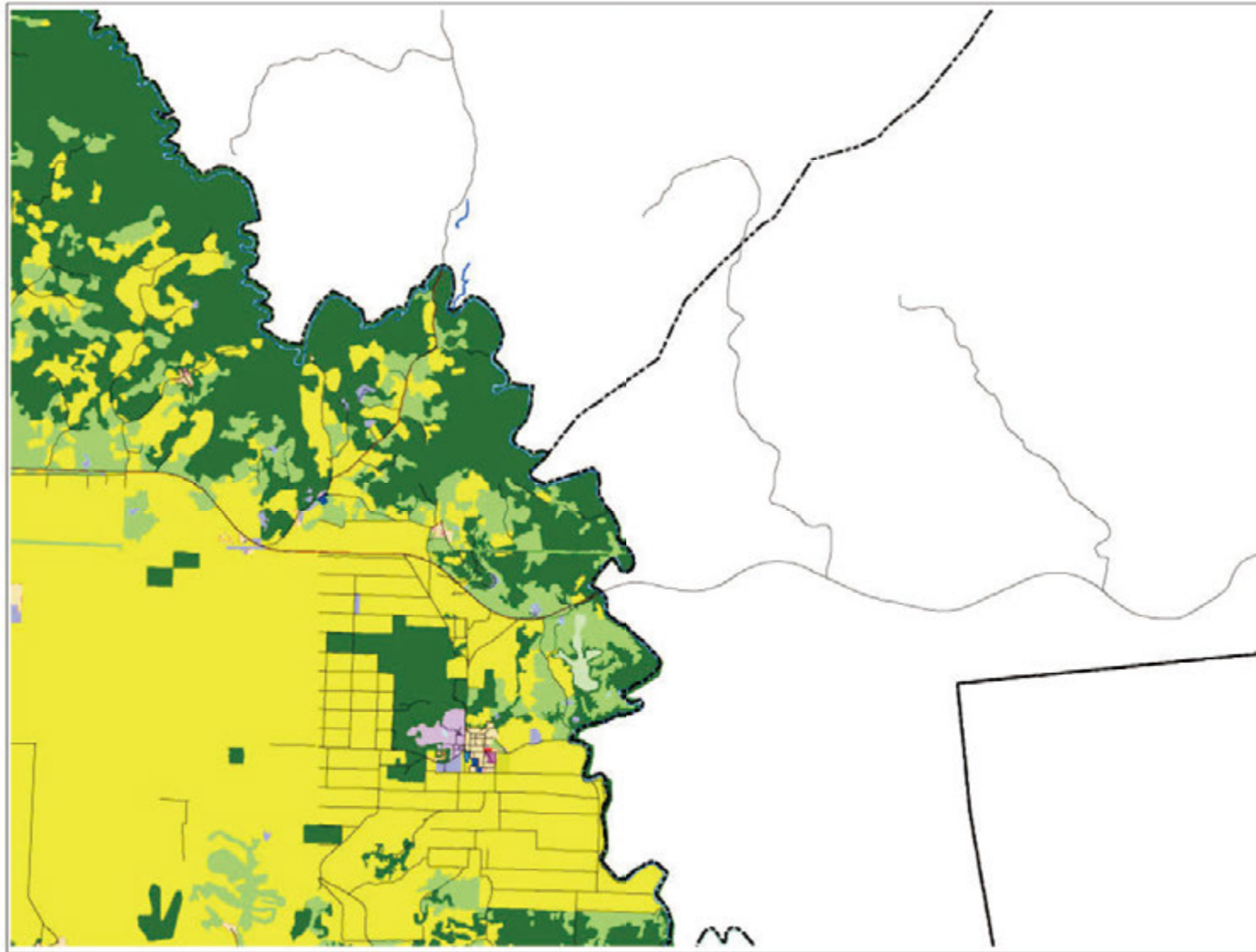
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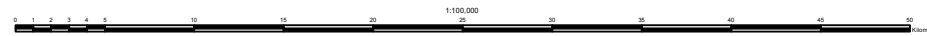
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EXISTING LAND USE MAP FOR THE PROJECT OF THE DEVELOPMENT OF URBAN MASTER PLAN IN GREATER ABIDJAN, REPUBLIC OF CÔTE D'IVOIRE



Map Projection:
- Projected Coordinate System: WGS 1984 UTM Zone 30N
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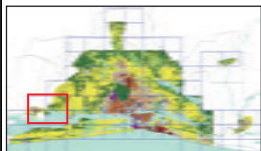
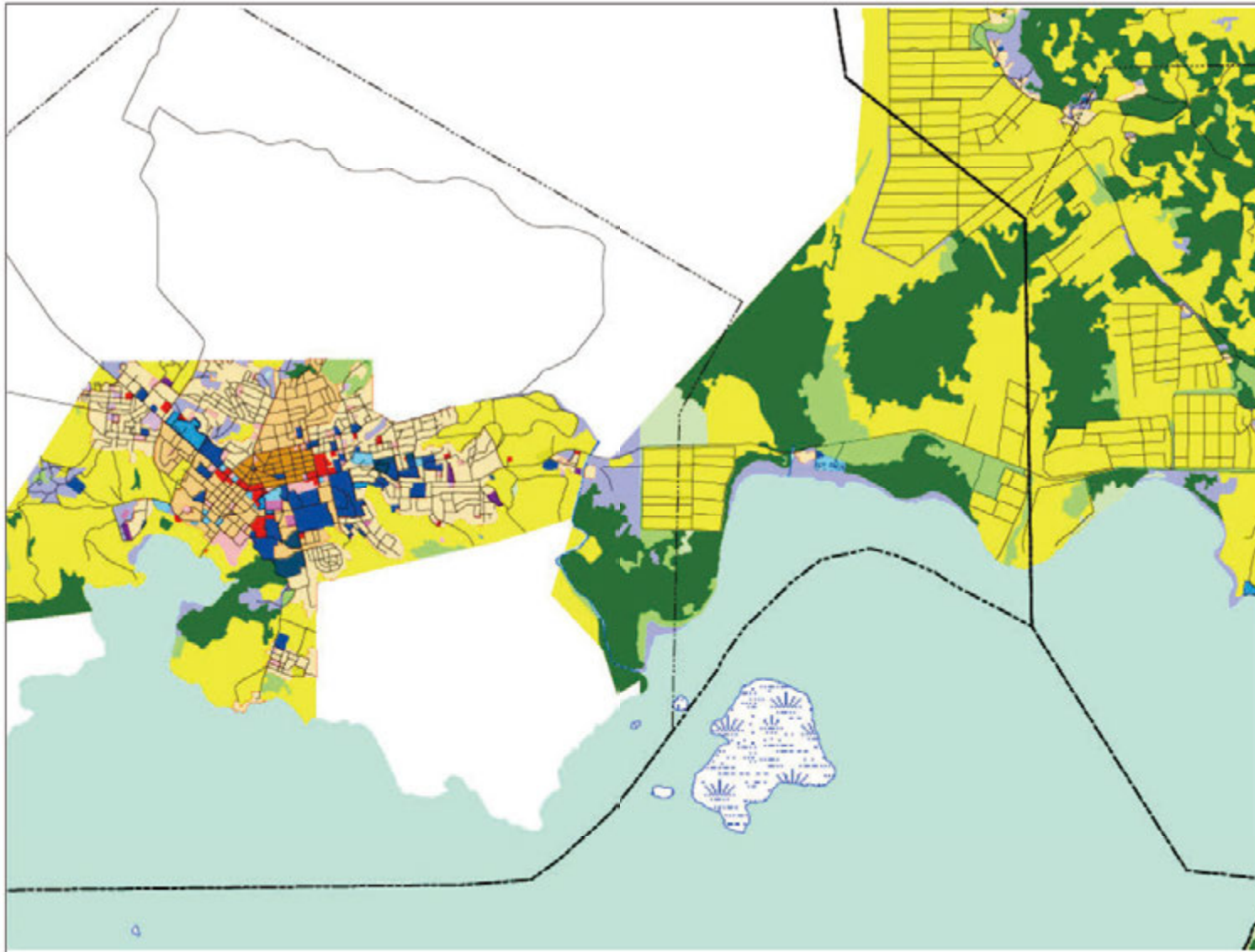
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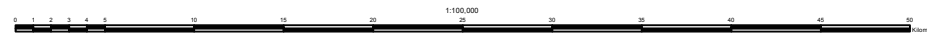


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EXISTING LAND USE MAP FOR THE PROJECT OF THE DEVELOPMENT OF URBAN MASTER PLAN IN GREATER ABIDJAN, REPUBLIC OF CÔTE D'IVOIRE



Map Projection:
- Projected Coordinate System: WGS 1984 UTM Zone 30N
- Projection: Transverse Mercator



Legend

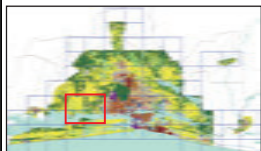
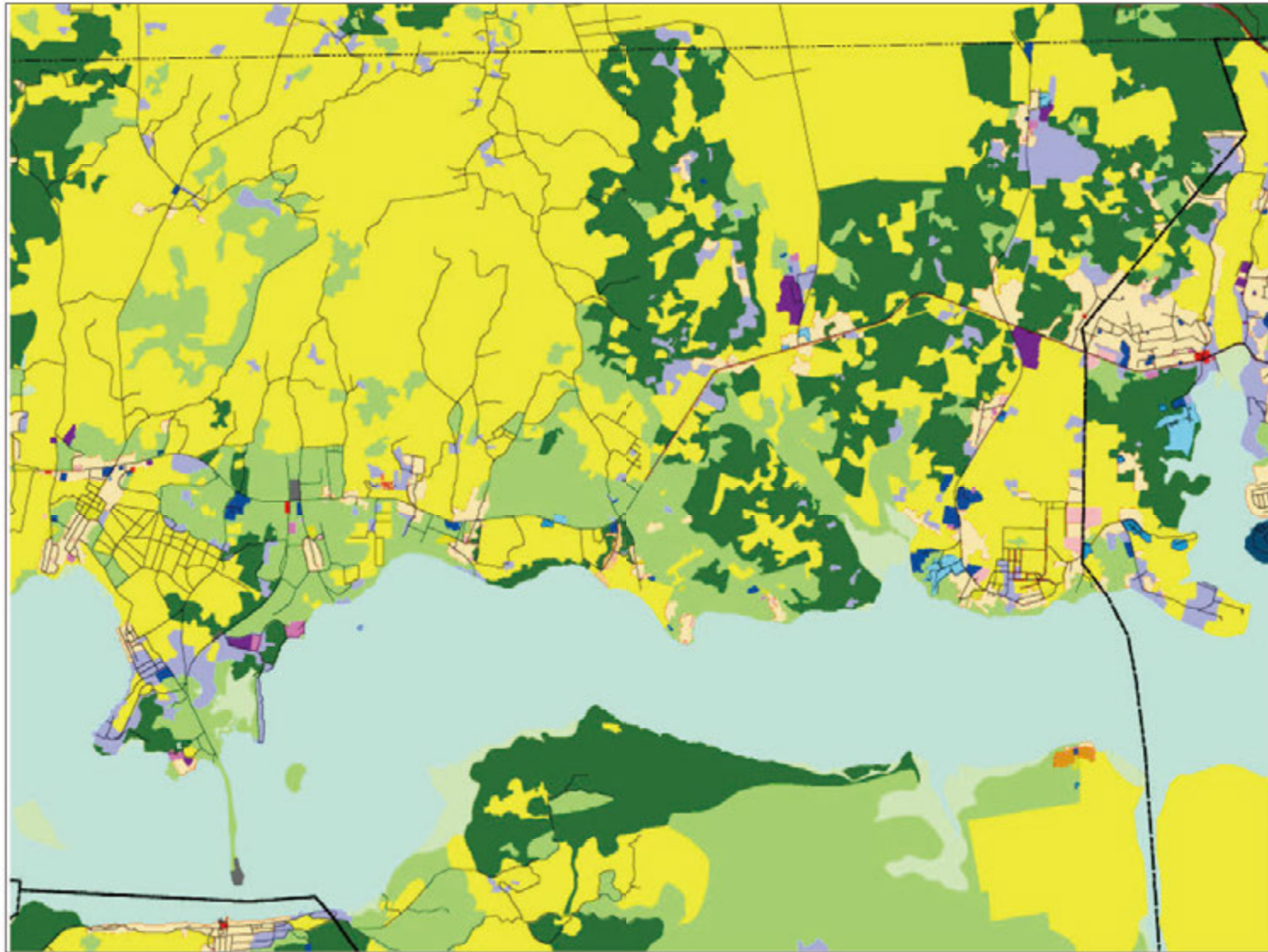
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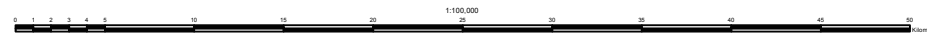
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Map Projection:
- Projection: UTM
- Projected Coordinate System: WGS 1984 UTM Zone 30N
- Projection: Transverse Mercator



Legend

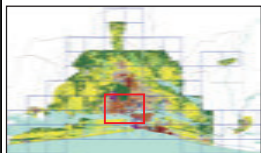
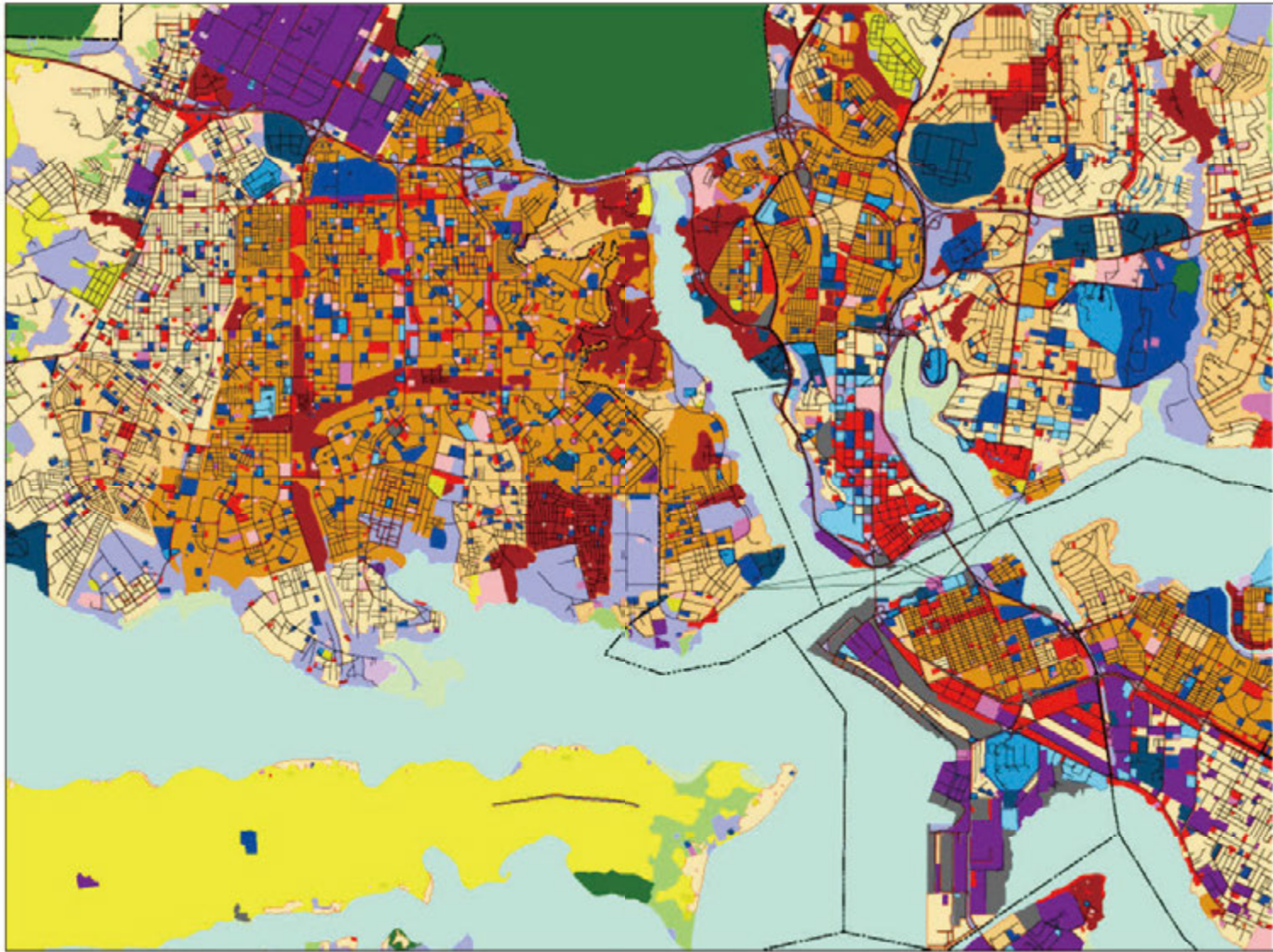
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EXISTING LAND USE MAP FOR THE PROJECT OF THE DEVELOPMENT OF URBAN MASTER PLAN IN GREATER ABIDJAN, REPUBLIC OF CÔTE D'IVOIRE



Map Projection:
- Projected Coordinate System: WGS 1984 UTM Zone 30N
- Projection: Transverse Mercator



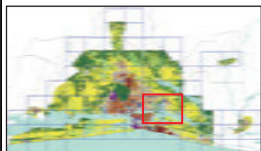
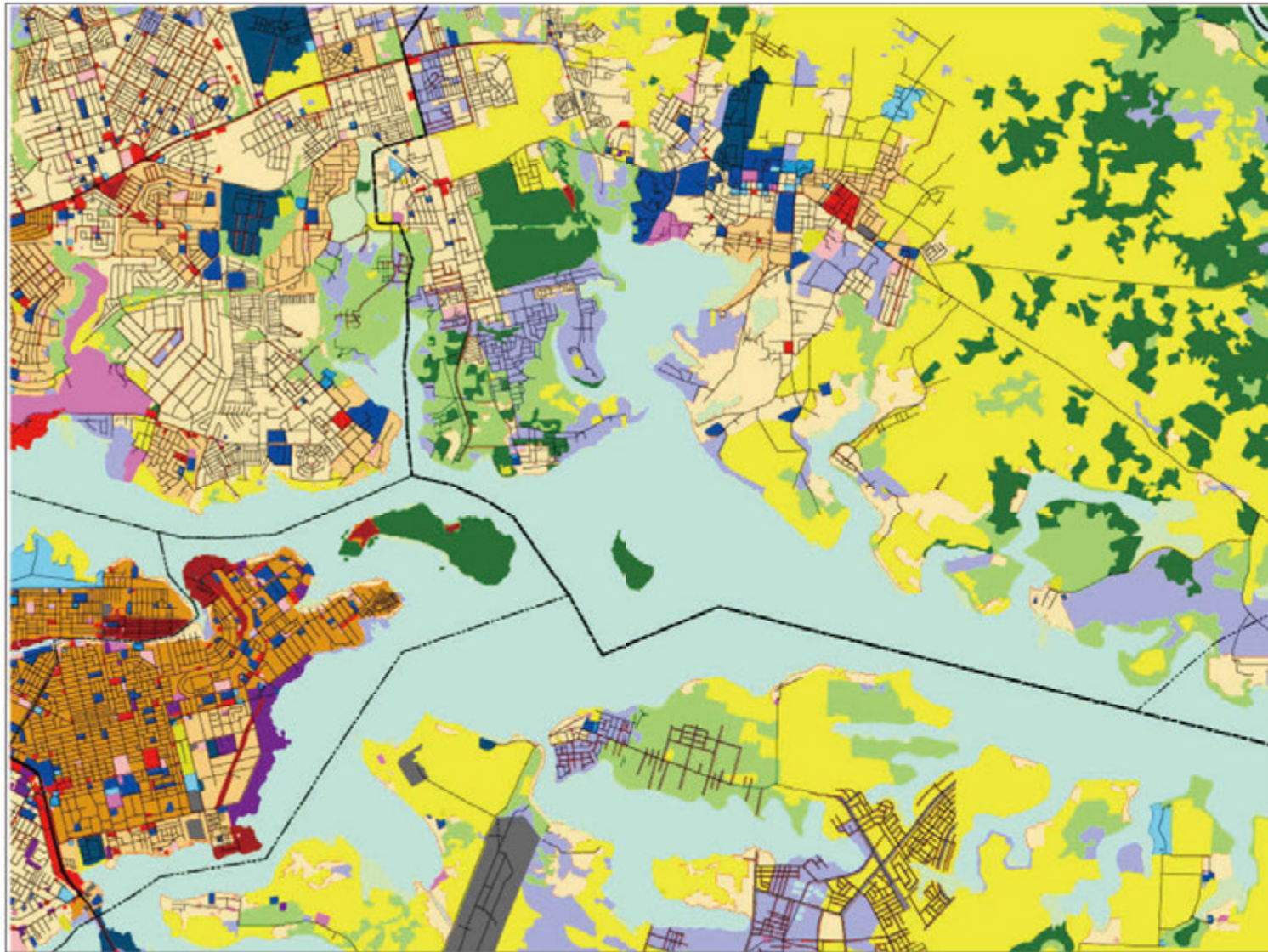
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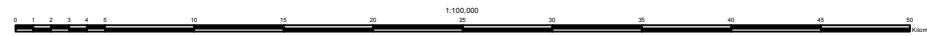
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- Projection: Transverse Mercator



Legend

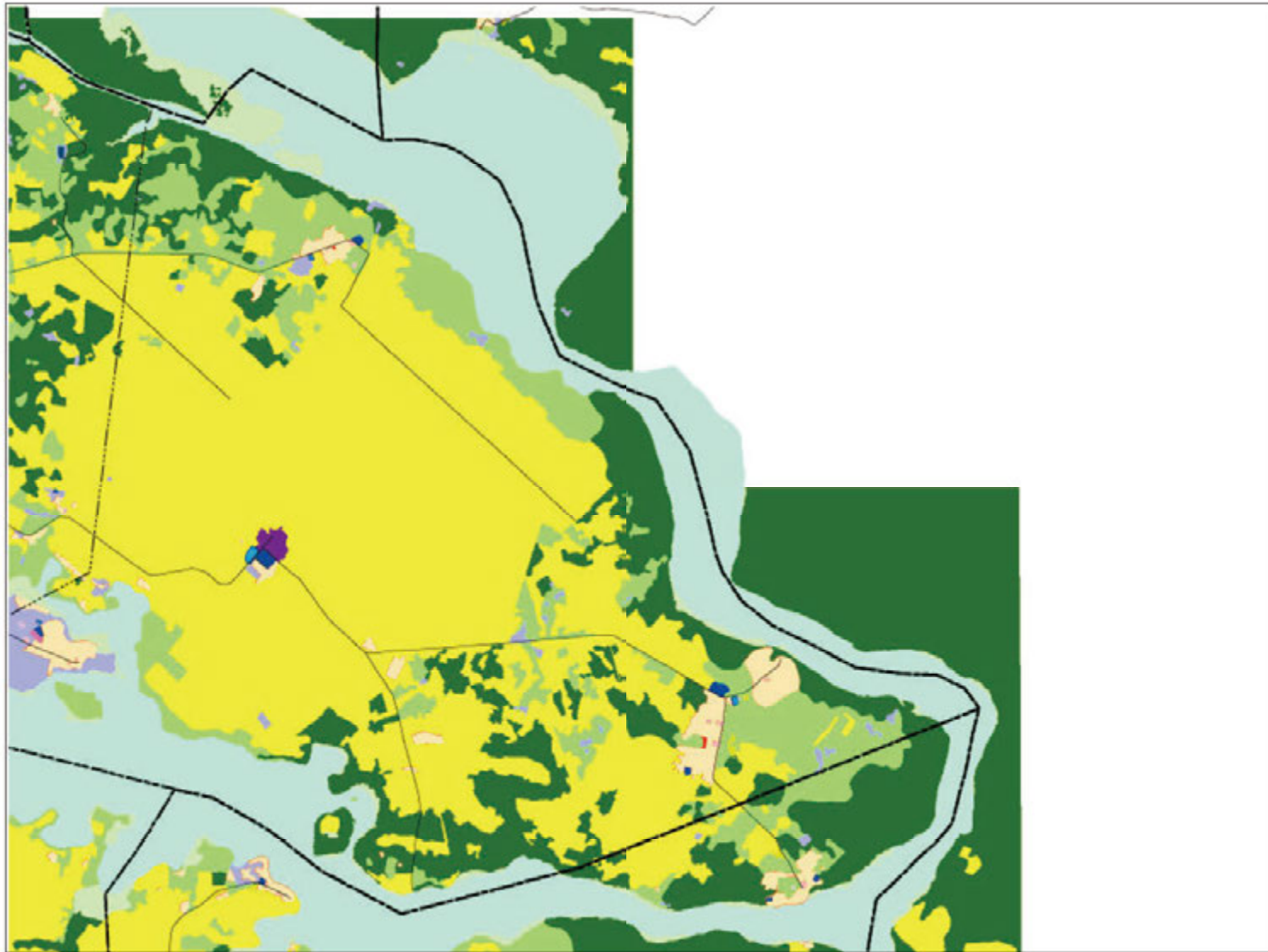
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| Planning Area (L, Rev1310) | 4102 Paved road with separated lanes | 6201 Water shore line | 81201 Industry | 81305 Transport | 82102 Grassland |
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| Road Centre Line (Innervid/Singlepart) | 81103 Medium Density Residential Area | 81104 High Density Residential Area | 81302 Education | 81308 Cultural | 89999 Others |
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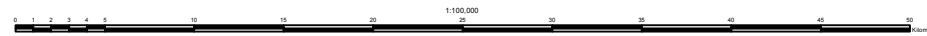
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EXISTING LAND USE MAP FOR THE PROJECT OF THE DEVELOPMENT OF URBAN MASTER PLAN IN GREATER ABIDJAN, REPUBLIC OF CÔTE D'IVOIRE



Map Projection:
- Projection Coordinate System: WGS 1984 UTM Zone 30N
- Projection: Transverse Mercator



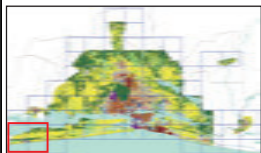
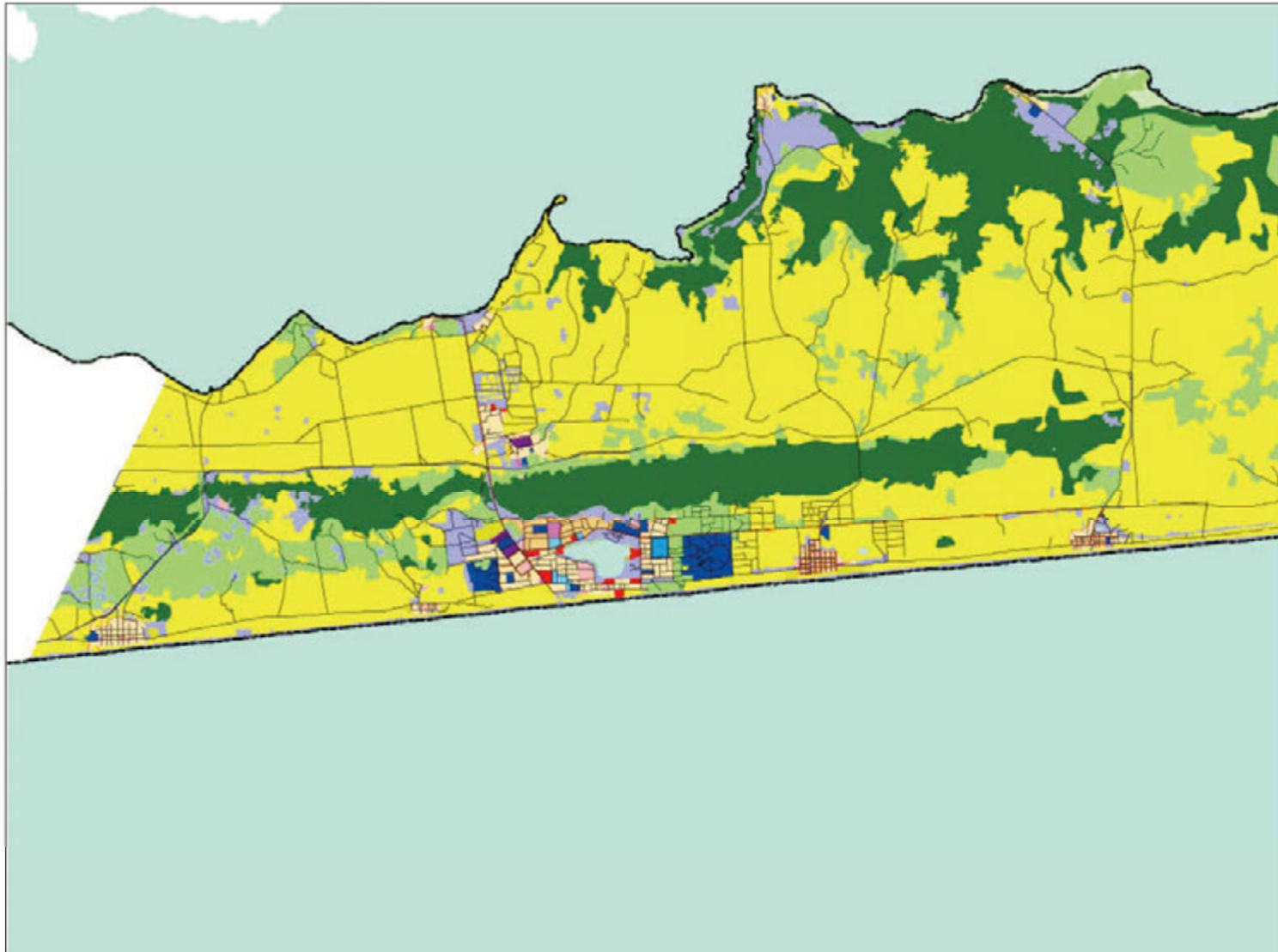
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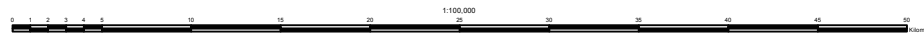


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- Projection: Transverse Mercator



Legend

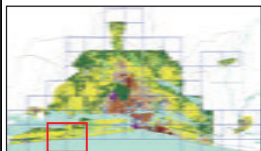
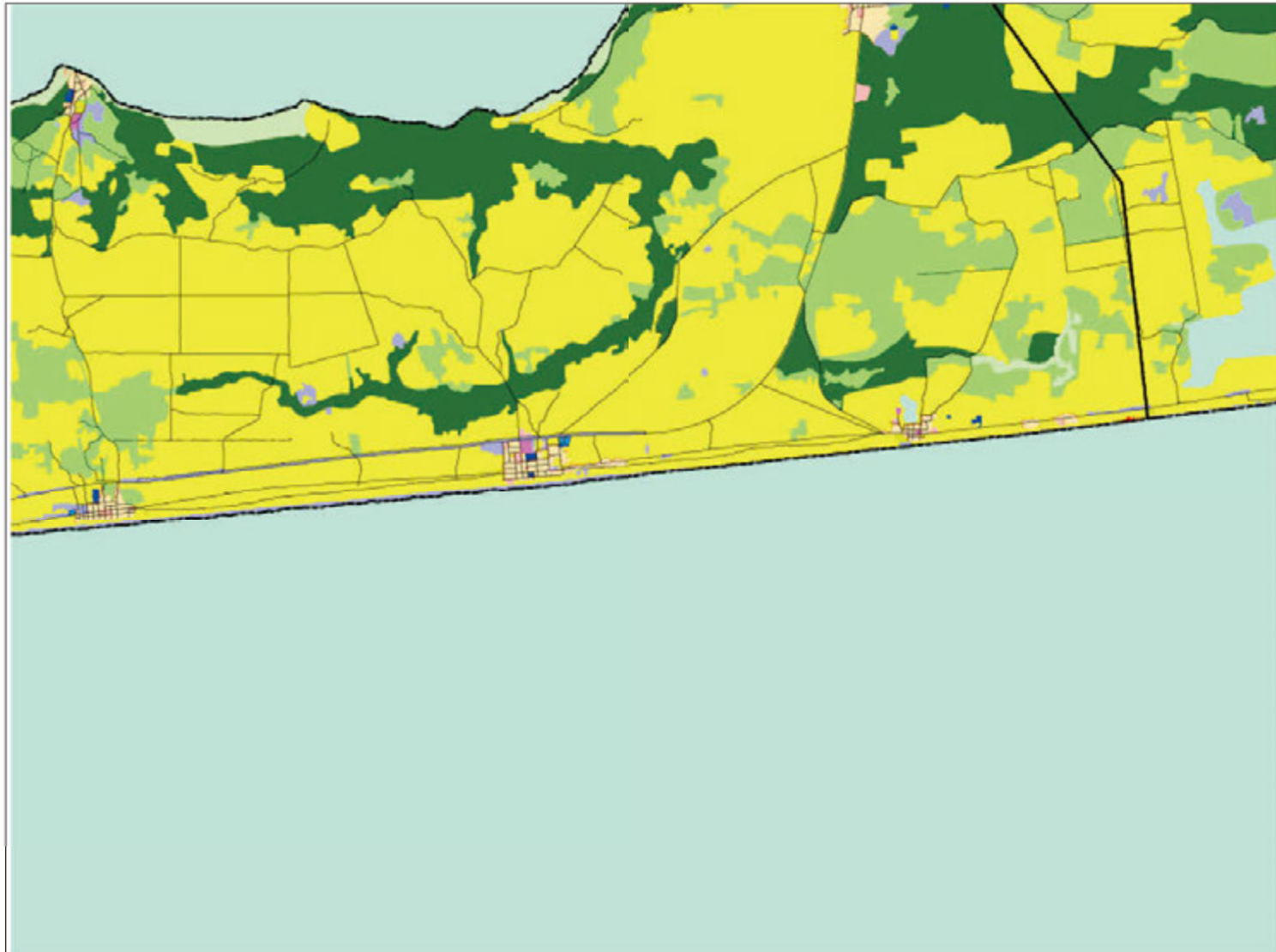
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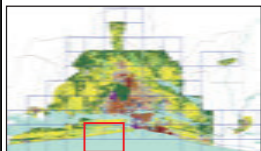
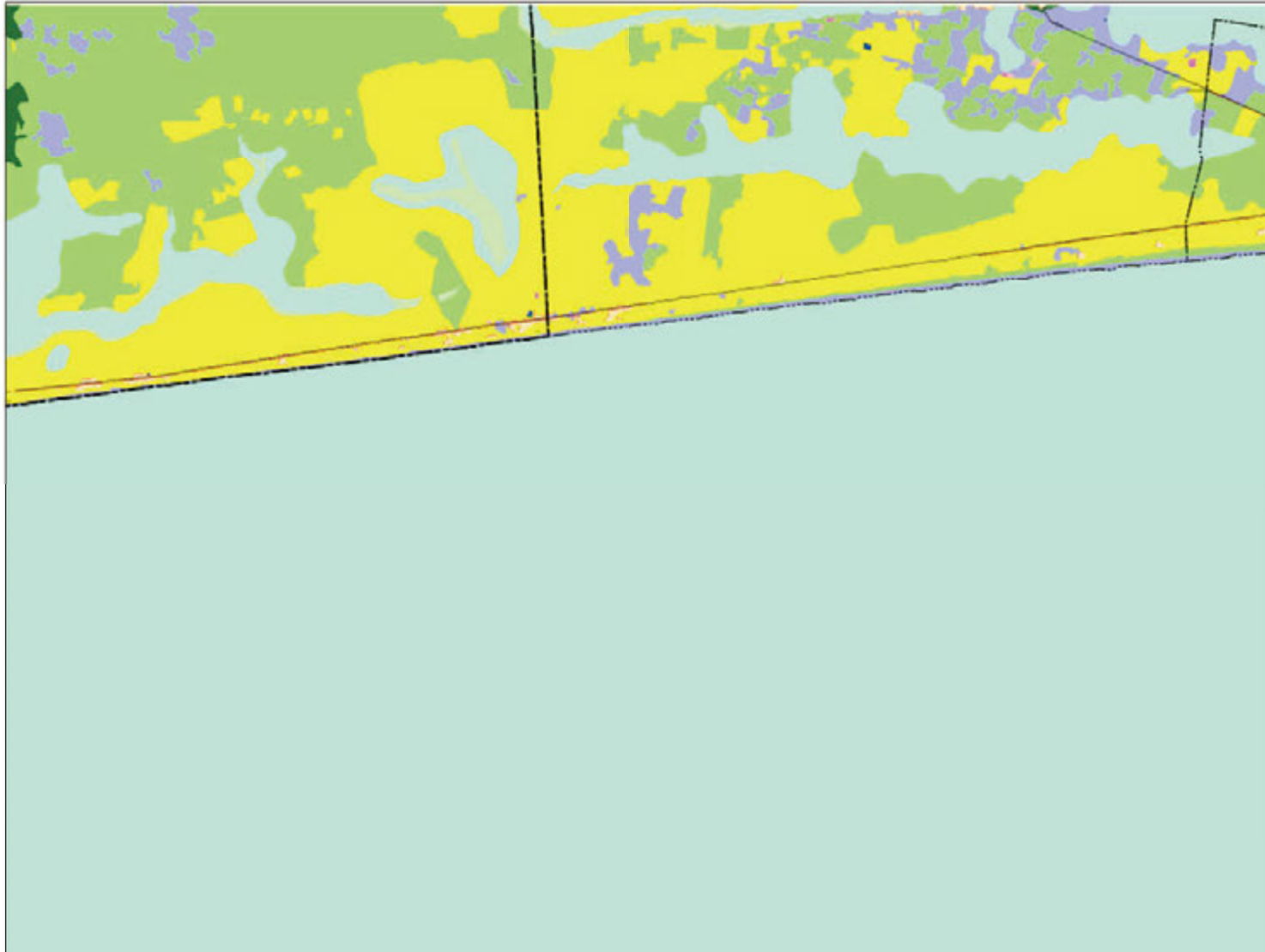
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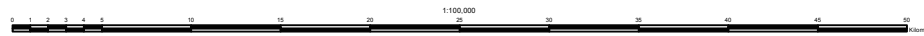
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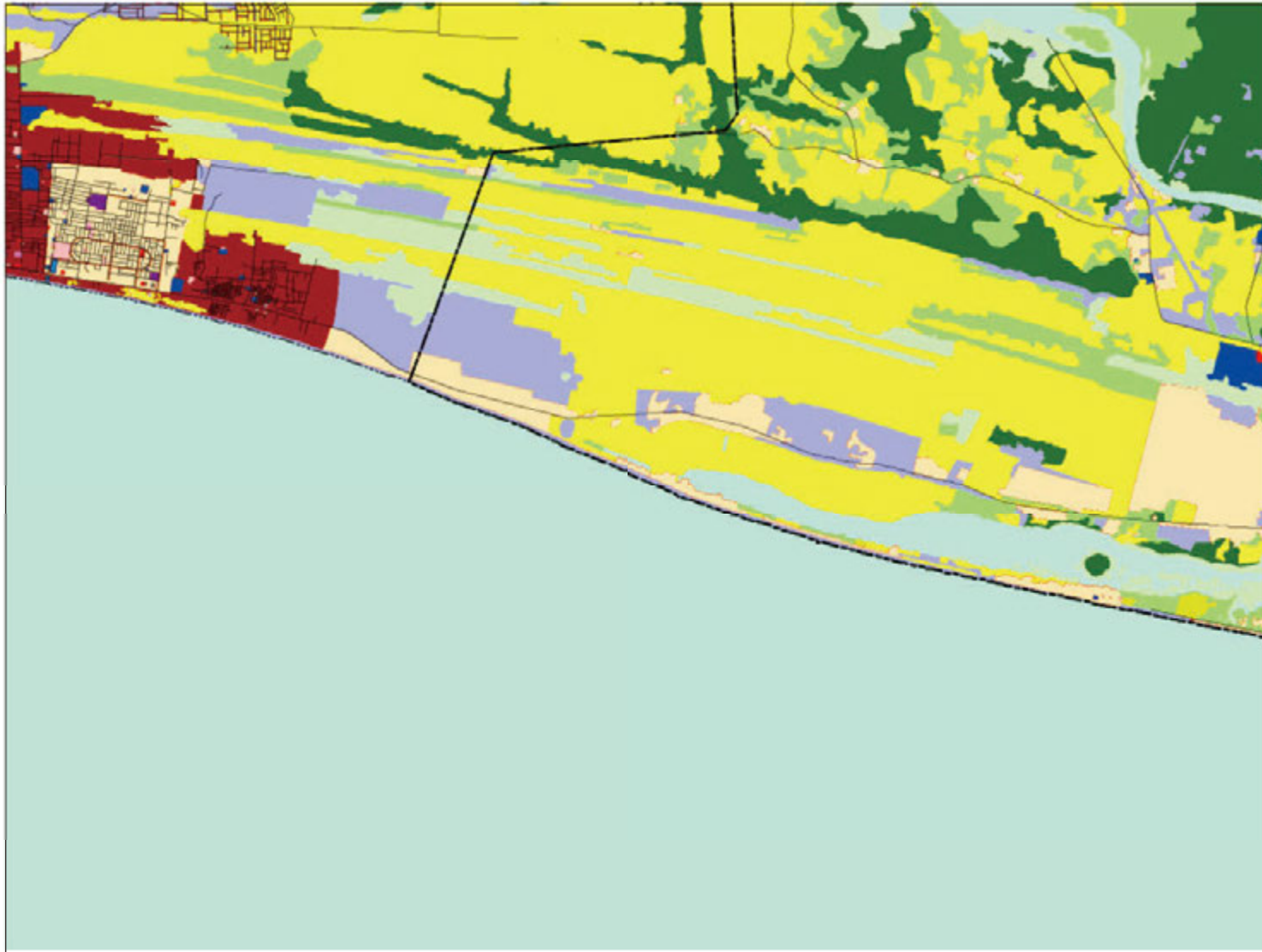
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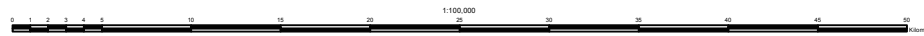


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Legend

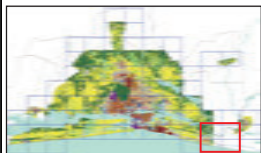
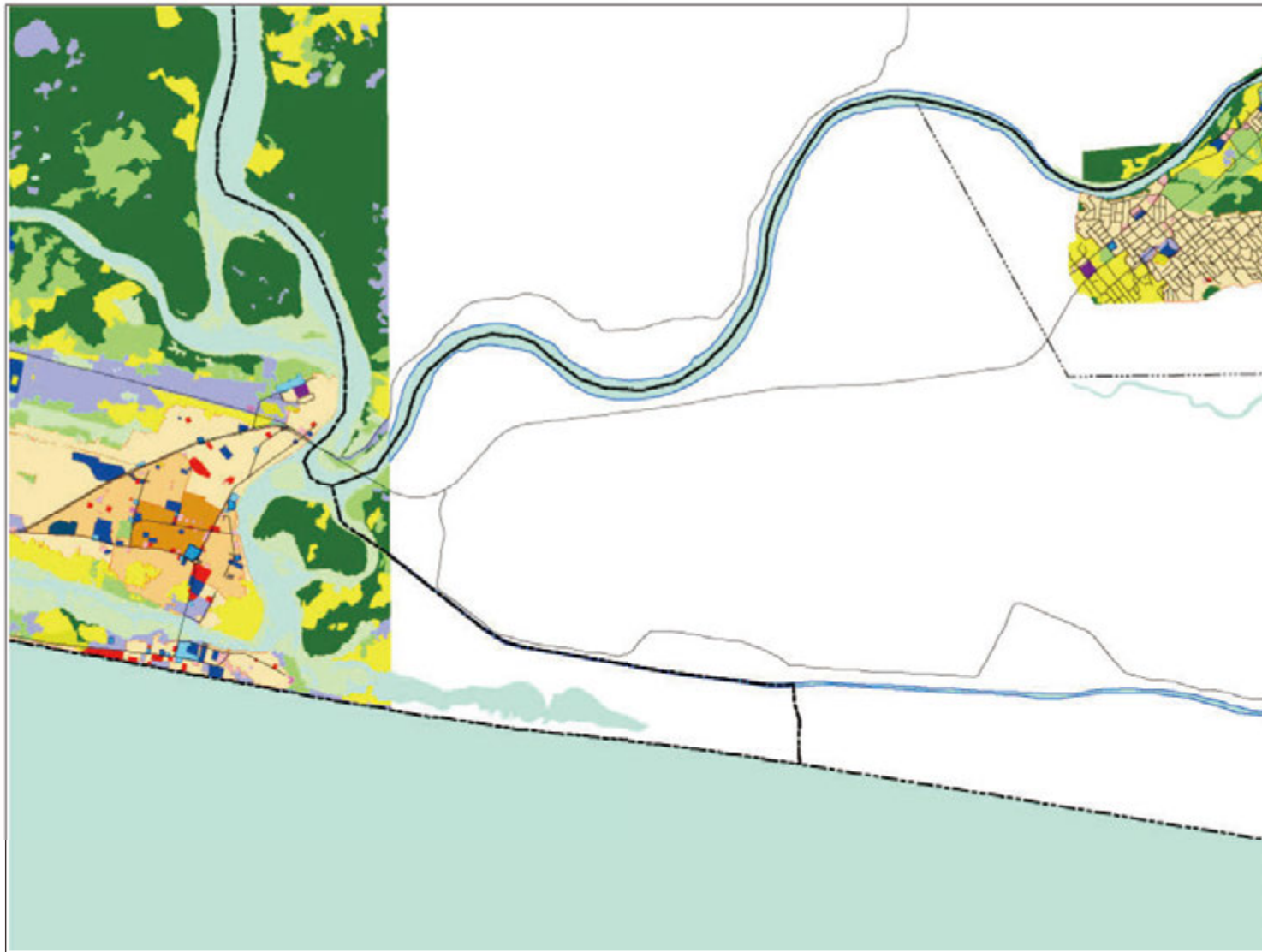
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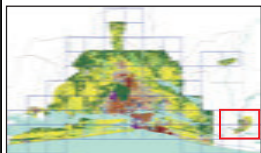
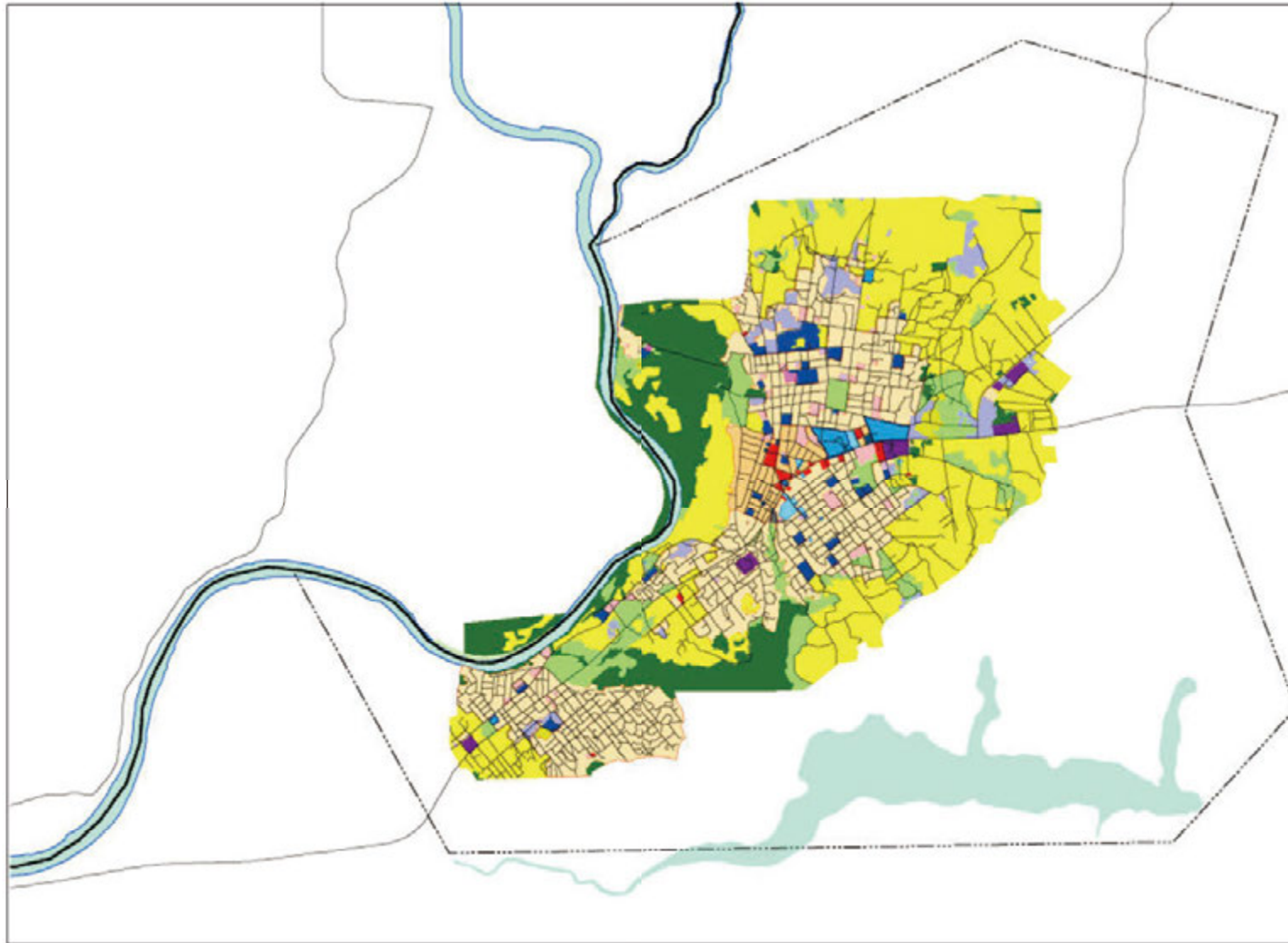
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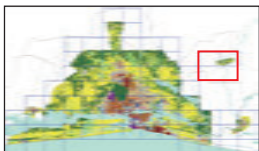
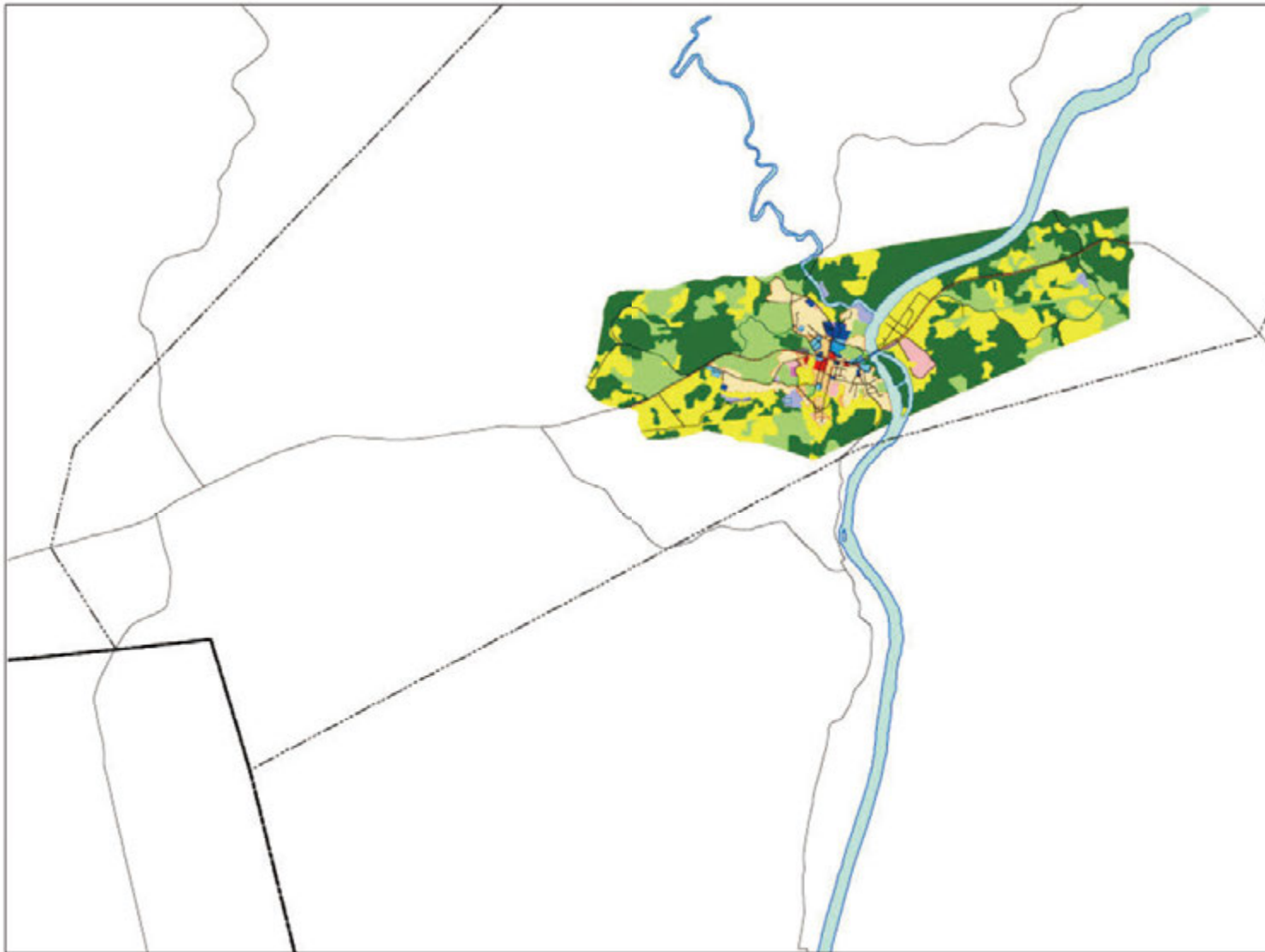
Map Projection:
 Projected Coordinate System: WGS 1984 UTM Zone 30N
 Projection: Transverse Mercator



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| Planning Area (E), Rev1310 | 4102 Paved road with separated lanes | 6201 Water shore line | 81201 Industry | 81305 Transport | 82102 Grassland |
| Sous-Prefecture Boundary (A4, Rev1310) | 4103 Paved road (Double lines) | 6500 | 81202 Commercial Office | 81306 Security | 82103 Agriculture |
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| Planning Area (L, Rev1310) | 4102 Paved road with separated lanes | 4201 Water shore line | 01201 Industry | 01305 Transport | 02102 Grassland |
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Appendix C

(16 pages)

Map Specifications and Map Marginal Information
Accepted by MCLAU Dated 29th August, 2013

- Signed Document
- Map Specifications
- Map Marginal Information

Projet pour l'élaboration du Schéma directeur d'aménagement urbain du Grand Abidjan – La République de Côte d'Ivoire

Abidjan, Le 29 Août 2013

Objet: Finalisation des symboles des cartographiques et mise en page cartographique

Suite aux discussions entre l'équipe d'étude JICA et la Direction de la Topographie et de la Cartographie (DTC), une symbologie cartographique (Annexes 1 et 2) aussi bien que une mise en page cartographique (Annexe 3) ont été produite.

La nouvelle symbologie cartographique a été crée en partant de la symbologie déjà existante en Côte d'Ivoire produite par le Centre de Cartographie et de Télédétection (CCT) afin de garantir une continuité entre les deux symbologies.

La mise en page cartographique a aussi été inspirée par les cartes du CCT. Elle est composé d'une coupure à 1/10.000, légende, description des données, échelle, flèche du nord aussi bien que les logo du MCLAU et JICA.

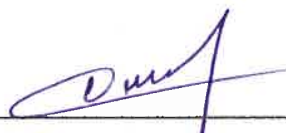
Monsieur Kouame Kouman Kra Directeur du MCLAU, Monsieur Narcisse Delbé Sous Directeur de l'Expertise Foncière de la DTC et Monsieur Yuji Yoshida chef de l'équipe cartographie équipe d'étude JICA ont agrée que aujourd'hui, Jeudi le 29 Août 2013, la nouvelle symbologie proposée en Annexes 1 et 2 ainsi que la mise en page cartographique proposée en Annexe 3 seront utilisées dans le Projet pour l'élaboration du Schéma directeur d'aménagement urbain du Grand Abidjan.

Signature du Chef de l'équipe cartographie:



Yuji Yoshida

Approuvé par le Sous Directeur de l'Expertise Foncière de la DTC:



Narcisse Delbé

Approuvé par le Directeur de le MCLAU:



Kouamé Kouman Kra





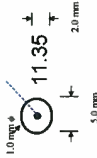

Annexe 1

Détails cartographiques

No.	Détails Thème	Détails Groupe	DT	DG	Data Set	Code	Type de données				
							Point	Ligne	Polygone	Attribut 1	Attribut 2
1	Contrôle du réseau géodésique	Points géodésiques	1	1	RGIR	1101	*			Nom du point	Hauteur
2	Contrôle du réseau géodésique	Points géodésiques	1	1	RGIO	1102	*			Nom du point	Hauteur
3	Contrôle du réseau géodésique	Points géodésiques	1	1	DCF	1103	*			Nom du point	Hauteur
4	Contrôle du réseau géodésique	Points géodésiques	1	1	NRGAE	1104	*			Nom du point	Hauteur
5	Contrôle du réseau géodésique	Points géodésiques	1	1	Repère nivellement	1105	*			Nom du point	Hauteur
6	Hypsographie	Hauteur du point	2	1	Indice de la ligne de contour	2101		*		Hauteur	
7	Hypsographie	Courbes de niveau	2	1	Ligne de contour principale	2102		*		Hauteur	
8	Hypsographie	Courbes de niveau	2	1	Ligne de contour intermédiaire	2103		*		Hauteur	
9	Hypsographie	Courbes de niveau	2	1	Points Côté	2104	*			Hauteur	
10	Limites	Limites administratives	3	1	Limite de District	3101			*	Nom	
11	Limites	Limites administratives	3	1	Limite régionale	3102			*	Nom	
12	Limites	Limites administratives	3	1	Limite du département	3103			*	Nom	
13	Limites	Limites administratives	3	1	Limites de la sous-préfecture	3104			*	Nom	
14	Limites	Limites administratives	3	1	Limites du commune	3105			*	Nom	
15	Limites	Ligne de limite	3	2	Limite speciaux	3201			*	Nom	
16	Limites	Ligne de limite	3	2	Limite de la végétation	3202		*			
17	Transport	Routes	4	1	Centre routier (ligne)	4101		*			
18	Transport	Routes	4	1	Voies revêtues à chaussées séparées	4102		*		Nom	
19	Transport	Routes	4	1	Voies revêtues	4103		*		Nom	
20	Transport	Routes	4	1	Voies revêtues (ligne unique)	4104		*		Nom	
21	Transport	Routes	4	1	Voies non revêtues	4105		*		Nom	
22	Transport	Routes	4	1	Voies non revêtues (lignes unique)	4106		*		Nom	
23	Transport	Installations de trafic	4	2	Chemin de fer	4201		*		Nom	
24	Transport	Installations de trafic	4	2	Pont	4202		*		Nom	
25	Transport	Installations de trafic	4	2	Pont (symbole)	4203		*			
26	Transport	Installations de trafic	4	2	Pont piétonnier	4204		*			
27	Utilitaires	Bâtiments	5	1	Bâtiment isolé (Polygone)	5101			*		
28	Utilitaires	Bâtiments	5	1	Zone bébé	5102			*		
29	Utilitaires	Bâtiments	5	1	Bâtiment en construction	5103			*		
30	Utilitaires	Bâtiments	5	1	Autres bâtiments	5104			*		
31	Utilitaires	Bâtiments	5	1	Zone d'habitation précaire	5105			*		
32	Utilitaires	Endroits d'attraction	5	2	Tour, Monument, repère	5201	*			Type	Nom
33	Utilitaires	Murs	5	3	Mur, clôture	5301		*			
34	Utilitaires	Structures artificielles	5	4	Caniveau	5401		*			
35	Utilitaires	Structures artificielles	5	4	Revêtement (ligne)	5402		*			
36	Utilitaires	Structures artificielles	5	4	Revêtement (polygone)	5403			*		
37	Hydrographie	Structures artificielles	5	4	Piscine	5404			*		
38	Hydrographie	Rivière	6	1	Rivière (ligne double)	6101			*	Nom	
39	Hydrographie	Rivière	6	1	Rivière (ligne unique)	6102		*		Nom	
40	Hydrographie	Étendue d'eau	6	2	Ligne de rivage (lac, étang, lagune)	6201			*	Nom	
41	Hydrographie	Étendue d'eau artificiel	6	3	Canal (ligne double)	6301			*		
42	Hydrographie	Étendue d'eau artificiel	6	3	Canal (ligne unique)	6302		*			
43	Environnement naturel	Végétation	7	1	Limite de réserve forestière et/ou faune	7101			*		
44	Environnement naturel	Végétation	7	1	Forêt	7102			*		
45	Environnement naturel	Végétation	7	1	Zone de culture	7103			*		
46	Environnement naturel	Végétation	7	1	Plantation	7104			*	Type	Nom
47	Environnement naturel	Végétation	7	1	Forêt dégradée	7105			*		
48	Environnement naturel	Végétation	7	1	Zone marécageuse	7106			*		
49	Environnement naturel	Végétation	7	1	Autres terrains	7107			*		
50	Autre	Autre	9	9	Autre (autres peu d'ité)	9999	*			Commentaire	

BY DD K7

Détails cartographiques

No.	Détails Thème	Détails Groupe	D T	D G	Data Set	Code	Type de données				Symboles	Acquisition et application des règles	
							Point	Ligne	Polyg One	Attribut 1			Attribut 2
1	Contrôle du réseau g éodésique	Points géodé siques	1	1	RGIR	1101	•				Nom du point	Hauteur	 <p>Le RGIR (Réseau Géodésique Ivoirien de Référence) indique une station de référence avec coordonnées X et Y de valeur. Cet objet doit être disposé conformément aux informations de position approuvée par les autorités compétentes.</p>
2	Contrôle du réseau g éodésique	Points géodé siques	1	1	RGIO	1102	•				Nom du point	Hauteur	 <p>Le RGIO (Réseau Géodésique Ivoirien Operationel) indique une station de référence avec coordonnées X et Y de valeur. Cet objet doit être disposé conformément aux informations de position approuvée par les autorités compétentes.</p>
3	Contrôle du réseau g éodésique	Points géodé siques	1	1	DCF	1103	•				Nom du point	Hauteur	 <p>Le DCF (Délimitation de Circonscription Foncières) indique une station de référence avec coordonnées X et Y de valeur. Cet objet doit être disposé conformément aux informations de position approuvée par les autorités compétentes.</p>
4	Contrôle du réseau g éodésique	Points géodé siques	1	1	NRGAE	1104	•				Nom du point	Hauteur	 <p>Le NRGAE (Nouveau Réseau Géodésique d'Abidjan et ses Environs) indique une station de référence avec coordonnées X et Y de valeur. Cet objet doit être disposé conformément aux informations de position approuvée par les autorités compétentes.</p>
5	Contrôle du réseau g éodésique	Points géodé siques	1	1	Repère de nivellement	1105	•				Nom du point	Hauteur	 <p>Le repère de nivellement indique une station de référence établi par le nivellement national. Cet objet doit être disposé conformément aux informations de position approuvée par les autorités nationales. Le valeur d'élévation doit être placé dans la partie inférieure droite du symbole et être affiché environ 1 mm au dehors du symbole sur la carte. La valeur d'élévation doit être affiché par deux chiffres après la virgule en mètres.</p>
6	Hypsographie	Hauteur du point	2	1	Indice de la courbe de niveau	2101		•			Hauteur		 <p>L'indice de la ligne de contour indique une courbe de niveau à intervalles de 50 m, une valeur de hauteur doit être ajoutée aux données d'attribut et être affiché en entier.</p>

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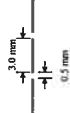


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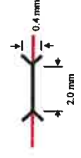
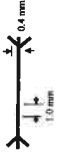

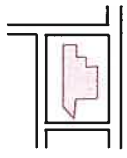
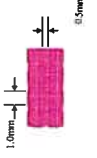
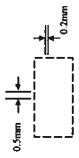
7	Hypsographie	Courbes de niveau	2	1	Curbe de niveau principale	2102									<p>La ligne de contour principale indique la courbe de niveau à intervalles de 10m, une valeur de hauteur doit être ajoutée aux données d'attribut et être affichée en entier. Elles seront représentées par la composition de couleur suivante : R= 143 G=89 B= 43</p>
8	Hypsographie	Courbes de niveau	2	1	Curbe de niveau intermédiaire	2103									<p>La ligne de contour intermédiaire indique une ligne de contour à 5m intervalles si nécessaires. Une valeur de hauteur doit être ajoutée aux données d'attribut et être affichée en entier. Elles seront représentées par la composition de couleur suivante : R= 143 G=89 B= 43</p>
9	Hypsographie	Courbes de niveau	2	1	Points Côté	2104									<p>La densité du point de hauteur doit être indiquée avec environ cinq points, y compris d'autres points géodésiques par 10 cm² sur la carte en tant que norme. Une valeur d'élévation doit être affichée par un chiffre après la virgule en mètres.</p>
10	Limites	Limites administratives	3	1	Limite de District	3101									<p>La limite du district approuvé par l'autorité administrative doit être acquise en tant que symbole de ligne. S'il y a une limite qui se superpose à un autre, le limite doit être affichée en fonction du code avec le nombre le plus petit, colonne de gauche montre dans cette page. En principe, les annotations et les autres symboles ne doivent pas être affichées sur ce symbole de ligne. Limites non réglées ne sont pas applicables.</p>
11	Limites	Limites administratives	3	1	Limite régionale	3102									<p>Les limites régionales approuvées par l'autorité administrative doivent être acquises en tant que symbole de ligne. S'il y a une limite qui se superpose à un autre, le limite doit être affichée en fonction du code avec le nombre le plus petit, colonne de gauche montre dans cette page. En principe, les annotations et les autres symboles ne doivent pas être affichées sur ce symbole de ligne. Limites non réglées ne sont pas applicables.</p>
12	Limites	Limites administratives	3	1	Limite du département	3103									<p>Les limites départementales approuvées par l'autorité administrative doivent être acquises en tant que symbole de ligne. S'il y a une limite qui se superpose à un autre, le limite doit être affichée en fonction du code avec le nombre le plus petit, colonne de gauche montre dans cette page. En principe, les annotations et les autres symboles ne doivent pas être affichées sur ce symbole de ligne. Limites non réglées ne sont pas applicables.</p>

13	Limites	Limites administratives	3	1	Limites de la sous-préfecture	3104									<p>Les limites de sous-préfecture approuvées par l'autorité administrative doivent être acquises en tant que symbole de ligne. S'il y a une limite qui se superpose à un autre, le limite doit être affichée en fonction du code avec le nombre le plus petit, colonne de gauche montre dans cette page. En principe, les annotations et les autres symboles ne doivent pas être affichée sur ce symbole de ligne. Limites non réglées ne sont pas applicables.</p>	
14	Limites	Limites administratives	3	1	Limites du commune	3105									<p>Les limites communales approuvées par l'autorité administrative doivent être acquises en tant que symbole de ligne. S'il y a une limite qui se superpose à un autre, le limite doit être affichée en fonction du code avec le nombre le plus petit, colonne de gauche montre dans cette page. En principe, les annotations et les autres symboles ne doivent pas être affichés sur ce symbole de ligne. Limites non réglées ne sont pas applicables.</p>	
15	Limites	Ligne de limite	3	2	Limites spéciaux	3201									<p>Les limites spéciales doivent être appliquées quand un point de repère divers doit être délimité à partir d'autres régions et le site ne peut pas être affiché par les lignes marginales de certaines localités, comme aéroport, cimetière, zone militaire, champ de mines, etc. La vraie position de la zone de couverture dans des zones particulières doivent être acquises à des données de type ligne. Si il est difficile de distinguer une région de la zone de l'autre, la limite de zone de couverture approximé sera collecté en fonction des résultats de l'identification de terrain.</p>	
16	Limites	Ligne de limite	3	2	Limite de la végétation	3202									<p>Ce code est utilisé au fin d'affichage pour vérifier les résultats intermédiaires. Ce doit être appliqué sur les frontières entre les différents types de végétation. Ce doit être appliqué à un objet avec superficie d'environ 100mm² (10mm x 10mm) ou plus sur la carte. La véritable position le long des limites de végétations différentes sera acquis.</p>	
17	Transport	Routes	4	1	Centre routier (ligne)	4101									<p>En règle générale, une ligne médiane de la route indique une route reliant zone urbaine et zone locale et / ou une route principale dans la municipalité. Une ligne centrale de la route avec une largeur de 10 m ou plus doivent être acquis.</p>	
18	Transport	Routes	4	1	Voies revêtues à chaussées séparées	4102									<p>La route à chaussées séparées sera défini par les deux côtés de bord de route avec une épaisseur de 0,2 mm, de couleur R= 0 G= 66 B=255 avec un remplissage intérieur de couleur R = 255 G= 33 B=59. Un trait central d'épaisseur 0,1 mm de couleur R= 0 G= 66 B= 255 complètera la représentation.</p>	

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19	Transport	Routes	4	1	Voies revêtues	4103	•						<p>Une voie revêtue indique une voie goudronnée ou pavée d'une largeur de 10m ou plus connectant une zone urbaine et une zone locale et / ou une route principale dans la municipalité. La voie revêtue sera définie par les deux côtés de bord de route avec une épaisseur de 0,1 mm, de couleur R= 0 G= 66 B=255 avec un remplissage intérieur de couleur R = 255 G= 0 B=0.</p>
20	Transport	Routes	4	1	Voies revêtues (ligne unique)	4104	•						<p>Une ligne centrale de la route goudronnée avec une largeur de 10 m ou moins doivent être acquises. En outre, un nœud doit être acquis à l'intersection de deux routes.</p>
21	Transport	Routes	4	1	Voies non revêtues	4105	•						<p>Une voie non revêtue indique une voie non goudronnée ou non pavée d'une largeur de 10m ou plus. La voie non revêtue sera définie par les deux côtés de bord de route avec une épaisseur de 0,075 mm, de couleur R= 0 G= 0 B=0 avec un remplissage intérieur de couleur R = 242 G= 242 B=242.</p>
22	Transport	Routes	4	1	Voies non revêtues (lignes unique)	4106	•						<p>Une ligne centrale de la route en terre battue avec une largeur de 10 m ou moins doit être acquises. En outre, un nœud doit être acquis à l'intersection de deux routes.</p>
23	Transport	Installations de trafic	4	2	Chemin de fer	4201	•						<p>Une ligne centrale de chemin de fer est acquise comme ligne unique. En outre, un nœud doit être acquis à la croisée des chemins.</p>
24	Transport	Installations de trafic	4	2	Pont	4202	•						<p>En principe, cette fonction doit être appliquée à un pont de l'autoroute, route goudronnée, route non goudronnée, autre routes et / ou chemin de fer. Cette caractéristique est acquise comme une ligne d'autoroute dupliqué et sera affiché sur la largeur de l'autoroute, tous les routes et / ou du chemin de fer.</p>

25	Transport	Installations de trafic	4	2	Pont (symbole)	4203								<p>Cette fonctionnalité est définie comme un pont d'une longueur de plus de 30m de la route et / ou chemin de fer (code) et doivent être acquises en tant que symbole de ligne.</p>
26	Transport	Installations de trafic	4	2	Pont piétonnier	4204								<p>Cette fonctionnalité est définie comme un pont d'une longueur de plus de 30m de la rue piétonne et sera acquis en tant que symbole de ligne.</p>
27	Utilitaires	Bâtiments	5	1	Bâtiment isolé (Polygone)	5101								<p>Une forme de contour réelle d'un bâtiment indépendant comme par exemple bâtiment grande échelle, pôle logement et / ou de l'entrepôt avec une longueur sur la carte de 5 mm ou plus sur une côté est acquise en tant que polygone. La représentation sera défini à l'aide d'un trait de contour d'épaisseur 0,15 mm, de couleur R=153 G=0 B=0 avec un remplissage de couleur R=255 G=77 B=255</p>
28	Utilitaires	Bâtiments	5	1	Zone bâtie	5102								<p>Plusieurs objets doivent être unifiées et en conséquence généré comme un objet, car le nombre de logement attaché dans un endroit est trop élevé, s'il y a de nombreux bâtiments d'une longueur sur la carte de moins de 5 mm de côté. La représentation sera défini à l'aide d'un trait de contour d'épaisseur 0,1 mm, de couleur R=153 G=0 B=0 avec un remplissage de couleur R=255 G=191 B=255</p>
29	Utilitaires	Bâtiments	5	1	Bâtiment en construction	5103								<p>Une forme de contour réelle d'un bâtiment indépendant en construction avec une longueur sur la carte de plus de 5 mm sur une côté est acquise en tant que polygone. La représentation sera défini à l'aide d'un trait en tireté de 1mm et espacé de 0,5 mm de contour d'épaisseur 0,15 mm, de couleur R=153 G=0 B=0 avec un remplissage de couleur R=255 G=77 B=255</p>
30	Utilitaires	Bâtiments	5	1	Autres bâtiments	5104								<p>Une forme de contour réelle d'un bâtiment ou d'une structure artificielle inexpliquée avec une longueur sur la carte de plus de 5 mm de côté doivent être acquises à des données de polygone.</p>

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120 K3





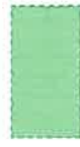
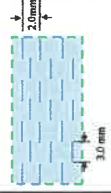
31	Utilitaires	Bâtiments	5	1	Zone d'habitation précaire	5105									<p>Le contour de la zone d'habitation précaire est acquis et montré comme un objet individuel parce que des logements individuels ne seront pas affichés. La représentation sera défini à l'aide d'un trait de contour d'épaisseur 0,1 mm, de couleur R=102 G=102 B=102 avec un remplissage de couleur R=217 G=217 B=217</p>
32	Utilitaires	Endroits d'attraction	5	2	Tour, Monument, repère	5201									<p>Un objet interprétable tour, monument et repère d'une hauteur de moins de 5 m sont acquis à partir d'images satellite comme points.</p>
33	Utilitaires	Murs	5	3	Mur, clôture	5301									<p>Cette objet est appliquée sur un mur interprétable et / ou de la clôture d'une longueur sur la carte de 10 mm ou plus de côté. Une ligne centrale du mur interprétable et / ou de la clôture doit être acquise en tant que lignes (R=255 G=0 B=255).</p>
34	Utilitaires	Structures artificielles	5	4	Buse	5401									<p>Vraies positions et les largeurs des deux côtés de points d'entrée et de sortie du ponceau renforcé à travers une rivière et / ou du canal doit être acquise sous forme de lignes rouge (R=255 G=0 B=0)..</p>
35	Utilitaires	Structures artificielles	5	4	Revêtement (ligne)	5402									<p>Un revêtement doit être appliqué à une pente renforcée avec une longueur de plus de 100 m pour un remblai de route et rivière revêtement et ainsi de suite. Cette objet d'une largeur de moins de 10m est acquis en tant que une ligne unique (R=204 G=153 B=0).</p>
36	Utilitaires	Structures artificielles	5	4	Revêtement (polygone)	5403									<p>Un revêtement doit être appliqué à une pente renforcée avec une longueur de plus de 100 m pour un remblai de route et rivière revêtement et ainsi de suite. Cette objet d'une largeur de 10m ou plus est acquis en tant que polygone en montrant ça forme réelle (R=204 G=153 B=0).</p>

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37	Hydrographie	Structures artificielles	5	4	Piscine	5404							<p>Une piscine dans une installation à grande échelle ou un étang avec une longueur supérieure à 50 mètres, une forme de contour réelle de la piscine ou de l'étang doivent être acquises en tant que polygone. Cette fonction doit être remplie avec une teinte composée de R=0 G=112 B=192</p>
38	Hydrographie	Rivière	6	1	Rivière (ligne double)	6101							<p>Une rivière avec une largeur de 20 m ou plus est acquise avec sa forme réelle. Les deux côtés des bords de la rivière doivent être acquises en tant que ligne continue. La fin de la rivière sera fermé afin de créer des polygones. La représentation sera défini à l'aide d'un trait de contour d'épaisseur 0,05 mm, de couleur R=0 G=255 B=255 avec un remplissage de couleur R=191 G=255 B=255</p>
39	Hydrographie	Rivière	6	1	Rivière (ligne unique)	6102							<p>La ligne centrale de la rivière avec une largeur inférieure à 20 m doivent être acquises par une seule ligne continue. En outre, un nœud doit être acquis à la l'intersection de deux rivières. La représentation sera défini à l'aide d'un trait continu d'épaisseur 0,1 mm, de couleur R=102 G=255 B=255</p>
40	Hydrographie	Étendue d'eau	6	2	Ligne de rivage (lac, étang, lagune)	6201							<p>Les retenues d'eau (un lac, un étang, une lagune et / ou une mer) doivent être acquises en tant que polygone. La représentation sera défini à l'aide d'un trait de contour d'épaisseur 0,05 mm, de couleur R=0 G=255 B=255 avec un remplissage de couleur R=191 G=255 B=255</p>
41	Hydrographie	Étendue d'eau artificiel	6	3	Canal (ligne double)	6301							<p>Canal (lignes doubles) indique un canal artificiel et / ou de drain avec une largeur de 20 m ou plus. Les deux côtés de bords du canal doivent être acquises en tant que ligne brisée continue double. Cette fonction doit être fermé les points de bord de ligne de données acquises afin de créer des polygones. La représentation sera défini à l'aide d'un trait de contour d'épaisseur 0,05 mm, de couleur R=0 G=255 B=255 avec un remplissage de couleur R=191 G=255 B=255</p>
42	Hydrographie	Étendue d'eau artificiel	6	3	Canal (ligne unique)	6302							<p>La ligne centrale du canal artificiel et / ou de drain avec une largeur inférieure à 20 m doit être acquis en tant que ligne brisée continue de couleur bleu clair. En outre, un nœud doit être acquis à l'intersection de deux rivières. La représentation sera défini à l'aide d'un trait continu d'épaisseur 0,5 mm, de couleur R=102 G=255 B=255</p>





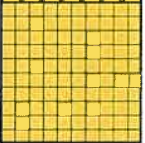
54

43	Environnement naturel	Végétation	7	1	Limite de réserve forestière et/ou faune	7101							<p>Les réserves forestières ou/et faune seront acquises en tant que polygone. La représentation sera défini à l'aide d'un trait continu d'épaisseur 0,5 mm, de couleur R=0 G=77 B=0, sans fonds.</p>	
44	Environnement naturel	Végétation	7	1	Forêt	7102							<p>Dans l'interprétation des images, les grandes lignes de la superficie forestière doivent être enfermées avec le code 3202 (ligne limite de la végétation). Sur la base du résultat d'identification sur le terrain, enfin le code 3202 doit être modifié en fonction de ce code en tant que polygones. La représentation sera défini à l'aide d'un fonds unique rempli avec une teinte composée de R=115 G=229 B=59</p>	
45	Environnement naturel	Végétation	7	1	Zone de culture	7103							<p>Dans l'interprétation des images, zones de culture doivent être enfermées avec le code 3202 (ligne limite de la végétation). Sur la base du résultat d'identification sur le terrain, enfin le code 3202 doit être modifié en fonction de ce code en tant que polygones. La représentation sera défini à l'aide d'un fonds unique rempli avec une teinte composée de R=255 G=255 B=204</p>	
46	Environnement naturel	Végétation	7	1	Plantation	7104						Nom	<p>Dans l'interprétation des images, superficie de plantation doit être enfermée avec le code 3202 (ligne limite de la végétation). Sur la base du résultat d'identification sur le terrain, enfin le code 3202 est le changement dans ce code de fonction en tant que polygones. La représentation sera défini à l'aide d'un fonds unique rempli avec une teinte composée de R=255 G=191 B=73; Les différents types de culture (palmier, cocotiers, bananiers, ananas, hévéa etc...) seront représentées par des hachures et des points.</p>	
47	Environnement naturel	Végétation	7	1	Forêt dégradée	7105							<p>Dans l'interprétation des images, le contours de la savane boisée doivent être enfermés avec le code 3202 (ligne limite de la végétation). Sur la base du résultat d'identification sur le terrain, enfin le code 3202 doit être modifié en fonction de ce code en tant que polygones. La représentation sera défini à l'aide d'un fonds unique rempli avec une teinte composée de R=184 G=242 B=158</p>	
48	Environnement naturel	Végétation	7	1	Zone marécageuse	7106							<p>Dans l'interprétation des images, le contour de la zone de marais doit être enfermée avec le code 3202 (ligne limite de la végétation). Sur la base du résultat d'identification sur le terrain, enfin le code 3202 doit être modifié en fonction de ce code en tant que polygones. La représentation sera défini à l'aide d'un fonds unique rempli avec une teinte composée de R=191 G=255 B=255 et des hachures de couleur bleu</p>	

49	Environnement naturel	Végétation	7	1	Autres terrains	7107														Dans l'interprétation des images, la superficie des plantations doit être enfermée avec le code 3202 (ligne limite de la végétation). Sur la base du résultat d'identification sur le terrain, enfin le code 3202 doit être modifié en fonction de ce code en tant que polygones. Le fond doit être rempli avec 50% de la couleur noir.
50	Autre	Autre	9	9	Autre (objets peu clairs)	9999														Ce code est utilisé au fin d'affichage pour vérifier les résultats intermédiaires. Dans la photo-interprétation et / ou pendant les travaux de compilation numérique, lorsque la catégorie d'une fonction est inconnue, un commentaire de l'opérateur contenant une description doit être écrit sur la carte. Ce commentaire doit être utilisé comme un élément cible d'identification sur le terrain.

Annexe 2

Hachures – Classe 7104 – Plantation

Hachures	Type de culture	Information techniques	CODE
	Palmier	Inclinaison 45° Épaisseur de la ligne (mm) 0,15 Interligne (mm) 2	7104A
	Hévéa	Inclinaison 45° Épaisseur de la ligne (mm) 0,15 Interligne (mm) 2	7104B
	Cocotier	Inclinaison 45° Épaisseur de la ligne (mm) 0,15 Interligne (mm) 2	7104C
	Bananier	Inclinaison 45° Épaisseur de la ligne (mm) 0,15 Interligne (mm) 2	7104D
	Ananas	Inclinaison 45° Épaisseur de la ligne (mm) 0,15 Interligne (mm) 2	7104E

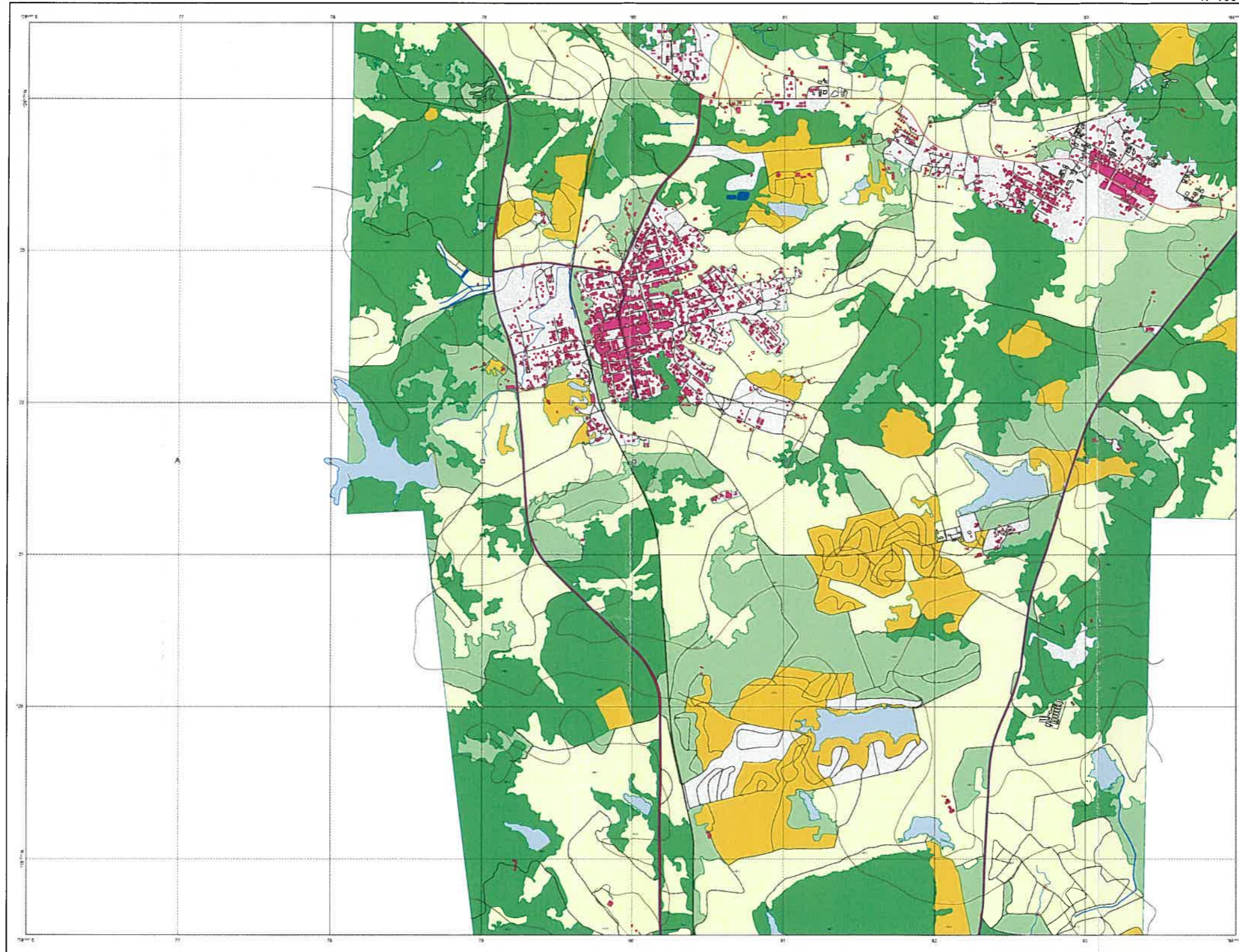
44

11/20 13

Annexe 3

YY

DD K^r



Cette carte a été préparée par l'Agence Japonaise de Coopération Internationale (JICA) dans le cadre du Programme de coopération technique du gouvernement japonais pour le Gouvernement de la République de Côte d'Ivoire.
 Cette carte a été produite et optimisée pour la préparation du plan directeur d'urbanisme.
 Les noms administratifs, annotations, limites et données altimétriques utilisés dans cette carte ont tous été fournis par le Centre de Cartographie et Télédétection (CCT).

Les sources de données pour la cartographie et la compilation
 1) Nouvelle zone - Créée par imagerie satellitaire (~750 km²)
 1) Dragage satellitaire
 DigitalGlobe WorldView-1 2 et QuickBird (2011 - 2013)
 Complément terrain (Avis 2013)
 - Vérification de l'occupation du sol (Avis 2013)
 2) 1:50 000 cartes topographiques par CCT (2004) Extrait B004b200b
 2) Zone existante - Créée par compilation des données (~1 150 km²)
 1) 1:50 000 cartes topographiques par CCT (1985 - 2011)
 2) 1:50 000 cartes topographiques par CCT (2004) Extrait B004b200b
 Etendue de référence: WGS84
 Projection: UTM 30N

- Points géodésiques
- ▽ RGRT
 - △ RGDT
 - DOF
 - △ IRGAE
 - Repère de nivellement
- Courbes de niveau
- Indice de la courbe de niveau
 - Courbe de niveau principale
 - Courbe de niveau intermédiaire
 - Points CSM

- Limites administratives
- Limite de District
 - Limite régionale
 - Limite du département
 - Limites de la sous-circonscription
 - Limites de commune
- Ligne de limite
- Limites agricoles
 - Limite de la végétation

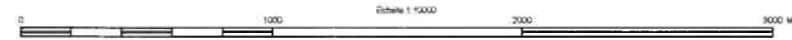
- Roades
- Voies revêtues à chaussées spéciales
 - Voies revêtues
 - Voies revêtues (ligne unique)
 - Voies non revêtues
 - Voies non revêtues (ligne unique)
- Installations de trafic
- Chemin de fer
 - Pont
 - Pont (pylône)
 - Pont pédestre

Légende

- Bâtiments
- Bâtiment isolé (Polygone)
 - Bâtiment en construction
 - Autres bâtiments
 - Zone d'habitation précaire
- Endroits d'extraction
- Tour Monument, repère
- Murs
- Mur, clôture
- Structures artificielles
- Rue
 - Revêtement (ligne)
 - Revêtement (polygone)
 - Pavage

- Étendue d'eau
- Rivière (ligne double)
 - Ligne de rivage (lac, étang, lagune)
 - Roncier (ligne unique)
- Étendue d'eau artificielle
- Canal (ligne double)
 - Canal (ligne unique)

- Végétation
- Limite de réserve forestière et/ou faune
 - Forêt
 - Zone de culture
 - Plantation industrielle
 - Forêt dégradée
 - Zone marécageuse
 - Autres terrains



1ère édition en 2013

Tous droits réservés

	47-104	48-104
	47-103	48-103
48-102	47-102	48-102

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Appendix D

(4 pages)

Final Confirmation and Acceptance for Map Output
by MCLAU Dated 4th September, 2013

Projet pour l'élaboration du Schéma Directeur d'Urbanisme du Grand Abidjan – La République de Côte d'Ivoire


Abidjan, Le 4 Septembre 2013

Objet: Finalisation de la légende cartographique

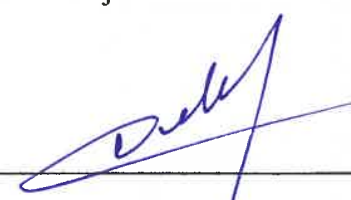
Suite aux discussions du 29 Août entre l'équipe d'étude de la JICA, la Direction de la Topographie et de la Cartographie (DTC) et la Direction de l'Urbanisme du Ministère de la Construction, du Logement, de l'Assainissement et de l'Urbanisme (MCLAU) la légende cartographique ainsi que la description des données ont été rédigées et finalisées (Annexe 1).

Monsieur Kouamé Kouman KRA Directeur du MCLAU, Monsieur Narcisse DELBÉ Sous Directeur de l'Expertise Foncière de la DTC et Monsieur Yuji YOSHIDA responsable de la cartographie au sein de l'équipe d'étude JICA ont convenu le Mercredi le 4 Septembre 2013, que la légende cartographique ainsi que la description des données proposées en Annexe 1, seront utilisées dans le cadre du Projet d'élaboration du Schéma Directeur du Grand Abidjan.


Signature du Chef de l'équipe cartographie:


Yuji YOSHIDA

Approuvé par le Sous Directeur de l'Expertise Foncière de la DTC:


Narcisse DELBÉ

Approuvé par le Directeur du MCLAU:


Kouamé Kouman KRA

Annexe 1

Carte Topographique pour le Développement du Schéma Directeur d'Urbanisme du Grand Abidjan

Cette carte a été préparée par l'Agence Japonaise de Coopération Internationale (JICA) dans le cadre du Programme de coopération technique du Gouvernement Japonais au faveur du Gouvernement de la République de Côte d'Ivoire.

Cette carte a été produite et optimisée pour la préparation du Schéma Directeur d'Urbanisme du Grand Abidjan.

Les noms administratifs, annotations, limites et données altimétriques utilisés dans cette carte ont tous été fournis par le Centre de Cartographie et de Télédétection (CCT).

Les sources de données pour la cartographie et la compilation

1. Nouvelle zone - Créée par imagerie satellitaire (~750 km²)

1) Imagerie satellitaire

- DigitalGlobe WorldView-1, 2 et QuickBird (2011 - 2013)

- Complément terrain (Avril 2013)

- Vérification de l'occupation du sol (Août 2013)

2) 1:50.000 cartes topographiques par CCT (2004) Extrait BDGéo200^o

2. Zone existante – Créée par compilation des données (~1.150 km²)

1) 1:5000 Cartes Topographiques par CCT (1989 - 2011)

2) 1:50.000 Cartes Topographiques par CCT (2004) Extrait BDGéo200^o

Ellipsoïde de référence: WGS84

Projection: UTM 30N

Handwritten signatures and initials in blue ink.

Points géodésiques

- RGIR
- RGIO
- DCF
- NRGAE
- Repère de nivellement

Courbes de niveau

- Indice de la courbe de niveau
- Courbe de niveau principale
- Courbe de niveau intermédiaire
- Points Côtés

Limites administratives

- Limite de District
- Limite de Région
- Limite de Département
- Limite de Sous-Préfecture
- Limite de Commune

Ligne de limite

- Limites spéciales
- Limite de la végétation

Routes

- Voies revêtues à chaussées séparées
- Voies revêtues
- Voies revêtues (ligne unique)
- Voies non revêtues
- Voies non revêtues (linge unique)

Installation de trafic

- Chemin de fer
- Pont
- Pont (symbole)
- Pont piéton

Bâtiments

- Bâtiment isolé (polygone)
- Bâtiment en construction
- Autres bâtiment
- Zone d'habitation précaire

Point de repère

- Tour, monument, repère

Murs

- Mur, clôture

Structures artificielles

- Buse
- Revêtement (ligne)
- Revêtement (polygone)
- Piscine

Étendue d'eau

- Rivière (ligne double)
- Rivière (ligne unique)
- Ligne de rivage (lac, étang, lagune)

Étendue d'eau artificielle

- Canal (ligne double)
- Canal (ligne unique)

Végétation

- Limite de réserve forestière et/ou de faune
- Forêt
- Zone de culture
- Plantation
- Forêt dégradée
- Zone marécageuse
- Autre terrain

Appendix E

(1 pages)

Topographic Map Deliverables Receipt

Le Développement du Schéma Directeur d'Urbanisme du Grand Abidjan

Abidjan, Le 24 Octobre 2013
Mission d'étude de la JICA

Objet: Livraison des données de cartographie topographique

1. Carte topographique, impression papier 146 feuilles (73 * 2 sets)
(Échelle 1:10.000)

2. Carte topographique, données numériques DVD 2 sets
(Échelle 1:10.000)
 - 2.1 PDF
 - 2.2 Shp
 - 2.3 Dwg
 - 2.4 Kml

3. Carte topographique - Carte d'index 5 sets
(Échelle 1:10.000)

4. Carte générale, impression papier 6 sets
(Échelle 1:100.000)

J'ai bien reçu les produits mentionnés ci-dessus.

Date: 24 / 10 / 2013

Signature: _____



Kouame Kouman Kra
Directeur de le MCLAU

Appendix F

(9 pages)

List of the Community Facilities
Required for the Urban Units

Urban Unit 1: Adjamé-Attécoubé-Plateau
Population 708,933

N°	FACILITIES	NUMBERS	TYPE	LAND REQUIERED (ha)
1	Security	35	Gendarmery	70.8933
		17	Police station	3.5446
2	Town Hall	14	Mayor	6.9475
		8	Technical services	2.2055
3	Public gardens and Green spaces		<i>Relaxation and recreation spaces</i>	<i>5% of total urban land</i>
4	Infrastructures	708	Post office	1772.3325 for many facilities
		708	Electricity Office	85.0719
		236	Water Office	28.3573
5	Health	28	Integreated Health centre (CSU)	5.6714
		14	Urban Health Training (FSU)	2.8357
		47	Specialized Health Centre (CSUS)	8.5071
		26	Reference Health Centre (CSDR)	(HG) 23.6311
		20		(CHR) 40.5104
		17		(CHU) 354.4665
6	Education	70	Infant school	21.2679 for extension
		472	Primary	236.3110 maxi. for 6 classrooms + sport field (with open space)
				283.5732
		47	Secondary	(1st cycle)
		17		378.0976 for extension
		354	Canteen	(1st and 2nd cycle) 177.2332
7	Economic activities	29	Central Market	12.9232
		15		13.7848
		7		12.2094
		14		16.5417
		141	Quartier Market	12.4063
		70		12.4063
		35	Bus station	21.2679
8	Sociocultural	10	Multipurpose Centre	10.1276
		35	Social centre	8.8616
		472	Training, youth club and femal centre	82.7088
9	Sport	141	Entertainment centre	85.0719
		47	Social centre	37.8097
		28	Sport complex	42.5359
		3	Stadium	14.1786

Urban Unit 2: Port-Bouët-Grd-Bassam
Population 1,070,401

N°	FACILITIES	NUMBERS	TYPE	LAND REQUIERED (ha)
1	Security	53	Gendarmery	107.0401
		26	Police station	5.352
2	Town Hall	21	Mayor	10.4899
		21	Technical services	5.9942
3	Public gardens and Green spaces		<i>Relaxation and recreation spaces</i>	<i>5% of total urban land</i>
4	Infrastructures	1070	Post office	2676.0025 for many facilities
		1070	Electricity Office	128.4481
		356	Water Office	42.816
5	Health	42	Integreated Health centre (CSU)	8.5632
		211	Urban Health Training (FSU)	4.2816
		71	Specialized Health Centre (CSUS)	12.8448
		35	Reference Health Centre (CSDR)	(HG) 35.6800
		30		(CHR) 61.1657
		26		(CHU) 535.2005
6	Education	107	Infant school	32.1120 for extension
		713	Primary	356.8003 maxi. for 6 classrooms + sport field (with open space)
		107		2140.802
		71	Secondary	(1st cycle)
		26		570.8805 for extension (1st and 2nd cycle)
		535	Canteen	267.6002
7	Economic activities	44	Central Market	19.5125
		23		20.8133
		11		18.4346
		7		24.976
		214	Quartier Market	18.732
		107		18.732
		53	Bus station	32.112
8	Sociocultural	15	Multipurpose Centre	15.2914
		53	Social centre	13.38
		71	Training, youth club and femal centre	12.488
9	Sport	214	Entertainment centre	128.4481
		67	Social centre	57.088
		42	Sport complex	64.224
		5	Stadium	21.408

Urban Unit 3: Abobo-Anyama-Brofodoumé
Population 1,819,269

N°	FACILITIES	NUMBERS	TYPE	LAND REQUIERED (ha)
1	Security	90	Gendarmery	181.926
		43	Police station	8.732
2	Town Hall	36	Mayor	17.8288
		20	Technical services	5.6599
3	Public gardens and Green spaces		<i>Relaxation and recreation spaces</i>	<i>5% of total urban land</i>
4	Infrastructures	1892	Post office	4730.09 for many facilities
		1819	Electricity Office	218.3122
		606	Water Office	72.77
5	Health	60	Integreated Health centre (CSU)	12.1284
		363	Urban Health Training (FSU)	7.277
		134	Specialized Health Centre (CSUS)	24.2569
		60	Reference Health Centre (CSDR)	(HG) 60.6423
		60		(CHR) 121.2846
45	(CHU) 909.6345			
6	Education	181	Infant school	54.5780 for extension
		1212	Primary	606.4230 maxi. for 6 classrooms + sport field (with open space)
				1819.269
		121	Secondary	(1st cycle) 970.2768 for extension
		45		(1st and 2nd cycle) 454.8172
		909	Canteen	6.1855
7	Economic activities	75	Central Market	33.1637
		40		35.3746
		20		31.3318
		12		42.4496
		363	Quartier Market	31.8372
		181		31.8372
		90	Bus station	54.578
8	Sociocultural	36	Multipurpose Centre	36.3853
		145	Social centre	36.3853
		121	Training, youth club and femal centre	21.2248
9	Sport	363	Entertainment centre	218.3122
		121	Social centre	97.0276
		72	Sport complex	109.1561
		7	Stadium	31.8372

Urban Unit 4: Cocody-Bingerville
Population 940,912

N°	FACILITIES	NUMBERS	TYPE	LAND REQUIERED (ha)
1	Security	47	Gendarmery	94.0912
		23	Police station	4.7045
2	Town Hall	18	Mayor	9.2209
		18	Technical services	5.2691
3	Public gardens and Green spaces		<i>Relaxation and recreation spaces</i>	<i>5% of total urban land</i>
4	Infrastructures	940	Post office	2352.2800 for many facilities
		940	Electricity Office	112.9094
		313	Water Office	37.6364
5	Health	37	Integreated Health centre (CSU)	7.5272
		18	Urban Health Training (FSU)	3.7636
		62	Specialized Health Centre (CSUS)	11.2909
		31	Reference Health Centre (CSDR)	(HG) 31.3637
		26		(CHR) 53.7664
		23		(CHU) 470.4560
6	Education	94	Infant school	28.2273 for extension
		627	Primary	313.6373 maxi. for 6 classrooms + sport field (with open space)
				376.3648
		62	Secondary	(1st cycle)
				501.8197 for extension
		23	(1st and 2nd cycle)	235.2280
470	Canteen	3.1991		
7	Economic activities	39	Central Market	17.152
		20		18.2955
		10		16.2045
		6		21.9546
		118	Quartier Market	16.4659
		94		16.4659
		47	Bus station	28.2273
8	Sociocultural	13	Multipurpose Centre	13.4416
		47	Social centre	11.7614
		62	Training, youth and femal centre	10.9773
9	Sport	188	Entertainment centre	112.9094
		62	Social centre	50.1819
		37	Sport complex	56.4547
		4	Stadium	18.8182

Urban Unit 5: Yopougon-Songon
Population 1,980,335

N°	FACILITIES	NUMBERS	TYPE	LAND REQUIERED (ha)
1	Security	99	Gendarmery	198.0335
		47	Police station	9.5056
2	Town Hall	39	Mayor	19.4072
		19	Technical services	5.5449
3	Public gardens and Green spaces		<i>Relaxation and recreation spaces</i>	<i>5% of total urban land</i>
4	Infrastructures	2059	Post office	5148.871 for many facilities
		1980	Electricity Office	237.6402
		660	Water Office	79.2134
5	Health	66	Integreated Health centre (CSU)	13.2022
		39	Urban Health Training (FSU)	7.9213
		146	Specialized Health Centre (CSUS)	26.4044
		49	Reference Health Centre (CSDR)	(HG) 49.5083
		49		(CHR) 99.0167
		49		(CHU) 990.1675
6	Education	181	Infant school	54.4100 for extension
		1320	Primary	660.1116 maxi. for 6 classrooms + sport field (with open space)
				792.134
		132	Secondary	(1st cycle)
		49		1056.1786 for extension (1st and 2nd cycle) 495.0837
		990	Canteen	6.7331
7	Economic activities	82	Central Market	36.0998
		44		38.5065
		22		34.1057
		13		46.2078
		386	Quartier Market	34.6558
		198		34.6558
		99	Bus station	59.41
8	Sociocultural	39	Multipurpose Centre	39.6067
		158	Social centre	39.6067
		132	Training, youth and femal centre	23.1039
9	Sport	396	Entertainment centre	237.6402
		132	Social centre	105.6178
		79	Sport complex	118.8201
		9	Stadium	39.6067

Urban Unit 6: Koumassi-Marcory-Treichville
Population 866,484

N°	FACILITIES	NUMBERS	TYPE	LAND REQUIERED (ha)
1	Security	43	Gendarmery	86.6484
		21	Police station	4.3324
2	Town Hall	9	Mayor	4.4915
		17	Technical services	4.8523
3	Public gardens and Green spaces		<i>Relaxation and recreation spaces</i>	<i>5% of total urban land</i>
4	Infrastructures	866	Post office	2166.2100 for many facilities
		866	Electricity Office	103.978
		288	Water Office	34.6593
5	Health	34	Integreated Health centre (CSU)	6.9318
		17	Urban Health Training (FSU)	3.4659
		57	Specialized Health Centre (CSUS)	10.3978
		28	Reference Health Centre (CSDR)	(HG) 28.8828
		24		(CHR) 49.5133
		21		(CHU) 433.2420
6	Education	86	Infant school	25.9945 for extension
		577	Primary	288.8280 maxi. for 6 classrooms + sport field (with open space)
				346.5936
		57	Secondary	(1st cycle) 462.1248 for extension
		21		(1st and 2nd cycle) 216.6210
		433	Canteen	2.946
7	Economic activities	36	Central Market	15.7952
		19		16.8483
		9		14.9227
		5		20.2176
		173	Quartier Market	15.1634
		86		15.1634
		43	Bus station	25.9945
8	Sociocultural	12	Multipurpose Centre	12.3783
		43	Social centre	10.831
		57	Training, youth and femal centre	10.1089
9	Sport	173	Entertainment centre	103.978
		57	Social centre	46.2124
		34	Sport complex	51.989
		4	Stadium	17.3296

Urban Unit 8: Azaguié
Population 42,972

N°	FACILITIES	NUMBERS	TYPE	LAND REQUIRED (ha)
1	Security	2	Gendarmery	4.2972
		1	Police station	0.21486
2	Town Hall	1	Mayor	0.4211
		1	Technical services	0.2406
3	Public gardens and Green spaces		<i>Relaxation and recreation spaces</i>	<i>5% of total urban land</i>
4	Infrastructures	42	Post office	107.4300 for many facilities
		42	Electricity Office	5.1566
		14	Water Office	1.7188
5	Health	2	Integreated Health centre (CSU)	0.3437
		1	Urban Health Training (FSU)	0.1718
		3	Specialized Health Centre (CSUS)	0.5156
		1	Reference Health Centre (CSDR)	(HG) 1.4324
		1		(CHR) 2.4555
		1		(CHU) 21.4860
6	Education	4	Infant school	1.2891 for extension
		28	Primary	14.3240 maxi. for 6 classrooms + sport field (with open space)
				17.1888
		2	Secondary	(1st cycle) 22.9184 for extension
		1		(1st and 2nd cycle) 10.7430
		21	Canteen	0.1461
7	Economic activities	1	Central Market	0.7833
		1		0.8355
		0		0.7400
		0		1.0026
		8	Quartier Market	0.7520
		4		0.7520
		2	Bus station	1.2891
8	Sociocultural	1	Multipurpose Centre	0.6138
		2	Social centre	0.5371
		3	Training, youth and femal centre	0.5013
9	Sport	8	Entertainment centre	5.1566
		3	Social centre	2.2918
		1	Sport complex	2.5783
		0	Stadium	0.8594

Urban Unit 9: Bonoua-Alépé-Oghlawapo
Population 438,987

N°	FACILITIES	NUMBERS	TYPE	LAND REQUIERED (ha)
1	Security	21	Gendarmery	43.8987
		11	Police station	2.1949
2	Town Hall	8	Mayor	4.302
		8	Technical services	2.4583
3	Public gardens and Green spaces		<i>Relaxation and recreation spaces</i>	<i>5% of total urban land</i>
4	Infrastructures	438	Post office	1097.4675 for many facilities
		438	Electricity Office	52.6784
		146	Water Office	17.5594
5	Health	17	Integreated Health centre (CSU)	3.5118
		8	Urban Health Training (FSU)	1.7559
		29	Specialized Health Centre (CSUS)	5.2678
		14	Reference Health Centre (CSDR)	(HG) 14.6329
		12		(CHR) 25.0849
		11		(CHU) 219.4935
6	Education	44	Infant school	13.1696 for extension
		292	Primary	146.3290 maxi. for 6 classrooms + sport field (with open space)
				175.5948
		29	Secondary	(1st cycle) 234.1264 for extension
		11		(1st and 2nd cycle) 109.7467
		219	Canteen	1.4925
7	Economic activities	18	Central Market	8.0023
		9		8.5358
		5		7.5603
		3		10.243
		87	Quartier Market	7.6822
		44		7.6822
		22	Bus station	13.1696
8	Sociocultural	6	Multipurpose Centre	6.2712
		22	Social centre	5.4873
		29	Training, youth and femal centre	5.1215
9	Sport	88	Entertainment centre	52.6784
		29	Social centre	23.4126
		17	Sport complex	26.3392
		2	Stadium	8.7797

Urban Unit 10: Jacquville-Dabou
Population 545,578

N°	FACILITIES	NUMBERS	TYPE	LAND REQUIERED (ha)
1	Security	27	Gendarmery	54.5578
		14	Police station	2.7278
2	Town Hall	11	Mayor	5.3466
		11	Technical services	3.0552
3	Public gardens and Green spaces		<i>Relaxation and recreation spaces</i>	<i>5% of total urban land</i>
4	Infrastructures	545	Post office	1363.9450 for many facilities
		545	Electricity Office	65.4693
		181	Water Office	21.8231
5	Health	21	Integreated Health centre (CSU)	4.3646
		11	Urban Health Training (FSU)	2.1823
		36	Specialized Health Centre (CSUS)	6.5469
		18	Reference Health Centre (CSDR)	(HG) 18.1859
		15		(CHR) 31.1758
		13		(CHU) 272.789
6	Education	54	Infant school	16.3673 for extension
		363	Primary	181.8593 maxi. for 6 classrooms + sport field (with open space)
				218.2312
		36	Secondary	(1st cycle) 290.9749 for extension
		13		(1st and 2nd cycle) 136.3945
		272	Canteen	1.8549
7	Economic activities	22	Central Market	9.9454
		12		10.6084
		6		9.396
		3	Quartier Market	12.7301
		109		9.5476
		54		9.5476
		27	Bus station	16.3673
8	Sociocultural	8	Multipurpose Centre	7.7939
		27	Social centre	6.8197
		36	Training, youth and femal centre	6.365
9	Sport	109	Entertainment centre	65.4693
		36	Social centre	29.0974
		22	Sport complex	32.7346
		3	Stadium	10.9115

Appendix G

(25 pages)

Implementation Responsibility Schedule

(1) Land Use and Growth

Growth Management Centres	Key and Consultative Stakeholders
Policy LU 1: Urban Growth Centres	MCLAU, BNETD, Collectivités locales
Policy LU 2: Employment Growth Centres	MCLAU, Ministère des Infrastructures Economiques (MIE), Ministère d'Etat, Ministère de l'Emploi, des Affaires Sociales et de la Formation Professionnelle, BNETD, Collectivités locales
<p>Policy Actions, Lead Agency</p> <ol style="list-style-type: none"> 1. Continue to direct future growth to the low density peripheral communes of AAD where there is sufficient land that is undergoing subdivision and infrastructure implementation – Cocody, Anayma, Bingerville, eastern Port Bouet, Grand Bassam, and Songon - whilst supporting a series of District Urban Centres through the provision of necessary community facilities and transit oriented town centres. MCLAU 2. Provide new urban centre development within existing high density areas suitable for urban renewal projects - the communes of Plateau, Adjame, Abobo, Yopougon and Petit Bassam. MCLAU 3. New industrial development to be directed to existing industrial areas and proposed industrial zones to create employment clusters of complementary industrial and knowledge enterprises. MCLAU / MI 4. Demarcate limits of urban and employment cluster permitted development growth areas through land use and density zoning on Detailed Urban Plans. MCLAU 5. Establish buffer, non-build zones and/or other appropriate zoning instruments including urban design guidelines to curtail urban sprawl beyond Growth Centre areas with Detailed Urban Plans. MCLAU /BNETD 6. In consultation with relevant authorities set up a body to coordinate the implementation of land acquisition, provision of infrastructure, land sales, and to promote investment in new employment ventures with Growth Centres. MCLAU and relevant authorities 7. Through planning permit system, ensure provision of all necessary ancillary facilities (social infrastructure) in large scale development projects based on the proposed standards. Introduction of an incentive system (planning obligations system) through the simplified planning permit process for private developers' contributions towards provision of public facilities in the development. MCLAU/ BNETD and relevant authorities. 8. Set planning standards and guidelines for Growth Centres, as a readily available reference documents for Local Authority development control officers, private sector developers and their development planning consultants. MCLAU and relevant authorities. 	

Balanced Growth	Key and Consultative Stakeholders
Policy LU 3: Urban Expansion Areas	MCLAU, Collectivités locales
Policy LU 4: Revitalization of Older Urban Areas	MCLAU, Collectivités locales
Policy LU 5: Expand Existing Centres	MCLAU, Collectivités locales
<p>Policy Actions. Lead Agency</p> <ol style="list-style-type: none"> 1. Establish an 'Urban Development Task Force' to coordinate the planning and implementation of the development of urban areas taking into account infrastructure provision, transport, open space and landscape and cultural heritage. MCLAU / DAA 	

2.	Direct new development to areas that have a suitable existing infrastructure to stimulate quick win and catalyst projects to direct growth under Detailed Urban Plans. Encourage land assemblage of large plots through up zoning and opportunities for ‘land pooling’ to enable economies of scale for private and public developers. MCLAU / AGEF
3.	Undertake urban regeneration studies of older urban areas and existing centres to include traffic management schemes that promote public transit use and pedestrian friendly environments to aid in the attraction of private sector development initiatives. MCLAU / Ministère du Transport
4.	Formulate Detailed Urban Plans that encourage the development of all settlement centres including those that are serving rural and employment areas to ensure opportunities for balanced growth through a variety of private investment opportunities. MCLAU / BNETD/ Agences d’urbanisme
5.	Draw up comprehensive urban design and landscape guidelines for the design and planning of the public realm. MCLAU / BNETD
6.	Set planning standards and guidelines for urban regeneration and revitalization, as a readily available reference documents for Local Authority development control officers, private sector developers and their development planning consultants. MCLAU / BNETD

Compact Development	Key and Consultative Stakeholders
Policy LU 6: Urban Expansion Areas	MCLAU, DAA, Collectivités locales
Policy LU 7: Revitalize Existing Centres	MCLAU, DAA, Collectivités locales
Policy LU 8: Public Transport Hubs	MCLAU, Ministère du Transport.
Policy LU 9: Access to Arterial Roads	MCLAU, MT, BNETD

Policy Actions. Lead Agency	
1.	Encourage high density mixed use development in urban centres including raising buildings heights through appropriate zoning and planning / urban design guidelines. MCLAU / DAA
2.	Revitalization proposals must ensure any increase in density is compatible to existing infrastructure capacity and identify longer term demand on utilities and need for any road upgrading. MCLAU / Ministère du Transport
3.	Undertake urban regeneration studies of older urban areas and existing centres to include traffic management schemes that promote public transit use and pedestrian friendly environments to aid in the attraction of private sector development initiatives. MCLAU / BNETD
4.	Traffic management proposal to be studied for implementation of traffic calming measures to reduce speed and volume through built up residential areas and town centres. Ministère du Transport
5.	Identify in Detailed Urban Plans location of TOD where multimodal public transport hubs are supported by zoning that encourages high density mixed use commercial and residential development. MCLAU
6.	Set planning standards and guidelines for Growth Centres, as a readily available reference documents for Local Authority development control officers, private sector developers and their development planning consultants. MCLAU / BNETD

Preserve Agricultural Land	Key and Consultative Stakeholders
Policy LU 10: Agricultural Land	MOA, MCLAU, MOWF. MINESUDD
Policy Actions. Lead Agency <ol style="list-style-type: none"> 1. Survey all agricultural land to identify productivity levels, importance to natural water catchment system and contribution to biodiversity ecosystem, in order to define infrastructure needs to increase productivity, interface with developed areas, any necessary protection measures, and potential marginal areas incorporation into public open space system. <i>Ministère de l'Agriculture / Ministère des Eaux et Forêts</i> 2. Identify appropriate and allowable nonpolluting land uses adjacent to agricultural land within Detailed Urban Plans. <i>MCLAU/ AGEF</i> 3. In consultation with relevant authorities review existing agricultural practices and potential future agriculture that is appropriate within urbanized areas, at the urban /rural boundary and within those areas remaining principally rural. <i>Ministère de l'Agriculture</i> 4. Define flood water retention areas to minimize the impact on agricultural land productivity. <i>des Eaux et Forêts</i> 5. Set planning standards and guidelines for agricultural land, as a readily available reference documents for Local Authority development control officers, private sector developers and their development planning consultants. <i>MCLAU / MINEF / BNETD</i> 	

Natural Environment	Key and Consultative Stakeholders
Policy LU 10: Agricultural Land	MINESUDD, MCLAU, BNETD/ MINEF
Policy Actions. Lead Agency <ol style="list-style-type: none"> 1. Set planning standards and guidelines for the protection of areas of natural wetland and forest land, as a readily available reference documents for Local Authority development control officers, private sector developers and their development planning consultants. <i>MCLAU / MINESUDD / MINEF</i> 	

(2) Settlement Policies

Location of Residential Development	Key and Consultative Stakeholders
Policy HO 1: Residential Clusters	MCLAU, Promoteurs/Opérateurs immobiliers, Collectivités locales
Policy HO 2: Apartments in Town Centres	MCLAU, Promoteurs/Opérateurs immobiliers, Collectivités locales
Policy HO 3: Densification in Existing Utility Serviced Areas	MCLAU, Promoteurs/Opérateurs immobiliers, Collectivités locales
Policy HO 4: Restriction on commercial usage in Residential Property	MCLAU, BNETD, Collectivités locales
Policy Actions. Lead Agency <ol style="list-style-type: none"> 1. Applications for mixed density residential development on sites within mixed-use centres and within urban renewal projects will be permitted. <i>MCLAU / DAA</i> 2. Establish an Urban Renewal Authority comprising public and private sector stakeholders to identify and develop urban renewal projects and undertake Public-Private Partnership (PPP) structured projects for mixed density residential development in and around mixed-use urban centres. <i>MCLAU / DAA</i> 3. To ensure a range of housing products all large scale housing development applications must provide a Real Estate Impact Study. <i>MCLAU</i> 	

Housing Quality	Key and Consultative Stakeholders
Policy HO 5: Affordable Housing	MCLAU, BNETD, INS, Collectivités locales, Promoteurs/Opérateurs immobiliers
Policy HO 6: Removal of Non-Conforming Uses	MCLAU, Collectivités locales. ONG
Policy HO 7: Improvement of Sub Standard Housing	MCLAU, Collectivités locales, ONG, Promoteurs/Opérateurs immobiliers
Policy HO 8: New Housing Areas	MCLAU, Collectivités locales, ONG, Promoteurs/Opérateurs immobiliers
<p>Policy Actions. Lead Agency</p> <ol style="list-style-type: none"> 1. In consultation with the relevant Ministries and Agencies, and the private sector stakeholders establish and update the standards for the provision, location, building codes for housing to set standards and guidelines for the sustainable design of new and refurbished housing. MCLAU / BNETD 2. Establish a GIS-based data base for monitoring residential land supply and demand for affordable housing, update and publish annually, for use by development industry, Ministries and Agencies. INS 3. Application for urban purpose including residential on non-zoned residential, commercial, industrial and mixed use land will not be permitted. MCLAU / DAA 4. As part of the work of the Urban Renewal Authority, establish mechanisms to audit housing quality in areas identified for urban renewal and establish mechanisms to ensure compliance, enforcement and monitoring of actions in the implementation of building and planning standards as set in Action 1 above. MCLAU / DAA 	

Public Housing	Key and Consultative Stakeholders
Policy HO 9: Utilise Public Land	MCLAU, Collectivités locales, AGEF, BNETD
Policy HO 10: Location of Public Housing	MCLAU, Collectivités locales, Opérateurs immobiliers
Policy HO 11: Informal Housing Removal	MCLAU, Collectivités locales
Policy HO 12: Living Environment	MCLAU, Collectivités locales
<p>Policy Actions. Lead Agency</p> <ol style="list-style-type: none"> 1. In accordance with current Government policy prepare a phasing strategy which identifies sustainable sites for affordable housing based on achieving the following criteria: <ol style="list-style-type: none"> a. Located on vacant or suitable Government-owned land zoned for residential purposes b. Provided with utilities, community facilities and public transportation services c. Designed in accordance with best practice planning and relevant Cote d'Ivoire housing policies and building codes. MCLAU Update the monitoring and review process, and ensure the demand for affordable housing to be regularly reviewed in line with the criteria of Action 1 above. MCLAU / DAA 	

Housing Design	Key and Consultative Stakeholders
Policy HO 13: Special Needs	MCLAU, BNETD, Collectivités locales, Promoteurs

	immobiliers
Policy HO 14: Sustainable Housing Standards	MCLAU, BNETD, Collectivités locales, Promoteurs immobiliers
Policy HO 15: Design Innovation	MCLAU, BNETD, Collectivités locales, Promoteurs immobiliers
<p>Policy Actions. Lead Agency</p> <ol style="list-style-type: none"> 1. In consultation with the relevant Ministries and Agencies, and the private sector stakeholders establish and update the standards for the provision, location, building codes for housing to set standards and guidelines for the sustainable design of new and refurbished housing. MCLAU / BNETD 2. Establish a Housing Design Task Force that must include registered professional architects, town planners and landscape architects to create and implement sustainable housing design typologies and livable neighbourhood planning for: <ol style="list-style-type: none"> a. High density residential b. Medium density residential c. Low density residential d. Mixed use residential centres e. Affordable housing f. Labour housing / compounds MCLAU / ONACI / ONUCI 3. The design of new and rehabilitated housing should consider any changes to demographics and household formation, including the needs of an ageing population, housing affordability, adequacy of supply, development economics and feasibility and market trends. MCLAU / ONACI / ONUCI / BNETD 4. Prepare and Urban Design Compendium that includes design guidelines for sustainable housing and communities (see Built Environment Policies). MCLAU / BNETD 5. Encourage innovation through Government-led pilot projects by identifying exemplary projects and instigate processes including design competitions to promote excellence in sustainable housing design and planning. MCLAU / Collectivités locales, Promoteurs immobiliers 6. MCLAU and Local Authorities to establish Design Panels to assess the design and planning of housing and ensure that guidelines are used within the development assessment process. MCLAU / Collectivités locales 	

(3) Urban Development Policies

CREATE AND MANAGE URBAN FORM	Key and Consultative Stakeholders
Policy BE1: Optimize Development Density	MCLAU, MINESUDD, Collectivités Locales, Secteur Privé,
Policy BE2: Neighbourhood Connectivity	MCLAU, BNETD, Collectivités Locales, Secteur Privé
Policy BE3: Universal Accessibility	MCLAU, BNETD, Collectivités Locales, Secteur Privé
<p>Policy Actions. Lead Agency</p> <ol style="list-style-type: none"> 1. Prepare a “Communities Design Guide” that set, amongst other things, the credit rating method and performance indicators for urban centres, communities and neighbourhood connectivity as a model for sustainable development in Abidjan DOE 2. Establish an urban structure where networks of neighbourhoods are clustered to support primary Urban and town centres. MCLAU 3. Create and implement a sustainable Abidjan Community Neighbourhood Model typology to promote compact neighbourhoods, which incorporates traditional Cote d’Ivoire and livable housing and community values. MCLAU 	

- 4 Set density levels on a neighbourhood wide basis in Detailed Urban Plans to ensure continuity of urban structure on a district basis and beyond individual development sites. **MCLAU**
- 5 Set planning standards and guidelines for urban area development, as a readily available reference documents for Local Authority development control officers, private sector developers and their development planning consultants. **MCLAU / BNETD**

Establish a Legible Public Realm and Urban Image	Key and Consultative Stakeholders
Policy BE4: Walkable Streets, Spaces and Identity	MCLAU, BNETD, Collectivités Locales, Secteur Privé
Policy BE5: Distinctive Identity	MCLAU, BNETD, Collectivités Locales, Secteur Privé
Policy BE6: Integrated Development and Building Height	MCLAU, BNETD, Collectivités Locales, Secteur Privé
<p>Policy Actions. Lead Agency</p> <ol style="list-style-type: none"> 1. All development applications including public works, community facilities and open space, should incorporate ease of use, connectivity and permeability for all users, including less mobile groups. MCLAU 2. Undertake ‘Pedestrian Friendly Movement Study’ of all old downtown urban areas to assess constraints on movement and define areas of pedestrian priority and the measures to be taken to enable universal accessibility to public transit nodes, residential areas, commercial footfall hotspots, community facilities and public open spaces. MCLAU 3. Prepare a ‘Street Design Manual’ to set out the principles and guidelines for co-ordinated public transit, utility and road right of way, building engagement and access, landscape and public realm design, the provision of public art, and implementation for the provision of safe, appealing and comfortable street environments, to local destinations and neighbourhood centres that promote public health by facilitating walking and bicycling. MCLAU / BNETD 4. Identify sites for landmark buildings to enrich the quality and identity of urban centre skylines. MCLAU 	

Integrated Landscape Framework	Key and Consultative Stakeholders
Policy BE7: Comprehensive Design of Urban Landscape and Public Realm	MCLAU, BNETD, Collectivités Locales, Secteur Privé
Policy BE8: Safeguarding Urban Landscape	Le MCLAU, MINEF, Collectivités Locales, Secteur Privé
Policy BE9: Greening the Urban Environment	Le MCLAU, MINESUDD, Collectivités Locales, Secteur Privé
Policy BE10: Conserve the Natural Landscape and Minimize Site Disturbance	Le MCLAU, MINESUDD, Collectivités Locales, Secteur Privé
Policy BE11: Open Space Provision	Le MCLAU, MINESUDD, Collectivités Locales, Secteur Privé
Policy BE12: Sports Stadium and Recreation Facilities	MCLAU, BNETD, MJSL, Secteur Privé, Ministère du Tourisme

Policy BE13: Recreation and Leisure Opportunities	MCLAU, BNETD, MJSL, Secteur Privé.
<p>Policy Actions. Lead Agency</p> <ol style="list-style-type: none"> 1. Formulate a Landscape Strategy for each urban settlement supported by Conceptual Landscape Master Plans to guide the future provision of soft and hard landscape, open space activities, public art provision, signage, furniture and amenities as a coordinated and integrated network for major streets, the public realm, green and water based recreation areas, links to TOD's, residential areas and community facilities. MCLAU / BNETD 2. In association with relevant government agencies and the private sector develop unified and flexible planning guidelines and standards based on best international practice, for the provision of open space, recreation facilities as well as green areas to direct public and private sector provision, planning and design. MCLAU / BNETD 3. Identify existing open spaces including those associated with health, sport and recreation, children's play, regeneration, the economy, culture, biodiversity and the environment and show on Detailed Urban Plans. MCLAU 4. Afford protection to public open space through the development permit process and prepare legislation to enable long term protection of public realm assets. MCLAU 5. Existing parks and open space linkages including utility and transport corridors will be identified and shown on Detailed Urban Plans. MCLAU 6. Through the development permit process developers will need to demonstrate a commitment to providing landscaped open space within the development boundary which can be integrated into the wider setting and green corridor network. MCLAU 7. Developer contributions for greening streetscapes will be negotiated through the development permit process and planning obligations system. MCLAU 8. Undertake an asset survey of existing trees within the urban area to identify healthy and champion individual species and groups of native indigenous vegetation to be retained and define the irrigation requirements and protection measures need to ensure their healthy retention. MCLAU/ OIPR 9. Conserve existing natural areas, wetlands and paddy fields, and protect trees to provide habitat and promote biodiversity. MINESUDD 10. Development Plans to provide sites for a variety of open spaces, based on proposed standards and criteria that are close to work and home to encourage walking, physical activity and time spent outdoors. MCLAU / BNETD 11. Planning standards and guidelines to be set that ensure that both private and public open space provision is sufficient for the population projections and users demands of Greater Abidjan residents, and are accessible to all people including the disable by a variety of transport modes. MCLAU / BNETD 12. Planting to recreation and amenity landscaped areas must be part of a comprehensive and heavily planted open space network utilizing a high proportion of indigenous species that emphasizes connections with the waterfront, and strategically links the key activity nodes. This includes additional space provision for planting within the ROW for road and utility corridors. MINESUDD 13. Development plans to provide public pedestrian priority thoroughfares that enable direct access to waterfronts and other low impact recreation areas, especially from strategically important locations. MCLAU / Secteur Privé 14. Promote community-based and local food production to minimize the environmental impacts from transporting food long distances and increase direct access to fresh food – neighbourhood farms and gardens. Ministère de l'Agriculture 15. Development Plans to restrict development along the river valleys and waterfronts that will hinder continuity of public access and obscures public views of the rivers, lagoons, ocean and natural landscapes. MCLAU / Secteur Privé 	

Conserve and Enhance Cultural Heritage	Key And Consultative Stakeholders
Policy BE14: Designate Cultural Heritage Conservation Areas	MCLAU, UNESCO. Ministère du Tourisme, Ministère de la Culture et de la Francophonie (MCF)
<p>Policy Actions. Lead Agency</p> <ol style="list-style-type: none"> 1. Establish an inventory of important archaeological, cultural and historic buildings, sites and contextual areas to draw up a graded list of measures, adaptive reuse criteria and management strategies that can be formulated into new or revised legislation for their protection. Such sites, buildings and areas must be identified within Development plans for special development control protection. <i>MCF</i> 2. Based upon the inventory establish Conservation Areas to protect traditional villages, sites of religious significance, cultural and historic buildings and artifacts of cultural heritage. <i>MCLAU / MCF</i> 3. Applications for development within Conservation Areas will need to include developer commitments to the retrofitting or reuse of listed buildings that preserve their historic or cultural character and materials rather than comprehensive redevelopment. <i>MCLAU</i> 4. Within or outside Conservation Areas, adopt state of the art conservation measures when retrofitting or reusing buildings included in the inventory. <i>MCLAU</i> 	

Green Buildings and Green Technologies	Key and Consultative Stakeholders
Policy UE 15: Green Buildings and Green Technologies	MCLAU, MINESUDD, Collectivités Locales, Secteur Privé
<p>Policy Actions. Lead Agency</p> <ol style="list-style-type: none"> 1. Set up a green building code and credit rating system for Buildings to include Communities and Infrastructure Technology. These new codes to include measures to: <ul style="list-style-type: none"> • Reduce heat islands and urban heat gain to minimize impact on microclimate, livability and urban wildlife habitat. • Increase the comfort of outdoor, public space during transition months. • Minimise building glare into the public realm • Achieve enhanced energy efficiency by creating the optimum conditions for the use of passive and active solar strategies. • Use recycled materials to reduce the environmental impact of extraction and processing virgin materials. • Minimize trespass from site, reduce sky-glow to increase night sky access, improve night time visibility through glare reduction, and reduce development impact on nocturnal elements. • Encourage use of historic buildings in a manner that preserves their historic materials and character. • Reduce pollution and hydrologic instability from stormwater, prevent flooding, and promote aquifer recharge. • Reduce air, water and land pollution from energy consumption and production by increasing the efficiency of the power delivery system. • Reduce pollution from waste water and encourage water reuse. • Stewarding materials as part of the ‘whole-of-life’ cycle (manufacturing, transport, installation, disposal) when selecting and specifying material for building and construction. • Divert construction and demolition debris from disposal landfills and incinerators. • Redirect recyclable resources back to the manufacturing process. Redirect reusable material to appropriate sites • Use recycled materials to reduce the environmental impact of extraction and processing virgin materials. 	

- Improve outdoor microclimates and reduce power demand for building cooling through early master plan orientation and land use decisions. *MCLAU / BNETD / MINESUDD*

(4) TRANSPORT POLICIES

Establish a Legible Public Realm And Urban Image	Key And Consultative Stakeholders
TI 1: Travel Demand Management	Abidjan Urban Planning Agency(AUPA), part of Abidjan District, AGEROUTE
TI 2: Traffic Management	AUPA, AGEROUTE,AGETU, part of Abidjan District
TI 3: Transit Oriented Development (TOD) Zone	AUPA, AGETU, part of Abidjan District
Policy Actions. Lead Agency <ol style="list-style-type: none"> 1. Create a central transport co-ordination committee or task force established by AUPA and at least initially chaired nominally by the Prime Minister. In fact AUPA is possibly the best vehicle for such an initial organization. As part of Abidjan District, it has its own budget. (AUPA) 2. As part of the fore mentioned organization, establish a centre of excellence that would house all the tools for planning such as the GIS database and the transport model. Such a centre could provide a model for other West African nations. (AGETU) 3. Develop rules for traffic impact studies to understand the need for additional traffic demand management measures with new developments. (AAD) 4. Review and confirm the existing legal system and framework for TOD and strengthen the institutional development capacity to implement the TOD projects. (AUPA) 	

Public Transport	Key and Consultative Stakeholders
TI 4: High Capacity Public Transport Corridors	AUPA, AGETU,SITARAIL,SOTRA
TI 5: Bus Services	AUPA, AGETU,SOTRA
TI 6: Multi Modal Centres	AUPA, AGETU,SITARAIL,SOTRA
TI 7: Taxi Service	AUPA, AGETU,SOTRA, Commune Level organizations
Policy Actions. Lead Agency <ol style="list-style-type: none"> 1. The central transport committee described earlier should have overall management of public transport. (AGETU) 2. The above-mentioned centre of excellence should provide the transport model by means of which the demand and the viability of each public transport development project could be forecast. (AGETU) 	

Freight Transport Network	Key and Consultative Stakeholders
TI 8: Freight Rail	AUPA, AGETU,SITARAIL
TI 9: Truck Ban	AUPA, AGETU,AGEROUTE, part of Abidjan District
TI 10: Logistics Centres	AUPA, AGETU,AGEROUTE,SITARAIL, OIC (Office Ivoirienne des Chargeurs)
Policy Actions. Lead Agency	

1. In association with the central organization mentioned above designate truck routes and consider limited access of trucks to residential areas. **(AGEROUTE)**
2. Large trucks should in general not be allowed in predominantly residential areas. **(AAD)**

Parking	Key And Consultative Stakeholders
TI 11 Urban Parking Control	AUPA, AGETU, AGEROUTE, part of Abidjan District, Commune Level organizations
TI 12: Parking Area for Trucks	AUPA, AGETU, AGEROUTE, OIC
Policy Actions. Lead Agency <ol style="list-style-type: none"> 1. Establish designated area for the parking of commercial vehicles including buses when not in use. (AAD) 2. Link parking requirements to traffic impact studies that should be required for every major development. (AAD) 	

Road Network	Key and Consultative Stakeholders
TI 13: Road Development	AUPA, AGETU, AGEROUTE
TI 14: Road Safety Improvement	AUPA, AGETU, AGEROUTE
Policy Actions. Lead Agency <ol style="list-style-type: none"> 1. In association with central organization, develop a road improvement plan to eliminate black spots. (AGEROUTE) 2. Following the establishment of the SDUGA road inventory database, develop procedures to maintain such a database. (AGEROUTE) 3. Develop an accident recording program to maintain accident records. (AGEROUTE) 	

Green Transport	Key and Consultative Stakeholders
TI 15: Pedestrian Way and Bikeway	AUPA, AGETU, AGEROUTE, SITARAIL, SOTRA, Commune Level organizations
TI 16: Access for All	AUPA, AGETU, AGEROUTE, SITARAIL, SOTRA, Commune Level organizations
TI 17: Traffic Calming	AUPA, AGETU, AGEROUTE, Commune Level organizations
TI 18: Walking Street	AUPA, AGETU, AGEROUTE, Commune Level organizations
TI:19 Green Vehicles	AUPA, AGETU, AGEROUTE, SITARAIL, SOTRA
TI 20: Water Transport.	AUPA, AGETU, SOTRA, DGAMP, part of Abidjan District
Policy Actions. Lead Agency <ol style="list-style-type: none"> 1. AUPA to identify opportunities for walking streets such as Adjamé markets. (AUPA) 2. Identification of opportunities to introduce non-motorized transport planning such as traffic calming routes and bicycle routes whilst ensuring adequate pedestrian access along all roads. (AUPA) 3. Development of comprehensive transport plan on the lagoon with firstly reviewing the existing plans. (DGAMP) 	

(5) Social Infrastructure Policies

Planning and Coordination of Community Facilities	Key and Consultative Stakeholders
Policy C1: Distribution of Community Facilities	MCLAU, BNETD, Collectivités locales
Policy CF2: Co-location of Community Facilities	MCLAU, BNETD, Collectivités locales, Promoteurs immobiliers
<p>Policy Actions. Lead Agency</p> <ol style="list-style-type: none"> 1. Create a Community Facilities Task Force to plan, coordinate and implement the provision, location and co-location of community facilities consistent with the mixed use density approach articulated in the Sub Regional Strategy and the projected needs of each community. <i>MCLAU / Ministères Techniques</i> 2. As part of the Task Force: <ol style="list-style-type: none"> a. Update standards for the provision, location and co-location of community facilities. b. Identify and provide sites for the co-location of community facilities in accordance with new, revised and updated standards. <i>MCLAU / BNETD</i> 	

Support For Education Sector	Key And Consultative Stakeholders
Policy CF3: Balanced Distribution of Government and Private Schools	Ministère de l'Éducation Nationale et de l'Enseignement Technique, MCLAU, BNETD, Collectivités locales, Promoteurs immobiliers
Policy CF4: Higher Education / Knowledge Centres	Ministère de l'Enseignement Supérieur et de la Recherche Scientifique, MCLAU, BNETD, Collectivités locales, Secteur Privé.
<p>Policy Actions. Lead Agency</p> <ol style="list-style-type: none"> 1. As part of the Community Facilities Task Force and in consultation with the relevant Government Ministries and Agencies, update the standards for the provision, hierarchy of schools and higher education institutions and co-location of education facilities which are accessible via a range of transport modes. <i>MCLAU / Ministères Techniques</i> 2. Identify and provide sites for education facilities in accordance with updated standards. <i>MCLAU / Ministères Techniques</i> 3. Priority consideration should be given to sites adjoining existing facilities that provide opportunities to co-locate and share open space and sports grounds. <i>MCLAU</i> 4. Identify, safeguard and provide sites for higher education and learning in mixed use centres within urban centres. <i>MCLAU / Ministères Techniques</i> 5. Introduce mixed-use activities in higher education and learning institutions, research centres, universities, colleges and vocational training institutions. <i>MESRS/ MENET</i> 	

Support For Health Sector	Key and Consultative Stakeholders
Policy CF5: Enhance Accessibility to Health Service Network	MCLAU, Ministère de la Santé et de la Lutte contre le SIDA (MSLS), BNETD, Secteur Privé
<p>Policy Actions. Lead Agency</p> <ol style="list-style-type: none"> 1. As part of the Community Facilities Task Force, and in consultation with the Ministry of Health establish standards for the provision, location and co-location of health facilities that are accessible via a range of transport modes. <i>MCLAU/ MSLS</i> 2. Clinics and health centres and private health service facilities, other than hospitals will be located in mixed-use centres. <i>MCLAU/ MSLS/ Collectivités Locales</i> 3. Identify and provide sites for health facilities in accordance with MoH standards. 	

Support For Religious Services	Key and Consultative Stakeholders
Policy CF6: Enhance Accessibility to Religious Facilities	MCLAU, Ministère d’Etat, Ministère de l’Intérieur et de la Sécurité (MEMIS), Direction des Cultes (DC), Collectivités Locales, Les Autorités Religieuses
Policy CF7: Preservation of Historic Places of Worship	MCLAU, Ministère d’Etat, Ministère de l’Intérieur et de la Sécurité (MEMIS), Direction des Cultes (DC), Collectivités Locales, Les Autorités Religieuses
<p>Policy Actions. Lead Agency</p> <ol style="list-style-type: none"> 1. As part of the work of the Community Facilities Task Force and in consultation with the relevant religious authorities update the standards for the provision, location and co-location of religious facilities and projected needs of religious facilities. MCLAU/ DC/ Autorités Religieuses 2. Identify and provide sites, including sites in mixed use centres, for religious facilities in accordance with the updated standards. MCLAU 3. Identify, register and protect historic and cultural important religious sites as heritage buildings. MCLAU/ DC/ Autorités Religieuses 	

Support For Emergency Facilities	Key and Consultative Stakeholders
Policy CF8: Integrated Emergency Response Service System	MCLAU, BNETD, Bailleurs de fonds, Secteur privé (PPP)
<p>Policy Actions. Lead Agency</p> <ol style="list-style-type: none"> 1. As part of the work of the Community Facilities Task Force and in consultation with the relevant civil defense and emergency service authorities update the standards for the provision, location and co-location of emergency response facilities that satisfy required response times. MCLAU / Ministère Technique 2. Identify and provide sites for emergency responses in accordance with updated standards. MCLAU 3. Establish coherent property address and signage system to reduce response times. MCLAU 4. Provide priority access at signalized intersections for emergency service vehicles through a coordinated areas traffic control system. MCLAU / Ministère du Transport 5. In coordination with relevant Ministries and Agencies, prepare a disaster mitigation and business community plan that includes for the identification of temporary living, evacuation routes and essential supply centres. MCLAU 	

Support for Government and Social Facilities	Key And Consultative Stakeholders
Policy CF9: Co-location of Government service facilities	MCLAU, BNETD, Collectivités Locales
<p>Policy Actions. Lead Agency</p> <ol style="list-style-type: none"> 1. As part of the work of the Community Facilities Task Force and in consultation with the relevant Ministries and Agencies, establish and update the standards for the provision, location and co-location of Government and social services facilities at mixed-use centres in accordance with the Greater Abidjan Urban Master Plan and the projected needs of service providers. MCLAU 2. Identify and provide sites for the co-location of Government and social facilities in 	

accordance with updated standards. *MCLAU*

(6) Commerce Policies

Location of Commercial Development	Key and Consultative Stakeholders
Policy CO 1: Town Centre Mixed Use Development	MCLAU, MCAPPME, Collectivités locales
Policy CO 2: Commercial Zoned Areas	MCLAU, MCAPPME, Autorités locales
Policy CO 3: Equitable Commercial Distribution	MCLAU, MCAPPME, Collectivités locales, Secteur Privé
Policy CO 4: Hotels and Service Apartments	MCLAU, Collectivités locales, Ministère du Tourisme, Secteur Privé.
Policy CO 5: K Economy	MCLAU, Collectivités locales
Policy CO 6: Business Parks	MCLAU. Collectivités locales, Secteur Privé
Policy Actions. Lead Agency <ol style="list-style-type: none"> 1. In consultation with the relevant Ministries and Agencies, and the private sector stakeholders establish and update the standards for the provision, location, co-location, access and parking, building codes for commercial development to set standards and guidelines for the sustainable development of commercial premises in mixed-use urban centres and on new and standalone sites. <i>MCLAU</i> 2. Within mixed-use centres applications for retail and commercial developments will be permitted. <i>MCLAU</i> 3. Establish a GIS-based data base for monitoring retail and commercial office space developments and update on an annual basis. <i>MCLAU</i> 	

Location Of Commercial Development	Key and Consultative Stakeholders
Policy CO 7: Transit Oriented Development Centres	MCLAU, Ministère du Transport, Secteur Privé.
Policy CO 8: Ebrie Lagoon Waterfront	MCLAU, MINEF, Collectivités locales, Secteur Privé
Policy CO 9: Logistics Centres	Ministère de l'Industrie, Ministère du Transport, MCLAU, Secteur Privé.
Policy Actions. Lead Agency <ol style="list-style-type: none"> 1. In consultation with the relevant Ministries and Agencies, and the private sector stakeholders establish and update the standards for the provision, location, co-location, access and parking, building codes for commercial development to set standards and guidelines for the sustainable development of commercial premises in mixed-use urban centres and on new and standalone sites. <i>MCLAU</i> 2. Applications for major out-of-centre retail and office developments will not be permitted unless: <ul style="list-style-type: none"> • The development has been assessed in the context of its impact on neighbouring centre retail and office sites by way of a Retail Impact Assessment, and has been determined to have no significant adverse effects. <i>MCLAU</i> 3. Prepare and adopt the regulation for developers to contribute to cost sharing for the provision of facilities and services, including off-site infrastructure, public transportation, the betterment of adjacent areas, the provision of low income/affordable housing, community facilities and landscaping. <i>MCLAU</i> 	

4. Enforce commitments to developer contributions through the planning and development process. *MCLAU*

Enhanced Role of Town Centres	Key and Consultative Stakeholders
Policy CO 10: Town Centre Residential	MCLAU, Collectivités locales, Secteur privé.
Policy CO 11: Venue for Cultural Events	MCLAU, Ministère du Tourisme, MCF
Policy CO 12: Markets	MCLAU, Collectivités locales, Organisations de commerce, Secteur Privé
Policy CO 13: Leisure and Entertainment Centre	MCLAU, Collectivités locales, Organisations de commerce, Secteur Privé
Policy Actions. Lead Agency <ol style="list-style-type: none"> 1. Establish guidelines for the conduct of Retail Impact Assessments incorporating Needs Assessments <i>MCLAU</i> 2. In consultation with the relevant Ministries and Agencies, and the private sector stakeholders establish and update the standards for the provision, location, co-location, access and parking, building codes for commercial development to set standards and guidelines for the sustainable development of commercial premises in mixed-use urban centres and on new and standalone sites. <i>MCLAU</i> 	

(7) Industry Policies

Location of Industrial Development	Key and Consultative Stakeholders
Policy ID 1: Urban Industrial Cluster Centres	Ministère de l'Industrie, MCLAU, secteur privé
Policy ID 2: Removal of Bad Neighbour Uses	UDA, Ministère de Industrie, MCLAU
Policy ID 3: Rejuvenation of Older Industrial Areas	Ministère de l'Industrie. Autorités du Port d'Abidjan, MCLAU, Collectivités locales, Secteur Privé.
Policy ID 4: Agricultural Industry Nodes	Ministère de l'Industrie. Ministère de l'Agriculture. MCLAU.
Policy Actions. Lead Agency <ol style="list-style-type: none"> 1. In consultation with the relevant Ministries and Agencies, and the private sector stakeholders establish and update the standards for the provision, location, co-location, access and parking, buffer zones, building codes for industrial development to set standards and guidelines for the sustainable development of industrial employment clusters. <i>MCLAU</i> 2. Identify and enforce designated buffer zones to industrial sites and clusters to restrict incompatible land uses and safe guard strategic transport connections. <i>MCLAU</i> 3. Outside designated and zoned industrial areas, new industrial development of the expansion of existing industrial uses (medium and light) will not be permitted unless it uses an existing industrial building or site and is served by existing transport and utility infrastructure networks. <i>MCLAU</i> 4. Establish transition strategies with relevant Government Ministries and Agencies for the upgrading of existing industrial premises to clean industry status and for the removal and relocation of noxious industries from existing industrial areas. <i>MI</i> 5. Establish a GIS-based data base for monitoring industrial space developments and update on an annual basis. <i>MCLAU</i> 	

Provision For Industrial Land	Key and Consultative Stakeholders
Policy ID 5: Expansion of Industrial Cluster Centres	MCLAU, Ministère de l'industrie, Collectivités locales
Policy ID 6: Small Clean Industry Sites	MCLAU, MI, MOI, Collectivités locales
<p>Policy Actions. Lead Agency</p> <ol style="list-style-type: none"> 1. In association with relevant Government Ministries and agencies plan and manage the provision of site for co-location of community facilities and public transport services to serve the industrial cluster wider catchment area. <i>MCLAU</i> 2. Within zoned industrial areas applications for medium and light clean industries will need to demonstrate achievement of all of the following criteria: <ol style="list-style-type: none"> a. Adequate and appropriate accommodation and housing types b. A range of integrated community facilities c. Access to public transport systems d. Integrated utility provision and management e. Compliance with environmental management standards. <i>MCLAU</i> 3. Within designation industrial areas, applications for mixed-use development will be encouraged. <i>MCLAU</i> 4. Applications for SME's within industrial employment clusters at Port Bouet, Treichville, Marcory and Koumassi, Yopougon, Grand Bassam, and the future industrial or port zones at Ettingue and Yopougon will be permitted and mixed-use development encouraged. <i>MCLAU</i> 5. Prepare and adopt the regulation for developers to contribute to cost sharing for the provision of facilities and services, including off-site infrastructure, public transportation, the betterment of adjacent areas, the provision of low income/affordable housing, community facilities and landscaping. <i>MCLAU</i> 6. Enforce commitments to developer contributions through the planning and development process. <i>MCLAU</i> 	

Advanced Technology Cluster	Key and Consultative Stakeholders
Policy ID 7: Advanced Technology	MCLAU, Universités, Ministère de L'industrie, Ministère de l'Enseignement Supérieur
Policy ID 8: Agriculture	Ministère de l'Agriculture, MCLAU
<p>Policy Actions. Lead Agency</p> <ol style="list-style-type: none"> 1. In consultation with the relevant Ministries and Agencies, and the private sector stakeholders establish and update the standards for the provision, location, co-location, access and parking, buffer zones, building codes for advanced technology to set standards and guidelines for the sustainable development of advanced technology employment clusters. <i>MCLAU</i> 2. Within designation advanced technology areas, applications for mixed-use development including research and development and higher education facilities will be encouraged. <i>MCLAU</i> 3. Applications for knowledge based industries located within mixed-use centres will be permitted. <i>MCLAU</i> 4. The provision of ICT infrastructure for knowledge based industries located within mixed use centres and mega projects will be prioritized through the establishment of an Infrastructure Planning Task Force. <i>MCLAU</i> 5. Support for the creation of complementary rural industries that increase agricultural productivity will be permitted in land designated for non-urban development subject to an Environmental Impact Assessment. <i>MCLAU</i> 6. Support any Government Ministries and Agencies programme for National Food Security 	

by identifying, mapping and protecting suitable arable and paddy lands, hydroponics and providing the required infrastructure. *Ministère de l'Agriculture*

7. Preserve and utilize non-urban land including wetlands and forest areas to help achieve any national Food Security objectives. *Ministère de l'Agriculture*

(8) Urban Design and Amenity Policies

Comprehensive Residential Design	Key and Consultative Stakeholders
Policy DA 1: Mixed Use Neighbourhoods	MCLAU, Collectivités Locales, Promoteurs immobiliers,
Policy DA 2: Interconnected Pedestrian and Cycleway Routes	MCLAU, Ministère du Transport, Collectivités Locales, Secteur Privé
Policy DA 3: Variety in Residential Development	MCLAU, Collectivités Locales, Promoteurs immobiliers
Policy Actions. Lead Agency <ol style="list-style-type: none"> 1. Prepare and Urban Design Compendium that includes design guidelines for integrated mixed use development, neighbourhoods, town centres, rural settlements, public realm, streetscapes, connectivity and building typologies. <i>MCLAU /BNETD</i> 	

Traditional Neighbourhood Character	Key And Consultative Stakeholders
Policy DA 4: Infill Development	MCLAU, Collectivités Locales, Promoteurs immobiliers
Policy DA 5: Pedestrian Friendly Streets	MCLAU, Ministère du Transport, Collectivités Locales
Policy DA 6: Corner Buildings	MCLAU, BNETD, Collectivités Locales, Secteur Privé
Policy DA 7: Building Material	MCLAU, BNETD, Collectivités Locales, Secteur Privé
Policy Actions. Lead Agency <ol style="list-style-type: none"> 1. Establish a street block pattern that promotes circulation and pedestrian permeability. <i>MCLAU</i> 2. Develop a block structure that promotes visual interest and urban vitality. <i>MCLAU</i> 3. Promote perimeter block design in urban centres as a means to: <ul style="list-style-type: none"> • define both public and private spaces • accommodate different density of developments required for the different centres • promote strong public facades that physically define and socially address the urban space. <i>MCLAU</i> 4. Encourage the use of horizontal and vertical elements in mixed-use developments. <i>MCLAU</i> 	

Strengthen Urban Areas Identity	Key and Consultative Stakeholders
Policy DA 8: Vibrant Town Environment	MCLAU, BNETD, Collectivités Locales, Secteur Privé
Policy DA 9: Heritage Districts	MCLAU, BNETD, MCF, Ministère du Tourisme, Secteur Privé
Policy DA 10: Design Variety	MCLAU/ BNETD
Policy DA 11: Streetscape	MCLAU, MINESUDD, TOD
Policy DA 12: Visual Definition	MCLAU

Policy DA 13: Gateways.	MCLAU, Collectivités Locales, Promoteurs immobiliers, TOD
Policy DA 14: Architectural Design	MCLAU, Collectivités Locales, Secteur Privé, Programmes immobiliers
Policy DA 15: Building Heights	MCLAU/ BNETD
Policy DA 15: Landmarks	MCLAU
Policy DA 16: View Corridors	MCLAU, Collectivités Locales
<p>Policy Actions. Lead Agency</p> <ol style="list-style-type: none"> 1. Ensure the allocation of density promotes walkability to centres and open space and community services. <i>MCLAU</i> 2. Create urban centres with activated street frontages and places that take advantage of climatic factors. <i>MCLAU</i> 3. Promote diversity and mixture of land uses and block sizes with urban centres. <i>MCLAU</i> 4. Provide civic spaces as places for community gatherings. <i>MCLAU</i> 5. Ensure that public squares and spaces respect a human scale in their design and development. <i>MCLAU</i> 6. Enable pedestrian-prioritized streets that are well-shaded by trees and buildings. <i>MCLAU</i> 7. Ensure that the allocation of density recognizes the importance of arriving at destinations and transition from low density (edge of neighbourhood) to high density (the core of the centre). <i>MCLAU</i> 8. Within the Urban Design Compendium ensure that: <ol style="list-style-type: none"> a. Buildings define space b. Buildings mediate between private and public space and provide graduations between the two c. Buildings have a dialogue with neighbouring buildings and the public realm d. Buildings have compositions that create rhythm and repose and hold the eye e. Buildings have substantial tactile and decorative materials that weather gracefully f. Building strengthen local character and identity g. Buildings integrate with their context h. Buildings provide for the needs of mobility impaired population <i>MCLAU</i> 9. Ensure the above guidelines in the Urban Design Compendium are used within the development assessment process. <i>MCLAU</i> 10. Create an easily recognizable streetscape through landmarks and gateways. <i>MCLAU</i> 11. Identify and protect visual corridors to water bodies, river valleys, Ebrie lagoon, significant natural features and landmark buildings. <i>MCLAU</i> 	

Diverse Development Pattern	Key and Consultative Stakeholders
Policy DA 17: Industrial Areas and Business Parks	MCLAU, Ministère de l'Industrie (MI), BNETD, Secteur Privé.
<p>Policy Actions. Lead Agency</p> <ol style="list-style-type: none"> 1. Within the Urban Design Compendium set guidelines for the location, site planning, access, parking and loading bay provision of mixed use industrial / commercial / public transit developments taking into account both spatial and commercial opportunities arising from colocation. <i>MCLAU</i> 	

Commercial and Industrial Development Design Standards	Key and Consultative Stakeholders
Policy DA 18: Transition Areas	MCLAU

Policy DA 19: Advertising Signage	MCLAU, BNETD, Collectivités Locales.
Policy DA 20: Industrial Uses	MCLAU, MI, Collectivités Locales, Secteur Privé
Policy DA 21: Design of Infrastructure	MCLAU, Collectivités Locales, Secteur Privé
<p>Policy Actions. Lead Agency</p> <ol style="list-style-type: none"> 1. Within the Urban Design Compendium set guidelines and standards for the design and integration of architectural, engineering, infrastructure and Green building requirements of commercial, industrial and infrastructure buildings and structures. MCLAU 2. Set up a ‘Built Design Panel’ to review the aesthetic and urban design merits of proposed developments as part of the Development Control approval process. MCLAU 	

(9) Open Space and Landscape Policies

Development Of Parks / Recreation And Open Space System	Key And Consultative Stakeholders
Policy OSL 1: Open Space Hierarchy	MCLAU, MJSL, MINESUDD, BNETD
Policy OSL 2: Recreation Facilities	MCLAU, MJSL, Collectivités locales
Policy OSL 3: Green-Blue Open Space System	MCLAU, Collectivités locales
Policy OSL 4: Urban Landscape System	MCLAU, DAA, Collectivités locales
<p>Policy Actions. Lead Agency</p> <ol style="list-style-type: none"> 1. Set up a Landscape, Recreation and Open Space Task Force and in consultation with relevant Ministries and Agencies, establish, update and revise planning and design guidelines for the provision of landscape, outdoor recreation facilities and open space, to include the following: <ol style="list-style-type: none"> a. standards/codes of practice for integration of shade trees, pedestrian ways and cycle ways in design of various road categories b. urban landscape and public outdoor recreation space provision c. private open space provision d. character and environmental value of landscape assets for retention e. colocation of recreation facilities f. tree preservation regulations g. riverine, waterways and water body landscape requirements h. utility reservations i. land area and space requirements for recreation facilities j. management responsibility of open space and recreation facilities MCLAU 2. Establishment a GIS-based data base for assessing and monitoring landscape assets, open space provision including public outdoor recreation space, etc. and update on an annual basis MCLAU 3. Strengthen relevant Local Authorities: establish Landscape Sections for assessment and monitoring as well as some planning, design, implementation, management and maintenance tasks. Collectivités locales 4. Within Detailed Urban Plans prepare Public Outdoor Recreation Space Plans. Collectivités locales 	

Standards of Open Space and Recreation Facility Provision	Key and Consultative Stakeholders
Policy OSL 5: New Open Space and Recreation Facility Standards	MCLAU
Policy OSL 6: Private Open Space Provision.	MCLAU, DAA, Collectivités locales
Policy OSL 7: Public Open Space Provision	MCLAU
Policy OSL 8: Recreation Facility Provision	MCLAU
Policy Actions. Lead Agency <ol style="list-style-type: none"> The Landscape, Recreation and Open Space Task Force to formulate and gazette relevant open space addendum to Community Facilities Planning Standards and Guidelines. <i>MCLAU</i> 	

Park and Open Space Dedication And Maintenance	Key and Consultative Stakeholders
Policy OSL 9: Retention of Landscape Assets	MCLAU
Policy OSL 10: Existing Trees	MCLAU
Policy OSL 11: Waterways	MCLAU
Policy Actions. Lead Agency <ol style="list-style-type: none"> Establish an inventory of all landscape assets for retention and enhancement in Greater Abidjan area development plans and ensure they are included in development proposals and projects. <i>MCLAU</i> Prepare and publish guidelines on urban tree conservation in Greater Abidjan area, including use of tree preservation orders. <i>MCLAU</i> Review river, lagoon, and water body reservations in Greater Abidjan area, revise if necessary and gazette. <i>MCLAU</i> As part of the work of the Landscape, Recreation and Open Space Task Force prepare and publish guidelines & regulations for development within or abutting the rivers corridors, ponds, lagoons, ocean and wetlands. <i>MCLAU</i> 	

Recreation / Open Space Colocation	Key And Consultative Stakeholders
Policy OSL 12: Shared Education Facilities	MINESUDD, MCLAU
Policy OSL 13: Colocation	MCLAU
Policy Actions. Lead Agency <ol style="list-style-type: none"> As part of the work of the Landscape, Recreation and Open Space Task Force and in association with relevant Ministries and Agencies prepare and publish planning guidelines, design and layout standards for the colocation of recreation facilities with community facilities and private development taking into account the potential for shared capital costs and revenue generation for management and maintenance. <i>MCLAU</i> As part of the work of the Landscape, Recreation and Open Space Task Force: <ol style="list-style-type: none"> Undertake an inventory of school grounds in each local authority and identify suitable ones for use as public outdoor recreation space. <i>MCLAU</i> 	

- b. Facilitate co-operation between relevant schools and local authorities. *Ministère de l'Éducation, Collectivités locales*
3. Identify sites for core parks in areas with high collocation recreation potential and formulate projects. *MCLAU*

Landscape Design	Key and Consultative Stakeholders
Policy OSL 14: Pocket Parks and Plazas	MCLAU, Collectivités locales
Policy OSL 15: Design Guidelines	MCLAU, BNETD, Collectivités locales
Policy OSL 16: Pedestrian Environment	MCLAU, MT, Collectivités locales
Policy Actions. Lead Agency <ol style="list-style-type: none"> 1. Prepare a Landscape Design Manual setting guidelines for detailed landscape design including the use of green engineering solutions, recyclable material for construction, street and playground furniture and apparatus, and other sustainable design criteria. <i>MCLAU.MINESUDD</i> 2. Identify examples of sites for pocket parks and plazas in the urban areas and formulate and implement pilot projects. <i>MCLAU</i> 3. Prepare a Green Movement Plan for pedestrian, cycle ways and water transport routes to link the urban centres of the entire Greater Abidjan area. The Plan to include design and planning guidelines criteria for dedicated vehicle free routes and pedestrian friendly designs for; mothers with children, the elderly and disabled. Pilot Projects should be identified for early implementation in urban centres and suburban areas. <i>MCLAU</i> 	

(10) Tourism Policies

Tourism Development	Key and Consultative Stakeholders
Policy TO 1: Resort Tourism	Ministère du Tourisme, MCLAU, Secteur Privé
Policy TO 2: Conservation of Grand Bassam UNESCO World Heritage Site	Ministère du Tourisme, Ministère de la Culture et de la Francophonie (MCF), Collectivités Locales, MCLAU, Secteur Privé
Policy TO 3: Eco Tourism	Ministère du Tourisme, MCLAU, Collectivités Locales, Secteur Privé
Policy TO 4: Cultural and Spiritual Tourism	Ministère du Tourisme, MCF, MCLAU, Collectivités Locales Secteur Privé
Policy TO 5: Ebrie Lagoon Water Front	Ministère du Tourisme, MCLAU, Collectivités Locales, Secteur Privé
Policy TO 6: MICE (International & Domestic)	Ministère du Tourisme, MCLAU, Collectivités Locales, Chambre de Commerce et d'Industrie (CCI), Secteur Privé
Policy TO 7: Theme Parks	Ministère du Tourisme, MCLAU, Collectivités Locales Secteur Privé
Policy TO 8: Hotel Accommodation	MCLAU, Ministère du Tourisme, Collectivités Locales, Secteur Privé
Policy TO 9: Boutique Hotels, Home stays and Motels	MCLAU, Ministère du Tourisme, Collectivités Locales, Secteur Privé
Policy TO 10: Medical Tourism	Ministère de la Santé et de Lutte contre le Sida, MCLAU, Ministère du Tourisme, Collectivités Locales, Secteur

	Privé
<p>Policy Actions. Lead Agency</p> <ol style="list-style-type: none"> 1. Designate Grand Bassam UNESCO World Heritage Site as a “conservation zone” with dedicated funding and support to the private sector to implement urgent upgrading works and environmental protection measures. <i>Ministère du Tourisme/ Ministère de la Culture et de la Francophonie</i> 2. Create a Greater Abidjan Area Tourism Task Force in association with relevant Ministries and Agencies to plan, coordinate, implement, regulate and promote the provision and location of tourist facilities and supporting infrastructure in the Greater Abidjan area consistent with National Tourism policies. <i>Ministère du Tourisme/ MCLAU</i> 3. As part of the work of the Tourism Task Force and in consultation with relevant Ministries and Agencies include: <ol style="list-style-type: none"> a. Identify tourism zones and undertake Pilot Projects, including rehabilitation of signification heritage and cultural buildings and sites, access and parking upgrading, promotion material, in association with Private Sector stakeholders. b. Compile business plan and investment portfolios for the attraction of private sector investment. c. Launch awareness programmes on cost /benefits of Tourism for Local Authorities, potential investors, opinion leaders of the area and targeted groups of public at large. d. Introduce mechanisms to facilitate tourist operations and the development of tourist attractions and facilities. <i>Ministère du Tourisme / MCLAU</i> 4. As part of the work of the Tourism task Force develop a 20 year Tourism Master Plan to identify target market segments, including MICE, cultural heritage, education, health, eco-tourism, recreation and supporting infrastructure requirements related to tourism development. <i>Ministère du Tourisme</i> 5. Outside designated Protected Areas applications for development in the tourist sector including 4 and 5 star hotels and tourism resorts which accord with Guidelines established in the Tourism Master Plan will be permitted. <i>Ministère du Tourisme</i> 6. Establish an inventory of all tourist sites and attractions that are suitable for foreign tourist destination and investment. <i>Ministère du Tourisme / MCLAU</i> 7. Establish a GIS-based data for monitoring tourism developments and update on an annual basis. <i>Ministère du Tourisme</i> 8. As part of the Tourism Task Force set planning standards and guidelines for the location, size, access, parking and building typology of sustainable tourist facilities as a readily available reference documents for Local Authority development control officers, private sector developers and their development planning consultants. <i>MCLAU / BNETD</i> 	

Domestic Tourism Facilities	Key and Consultative Stakeholders
Policy TO 11: Low Cost Accommodation	Ministère du Tourisme, MCLAU, Secteur Privé, Collectivités Locales,
Policy TO 12: Sporting Venues and supporting hospitality facilities	MJSL, MCLAU, Ministère du Tourisme, Secteur Privé,
<p>Policy Actions. Lead Agency</p> <ol style="list-style-type: none"> 1. As part of the work of the Tourism Task Force and in consultation with relevant Ministries and Agencies: <ol style="list-style-type: none"> a. Identify suitable domestic tourism attractions and facilities for development within the grater Abidjan area. b. Promote and provide incentives for local tourism related SMEs. c. Formulate guidelines for the regulation of tourism operations and operators. 2. Set out the mechanisms and regulatory framework to encourage prospective local and overseas investors in domestic tourism. <i>Ministère du Tourisme/MCLAU/MCAPPME/</i> 	

Tourism Support Facilities	Key and Consultative Stakeholders
Policy TO 13: Tourism Industry Centre	MCAPPME, MoE, Ministère du Tourisme, MCLAU, Secteur privé, Collectivités Locales
<p>Policy Actions. Lead Agency</p> <ol style="list-style-type: none"> 1. As part of the work of the Tourism Task Force and in consultation with relevant Ministries and Agencies <ol style="list-style-type: none"> a. Evaluate the requirements for a vocational training facility. b. Identify the location within the Greater Abidjan area. c. Set a prospectus and investment portfolio for associated training and tourism industry organisations. d. Seek opportunities to involve international tourist agencies i.e., PATA, airlines and cruise ship operators. e. Appoint trained staff to carry out activities of developing promotion and regulation of tourism. <i>Ministère du Tourisme</i> 	

(11) Natural Environment Policies

Protection of Environmentally Sensitive Areas	Key and Consultative Stakeholders
Policy EN 1: Wetlands	MCLAU, MINESUDD, Collectivités locales, Ministère des Eaux et Forêts
Policy EN 2: Forest and Undisturbed Hill Areas	MCLAU, MINEF, MINESUDD, Collectivités locales
Policy EN 3: Sustainable Development of Waterways	MINESUDD, MINEF, MCLAU, Collectivités locales
Policy EN 4: Development Control of Riverine Areas	MINESUDD, MINEF, MCLAU, Collectivités locales
<p>Policy Actions. Lead Agency</p> <ol style="list-style-type: none"> 1. Create an Environment Management Task Force comprising relevant Government Ministries and Agencies to plan, coordinate and implement the provision of measures required to protect and restore the natural environment as articulated in the Greater Abidjan Master Plan. <i>Ministère de l'Environnement</i> 2. Establish a GIS-based data base for monitoring all areas requiring environmental protection and update on an annual basis. <i>Ministère de l'Environnement</i> 3. In the absence of a defined sustainability assessment tool for community development precautionary will be used in consultation with relevant stakeholders to achieve sustainable development to prevent the risk of environmental degradation. <i>Ministère de l'Environnement</i> 4. As part of the work of the Environment Management Task Force and in consultation with relevant Ministries and Agencies progressively develop and implement sustainability assessment tools to support the EIA and SEA processes for the planning, design and assessments of projects. <i>Ministère de l'Environnement</i> 5. All large scale new development on land larger than 1 hectare will require the submission of an EIA as part of the development application. <i>Ministère de l'Environnement</i> 	

Restoration of Damaged Natural Environment	Key and Consultative Stakeholders
Policy EN 5: Reinstatement of Natural Habitats	MINESUDD, Ministère de l'Agriculture, Ministère des Eaux et Forêts, MCLAU, Collectivités locales,
Policy EN 6: Removal of Polluting Sources	MINESUDD, Ministère de l'Agriculture, Ministère des Eaux et Forêts, MCLAU, Collectivités locales,
Policy EN 7: Buffer Zones	MINESUDD Ministère de l'Agriculture, Ministère des Eaux et Forêts, MCLAU, Collectivités locales
<p>Policy Actions. Lead Agency</p> <ol style="list-style-type: none"> 1. As part of the work of the Environment Management Task Force and in consultation with relevant Ministries and Agencies set measures for planning, design, implementation and monitoring the restoration of damaged natural environment. <i>Ministère de l'Environnement</i> 2. All new development must identify natural environment, habitats and vegetation at threat and incorporate proposals and strategies for the retention and protection during and after construction of any natural landscape assets, natural drainage system and ecological habitats within the development site and where may be part of interconnected natural environment system extending beyond the site. <i>Ministère de l'Environnement</i> 3. Prepare a Biodiversity Management Plan that will identify areas and interconnected ecological systems and significant habitats of biodiversity and prepare a Conservation Strategy that includes enhancement and rehabilitation. <i>Ministère de l'Environnement</i> 4. For new high impact land uses, any buffer zone identified or required through the EIA process will be incorporated within the high impact land use. <i>Ministère de l'Environnement /MCLAU</i> 5. For new development adjoining existing high impact land uses, any buffer zone required to mitigate the impact of the high impact uses will be incorporated within the new development. <i>Ministère de l'Environnement / MCLAU</i> 	

Avoidance of Natural Disasters	Key and Consultative Stakeholders
Policy EN 8: Enhancement of Flood Defences	MINESUDD, Ministère de l'Agriculture, Ministère des Eaux et Forêts, MCLAU, Collectivités locales
Policy EN 9: Hillside Development	MINESUDD, Ministère de l'Agriculture, Ministère des Eaux et Forêts, MCLAU, Collectivités locales
Policy EN 10: Elimination of Sewage Discharge	MINESUDD, Ministère de l'Agriculture, Ministère des Eaux et Forêts, MCLAU, Collectivités locales
Policy EN 11: Improve the Quality of Natural Water Sources	MINESUDD, Ministère de l'Agriculture, Ministère des Eaux et Forêts, MCLAU, MIE/ONEP, Collectivités locales
Policy EN 12: Elimination of Polluting Sources	MINESUDD, Ministère de l'Agriculture, Ministère des Eaux et Forêts, MCLAU, Collectivités locales
Policy EN 13: Protection of Coastal Areas	MCLAU, BNETD, MINESUDD, MINEF, Collectivités locales
<p>Policy Actions. Lead Agency</p> <ol style="list-style-type: none"> 1. As part of the work of the Environment Management Task Force undertake a comprehensive flood mitigation study encompassing the entire water catchment basins of rivers, as well as the lagoons and ocean waterfront of Greater Abidjan to identify measures (bund heights, groins, flood water retention areas, detention areas, upstream dams etc) to protect Greater Abidjan from flooding with at least a 35 to 50 year return period. <i>Ministère de l'Environnement</i> 	

2. Undertake and audit and establish an inspection, enforcement and monitoring programme for septic systems for the protection of ground water resources. **Mo Environ**
3. Prepare an Integrated Strategic Environmental Assessment for the Greater Abidjan area. **Ministère de l'Environnement**
4. Formulate Coastal Development Guidelines that set out objectives and land use zones for typical coastal development i.e., utilities, port related (including local fishing), tourist, township, villages and holiday homes, to protect and enhance coastal areas. These guidelines should specify the adoption of SEA and EIA (terrestrial and marine) requirements for all new development and prohibit industrial development to coastal areas. **MCLAU, BNETD**

(12) Sustainable Development Policies

Comprehensive Credit Rating System	Key and Consultative Stakeholders
Policy SD 1:	MINESUDD, MCLAU, BNETD, Autorités Locales
Policy SD 2:	MINESUDD, MCLAU, BNETD, Autorités Locales
<p>Policy Actions. Lead Agency</p> <ol style="list-style-type: none"> 1. Create an Environment Management Task Force comprising relevant Government Ministries and Agencies to achieve a defined sustainability assessment tool with credit ratings covering buildings, infrastructure and communities. The assessment tool will include the preparation and implementation of Guidelines (objectives, criteria, acceptable outcomes, best practice guidelines, key performance indicators (KPI's) etc.) to monitor and report on the following impacts of change: <ol style="list-style-type: none"> a. Water and energy usage b. Greenhouse gas emissions c. Air, water and noise pollution d. Urban development and transport impacts e. Biodiversity and habitat conservation f. Climate hazards risk, flooding, and storm events g. Scenic and landscape amenity h. Open Space and landscape amenity i. Cultural and historical values. Ministère de la Culture et de Francophonie 2. As part of the work of the Environment Management Task Force establish a Green Rating System for New Communities; to cover - living systems, livable communities, water conservation and recycling, energy conservation and renewable energy, stewarding of material and waste. Ministère de la Culture et de Francophonie 	

Optimise Use of Natural Resources	Key and Consultative Stakeholders
Policy SD 3: ISEA Requirement	MINESUDD, MCLAU, BNETD, Autorités Locales, les Universités
<p>Policy Actions. Lead Agency</p> <ol style="list-style-type: none"> 1. Using locally relevant data, undertake a comprehensive assessment of risk posed by climate change and other potential natural disaster factors on: <ol style="list-style-type: none"> a. Coastal flooding (due to potential sea level rise) and riverine flooding (property damage, risk to human life, etc.) b. Infrastructure development c. Business and economic activities d. Natural environment Mo Environ MINESUDD 2. Based on evaluated risk, develop a set of adaptation strategies to deal with existing and future risks that are irreversible. Measures such as internationally accepted climate change sensitive land use and infrastructure development standards, raising community 	

awareness, development and implementation of disaster management and business continuity plans etc. ***MINESUDD***

3. Prepare a Greater Abidjan Area Environment Management Plan containing policies and actions to promote and ensure the sustainable use (non-consumptive) and stewardship of terrestrial, aquatic environmentally sensitive areas, including environmentally protected areas. ***MINESUDD***

Appendix H

(14 pages)

Outline of Stakeholder Meetings

Outline of Stakeholder Meetings

First Stakeholder Meeting

The following table is the outline of the first stakeholder meeting held on 31st Oct. 2013. Comments from participants are mainly on the financial aspect and the necessity of other infrastructures such as industrial area, port, drainage system, etc., and no comments on spatial options.

Date	Thursday, Oct 31st, 2013
Time	08:00 – 17:30
Venue	Ministry of Foreign Affairs Conference room, Plateau, Abidjan
How accessible the venue was to the stakeholders	The venue is conveniently located in the center of Abidjan.
Method of notification	MCLAU sent out 236 invitations including press. JICA Côte d'Ivoire office also issued a press release.
Method of consultation	Plenary session and group discussions (urban planning discussion and transport planning discussion)
Language spoken	French and English with simultaneous interpretation
Contents/agenda of the presentation	(1) Overview of the project (2) Issues, vision, and spatial options for urban development of GA (3) Digital topographic mapping (4) The transport sector - goals, objectives and planning guidelines
Used documents/materials for the explanation	Power point materials for presentation noted above

Position	Sex	Comment/Question	Answer / Reflection of the Comments into the Project
Ministry of Industries and Mines	male	Two (2) projects of the present Master Plan 2000 (MP2000) were completed while six (6) others are on-going. Most of the projects from MP2000 were not really undertaken due to the lack of public financing and not just illegal occupation. I hope the financial aspect will be taken into consideration in the present project in order to correct the mistakes from the past.	After completing our data collection, we will be able to give you a full analysis of the MP2000, but we haven't got that far yet.
Ministry of Industries and Mines	male	The study team should consider the priority industrial plan of the government while allocating those industrial zones.	We are doing a spatial planning which will bring together different individual projects; employment zones and residential areas, industrial and commercial and so there will indeed be zones reserved for all of them.
City Hall of Abobo	male	Apart from urban transport, is the study team looking at other major issues such as a drainage system which is a real issue	The project is an urban plan with a transport plan since urban mobility is vital to any and every city around the world today. When the transport master plan is

		Abidjan, especially in the Abobo zone?	drawn up, the other sectors plans will fit in easily.
City Hall of Abobo	male	The study team should consider a less costly mass transport model for people who will be living around Grand-Bassam, where there is a social housing project on-going at the moment.	The study team will consider a less costly mass transport model.
Ministry of Economic infrastructures	male	Hope the stakeholders (local experts) will be more involved in the project during the next stakeholder meeting in order to contribute to the realization of the project because these are people who know more about the reality on the ground.	Some local experts from the ministries and other structures are currently working along with the consultants and you can rest assured that they will give the best advice so that the end result of the project will reflect an inclusive and comprehensive product in the interest of all.
Ministry of Economic infrastructures	male	Let the vision of “Abidjan a City of Lagoon and Forest” be reviewed in order to find a vision slogan that will sell well on the international scene, a slogan more competitive and appealing.	Your opinion has been noted.
Studies and Research from C.I.E	male	CIE has a master plan but can't implement it because the reserved zones for its infrastructures have been illegally occupied. We hope this project will reserve zones for the power facilities as it is a very important element to development. Likewise the port, please reserve zones for the expansion of the port as the port is an important asset for Abidjan.	We are not doing sectoral planning, but will rather give you the opportunity to reserve zones for different sectors or activities.
the Department of Sanitation	male	Sanitation is a growing issue in this city and if we sit and do nothing about it, all that we will do will be in vain because the entire city will be polluted. There is a sewage plan which is now on-going, is the Study Team working in collaboration with those elaborating the plan?	The project is an urban plan with a transport plan since urban mobility is vital to any and every city around the world today. When the transport master plan is drawn up, the other sectors plans will fit in easily.
ONUCCI	male	There were a lot of master plans drawn up in the past, so why did the Study Team analyze the MP2000 only; knowing that that plan was not even approved? They should have analyzed all the previous plans and reveal issues from which the vision could be set.	The MP2000 was approved under the regime of President GUEI Robert but was not fully implemented due to the crisis and the lack of finances. We were told to review the MP2000 only as a master plan which was approved and legal.
Ministry of Water and Forest	male	As a Director of water resources I am concerned about the protection of water and forest because the Greater Abidjan Zone is where we find most of	It is true that these resources are valuable assets and need protection, but we need to have a broad base solution to bring together every ministry's projects as along the waterfront are places where the private

		our water table, lakes and lagoons which are being affected by urbanization, we could carry on development while reserving our virtues. What then is the Study Team doing to have these vital resources protected?	sector finds ideal for development. The river valleys are, for example, occupied by illegal settlement and there is a lack of green zone or open space for recreation, all these are issues that we are considering for a broad base solution. Example: we want to protect the Adjan lagoon where construction may be affecting at this moment as we are proposing that a road be built around the lagoon to protect it as it is one of the water sources for Abidjan.
SODECI	male	Will the revision of the master plan propose a new urban site of development or seek to resolve the current crisis faced in Abidjan? As we can see today, there is a serious promise with the water table of Abidjan that tends to resolve about 70% of the water issues in Abidjan. How will the Study Team consider this issue for a solution in their project?	We are not commissioned to look at individual projects (water, sewage, drainage...) in this project but as planners we will consider all these aspects, especially the issue of water as we foresee an additional 3 million added to population by 2030, that is why we will be proposing a holistic growth strategy for Abidjan and so your suggestions and thoughts about how your city should be is important and welcome.
CIE	male	My question is related to the infrastructure development of Abidjan, we would like to know your approach as to how you will incorporate water, sanitation, electricity and the drainage systems to have an urban developed city in 2030.	We have visited different ministries and saw some plans for new sewage plant, new water pipes, and electricity master plan, if I am given those plans, I will include them in our master plan. We are drawing up a flexible master plan that could include sectoral plans. There are already insufficient utilities in some parts of the city and so we will propose compact city in certain zones where there are existing utilities instead of extending utilities which are costly. Normally, a master plan is done together with structural plan, but this is not the case with this project because your laws don't authorize us to do structural plans. MCLAU will do the statutory plan with your help when we are done with the master plan that will serve as a road map for future individual plans. The urban master plan is a general plan and not a detailed one, when it is done the individual plans could fit in.
BNETD	male	The Study Team should not forget about open space in their master plan because that is one of the issues the population is now faced with in Abidjan. We hope this aspect will really be considered in the detail master plan (Pud).	As I plan, I look at open space, recreational space and green space, unfortunately, Abidjan is divided in a way that there is no zones for open space or the open spaces are occupied by illegal settlements. There should often be open space between two cities. We were informed that BNETD has your communities' facilities standards which was done in 1990 and is now 30 years old, we would propose that you establish a new one because the old one is now expired

			<p>and every city in world now is renewing theirs. We will propose a core location; a location where there will be a combination of facilities such as schools, commercial centers, hospitals etc., the private sector usually comes in to develop these facilities when zones are allocated for them.</p> <p>We all know that open spaces were allotted in projects from the ministries but those areas were occupied right before our own eyes. We hope when these places are reserved again we should keenly watch over them to avoid be taken over.</p> <p>Some of these open spaces were occupied base upon some top government official commands</p>
Ministry of Interior and Security	male	<p>Zone d'Aménagement Différée; is the project considering the differed development zones or land banking?</p> <p>Is the project considering the management of public land?</p>	<p>Land banking is impossible here because there are authorities involved in the giving out of public land according to your laws. Mayors and the tribal chiefs are some of these authorities that can give out land, something which makes it difficult to manage or bank government land. Land management and banking can be realized when there is a governance structure that works together to deal with the land associated issues. The Study Team suggested two land banking proposals. The first was to build a new airport because the current one will sooner be overwhelmed with urban development areas, but this was unlikely because of the concession contract. The second is reserve zones around the port for future port expansion.</p>
Private Architectural company	male	<p>We as urban planner experts would prefer to be included in the discussion the next time because we have our own perspectives, solutions and suggestions that could help to regulate some of the urban issues now in this city. We wish there will be an open discussion the next time</p>	<p>We will open the discussion the next time, but it is still not too late, your contributions are still welcome. The Study Team hasn't completed their mission yet to respond adequately to every question being asked, but as they progress I am optimistic that most of your concerns will be answered.</p>
The Department Land Conservation	male	<p>Today we are talking about land reservation for development, when these lands are reserved, we know that the government doesn't have the funds to develop them, so how are we going to have these urban developments? Is it going to be a Built Operate Transfer (BOT) system or what? Is the Study Team considering the financing aspect in their project?</p>	<p>To have the development of these zones, the country needs a good leadership (President) who could promote or sell your plan to private investors to find the funds where they are. The Private sector should be used to provide the funds for the development and the country need to have a high knowledge base that can attract foreign investors as well.</p>

IGT	male	Will your plan consider urban renewal as well?	<p>Previous plans for existing urban areas may have not been implemented or urban areas weren't restructured due to the lack of finances. There are also issues like illegal settlements with high density that need a compact city, social housing that seems to be unaffordable for informal settlers relocation and many other problems that we are going to propose a broader base solution for.</p> <p>This master plan is a general plan that can't resolve all of Abidjan problems at once, but will serve as road map to help solve the issues in time to come</p>
Côte d'Ivoire Energies	male	We would suggest that the Study Team consider the electric power plant that has cost us a lot.	A similar question was raised in the past and the project will consider that.
BNETD	female	What are the plans of the Study Team in regard to industrial activities zones?	We are considering activities zones in our project. We have even proposed five (5) activities zones: industrial facilities zone, Agricultural activities zone, service industries zone, clean industries and cluster (bringing together of similar services, exp. Universities, high tech and tourism).
PUIUR	male	The urban planning scheme takes into account satellite cities but in the transport scheme there is no planning concerning these cities: Dabou, Azaguié, etc. I would like to know why the transport scheme has only been limited to the city of Abidjan.	<p>According to the surveys carried out, the traffic isn't too important in those areas. As such, in the planning of public transport, satellite cities will be served by minibuses.</p> <p>Regarding remote areas, we have included Dabou, Azaguié and Bonoua as our planning area study area and we have conducted several surveys at the border of greater Abidjan. The results have allowed us to define the traffic outside greater Abidjan; to make traffic proposals in remote areas and include them in the transport planning.</p>
PUIUR	male	When you mentioned bottlenecks, in the transport planning scheme, did you consider widening certain highly trafficked roads, as a solution? This would probably be a less expensive solution while waiting for the means to carry out large-scale actions.	<p>Concerning the widening of roads, this is an action which improves traffic flow, however it is a short-term solution; the long-term solution would be to provide good public transportation in order to make traffic more comfortable for the population.</p> <p>Regarding the road development, private vehicles are of limited efficiency because they can only transport one or two passengers in each vehicle in a limited time; the accent should be placed on public transportation which is more efficient because they can take a greater capacity of passengers. It is better to preserve enough road way (up to 25m-30m) so that in the future, public transport can be developed in the centre or the side of the road.</p>

Ministry of Tourism	Female	You've talked a lot about public (mass) transportation but meter taxis are not at all mentioned. You even talked about Gbaka, which the Ministry of Tourism intends to ban because of their reckless driving, but nothing was said on meter taxis.	As for meter taxis, they haven't been set aside in this project. However, as meter taxis are only available to those who can afford them, in this presentation the accent was placed on public transportation as the most efficient transport mode. Yet we can assure you that meter taxis were included in the surveys and are part of the Transport Master Plan. Concerning Gbaka, they can't be banned because they are a major provider of employment. Before setting up an efficient and high-quality public transportation system, we have to take into account the issues of the existing transportation modes. The majority of the people working in the informal transportation sector, can be absorbed by the new system. Regarding the problem of informal transportation (Wôrô-Wôrô and Gbaka), they represent a problem because they stop everywhere, disturb traffic order and don't respect traffic rules and regulation properly; but the fact is that they represent jobs for people. However, when we'll propose the new mass transit, of course there will be a need for drivers; so gradually we can promote a shift of such types of job opportunities from the informal sector to a more formal mass transit sector.
Ministry of Tourism	Female	I heard the Study Team talk about creating special lanes for buses, but there are already existing roads in Abidjan. Let's take for example the road which goes from Gare Sud (Southern Bus station) to JECEDA in Plateau, if a lane has to be created just for buses you can't destroy the buildings which already exist along the road. How will you proceed to create these new lanes?	Concerning the occupation of roads, when we plan a new road we take into account the reality of the field and we always plan roads where the land is available.
Ministry of Tourism	Female	The Study Team also talked about the space reserved for roads but these spaces are informally occupied; so what are you going to do? If you destroy these informal settlements, the people occupying them will have to be relocated elsewhere.	Concerning the informally occupied road space, these spaces were already reserved by the 2000 Urban Master Plan, which was approved by government decree. Therefore they authorized structures will proceed to clear the way for road construction when the moment comes.
Urban Planner (Research Centre in Architecture and	male	When talking about urban transport planning, one must keep in mind that public authorities have a big responsibility. There are major problems related to traffic	The problem of Abidjan is with the transportation system. Since 1992, there hasn't really been any transport planning and with the development and extension of the city, the conventional transportation modes such as SOTRA can't meet the

Urban Planning)		management in Abidjan. For example, at some moments, traffic flow becomes impossible because the existing road infrastructures are extremely weak. It seems to me that there are some major issues which must be dealt with, otherwise the new road system and infrastructure that are proposed, will not be efficient. The resolving of current issues related to traffic management and control in Abidjan also participate, as much as the new transport planning system, to the improvement of traffic conditions in the city of Abidjan.	demand anymore, hence the introduction of informal modes of transportation such as Gbaka. So the first step in solving these issues is to have a plan and that's exactly what we're doing through such activities as the stakeholder meetings. This forum is the opportunity to exchange on all these matters so that the final project draft in the month of March, will take into account all of your different contributions. Regarding traffic problems in Plateau, we can improve the situation by imposing traffic rules and regulations; but there is a way to enforce traffic regulations through ITS (Intelligent Transport Systems). In terms of urban planning, we're trying to create compact cities where people can live and work at a close distance. Essentially we are trying to reduce the number of trips to the centre of Abidjan.
National Coordination of Informal Road Terminals	male	According to the current characteristics of the road network, the number of ring roads is insufficient. It would be interesting for you to create such roads in order to reduce traffic jams.	Concerning the insufficient number of ring roads, this issue has been highlighted and proposal will be made. However when talking about road construction, it all comes down to financial resources, having enough means to create roads. In the current road status of Greater Abidjan, there doesn't really exist a ring road system; but ring roads are quite important in order to keep any unnecessary traffic from entering the city. In the future Abidjan, there will also be proposed ring roads as a solution to intercity traffic problems.
District of Abidjan	male	My question concerns all aspects of freight transport. I don't know whether you've taken into account logistic facilities and equipment; there are two level of freight transport: inter-state / inter-city, and urban freight transport which needs specific logistic requirements. You'll also have to identify priority projects and propose funding strategies.	The Study Team talked about the current situation concerning freight transport and mentioned urban freight transport and elaborated a diagram showing that 90% of truck trips occur within greater Abidjan; so urban freight transport is an important issue to deal with and the study team will work on it. Regarding freight traffic, in the future development plan, we will be proposing not only one bypass or ring road, but we'll also have special roads to support freight traffic. Also, we have proposed freight railways connecting directly from the northern part of Abidjan to the western part. For this kind of financial priority, we would also want to check the financial viability: but the question is: can we expect this much freight traffic from the north of Côte d'Ivoire? How much volume is expected in the future?

Second Stakeholder Meeting

Date	Tuesday, June 24 th , 2014
Time	08:30 – 17:30
Venue	CRRAE-UEMOA Complex Conference room, Plateau, Abidjan
How accessible the venue was to the stakeholders	The venue is conveniently located in the center of Abidjan.
Method of notification	MCLAU sent out 236 invitations including press. JICA Côte d'Ivoire office also issued a press release.
Method of consultation	Plenary session: <ul style="list-style-type: none"> ➤ General Presentation of the Project Outcome ➤ Questions and Answers Group Discussions <ul style="list-style-type: none"> ➤ Group A: Urban Planning ➤ Group B: Transport Planning ➤ Group C: Transport Demand Analysis and Modelling
Language spoken	French and English with simultaneous interpretation
Contents/agenda of the presentation	(1) Overview of the project (2) Presentation and discussion of the Socio-Economic Framework (3) Presentation and discussion of the Urban Master Plan (4) Presentation and discussion of the Urban Transport Master Plan (5) Presentation and discussion of Transport Demand Analysis and Modelling
Used documents/materials for the explanation	Power point materials for presentations noted above

Position	Sex	Comment/Question	Answer / Reflection of the Comments into the Project
CNRA (National Agricultural Research Centre)	Male	<p>-Did the JICA Study Team take into account, in terms of spatial occupation and structuring, the different areas made available to certain governmental agencies such as SODEFOR?</p> <p>-Concerning the development plans, are there any initial master plans already existing for areas within the country? If so, can these areas be known so that we can take measures for the development of our activities in inland cities?</p> <p>-Concerning the creation of project implementation agencies, are all the agencies and organizations present here today concerned by this measure? Will our different agencies and organizations be among the implementation agencies that were presented in the project? What are the conditions to be part of the implementation committee that is to be set up?</p>	<p>-Discussions with the Ministry of Industry have revealed that their policy is for agricultural towns to have food processing and other employment generating land uses. This aspect has been taken into account in our Master Plan.</p> <p>-In making the land use plan, we have not necessarily looked at things from a government point of view but rather from a private property developer's point of view. We have focused our plan on private sector development areas but also where there is existing infrastructure.</p>

<p>Félix Houphouët -Boigny University</p>	<p>Male</p>	<p>-Could we have some information on the current provision and demand as well as the projections regarding the transportation sector by 2020? -Wouldn't it be interesting, as the city of Abidjan possesses a real asset which is the Ebrié Lagoon, to develop the water-based (lagoon) transportation? If so, should the monopoly on lagoon transport operations remain to SOTRA? -Has the JICA Study Team taken into account Stations (for road transportation)?</p>	<p>-We have taken into account all the studies conducted by the Ministry of Transport but also by the Abidjan Autonomous District. These studies have been reviewed and readjusted according to the various projects undertaken by the Prime Minister's Office and AéroCité. -Regarding the urban rail between Anyama and Koumasi, we have conducted studies and made future demand forecasts in these areas. -The issue regarding stations will be discussed more deeply during transport workshop this afternoon but we can already say that our study proposes plans for possible stations in addition to high-capacity corridors for high-speed buses.</p>
<p>Ministry of Environment</p>	<p>Male</p>	<p>The different presentations dealt with Urban and Transport Master Plans, what about the Drainage and Sanitation Master Plan?</p>	<p>The government has the desire to clean its cities and regarding Abidjan, reflections are ongoing. A tender will be launched very soon under the C2D program for the preparation of a Sanitation and Drainage Master Plan which will certainly be taken into account in the SDUGA.</p>
<p>SODEFOR (Forestry Development Agency)</p>	<p>Male</p>	<p>-How will the agricultural and forest landscapes be considered by the project as part of their improvement and preservation? -We are requesting from JICA information on land use especially concerning protected forests and parks in order to provide a sustainable development plan for these areas. Has the Ministry of Water and Forests been approached in terms of harmonizing the land use database especially regarding protected forests?</p>	<p>-Agricultural areas were indeed included in the SDUGA. As I said earlier, 80% of the Greater Abidjan area is not conducive to urban development. Therefore this master plan is a study that aims to develop urban areas. We have recommended that there be two major studies to compliment this Master Plan. One is a Rural Area Development Study because rural areas should be taken into account in the future economic development of this country. The other study we have recommended is Regional Economic Development Study for Abidjan. These studies must be carried out, following the Master Plan, in order to comprehensively address the issues of the Greater Abidjan area. We also have a list of land use policies (183 policies) supplemented by 197 actions of the responsible government agencies who are required to implement those policies. -We have policies dealing with the protection of agricultural land and policies regarding the status of forestry. -As part of our mapping exercise, we now have detailed GIS plans of all forests within our study area. We know from our various meetings with the forest authorities, you have your own strategies for the future development. The major concern for forestry areas is the fact that development control powers have been given to communes and local authorities, who are to implement the plans. This</p>

			concern should be handled through the implementation structure that we have presented, in which all stakeholders are involved.
CIE (Ivorian Electricity Company)	Male	-Has the power (electricity) issue been taken into account by the SDUGA? -What about the issue regarding the financing of this project?	-Our land use plan and our strategy have taken into account the government's 2030 Master Plan for Electricity. We've had discussions with them, we've seen their plans and they've been included in our planning. -The budget will surely come from the government. We've set out, in our implementation model, that budgets should be given and firewalled (that is not provided to any other project than the Master Plan). That would therefore ensure the proper implementation of the Master Plan. However, some projects will obviously rely on foreign aid.
MCAPPM E (Ministry of Commerce, Crafts and the Promotion of Small and Medium-Sized Businesses)	Male	What has been planned regarding the development of areas for business activities?	Major business and commercial areas are shown on the Master Plan; but following the Master Plan (SDUGA), Detailed Master Plans will be developed. At this level, these documents will take into account the location of business and commercial facilities, reserves for sewage treatment plants, power plants and telephone stations.
ONAD (National Sanitation and Drainage Agency)	Male	The issue regarding sanitation and public services, namely concerning sewage treatment plants	(see previous answer)
URBAN CI	Male	The the extension of the Audoin classified forest and the relocation of the industrial zone from Avagou to Sassako-Benigni, are very inconvenient for local residents Jacquenville.	The current plans were made with the available data we were able to collect. We were not aware of this issue; however, we are willing to engage in consultations with local authorities in order to find solution which will be taken into account in the final draft of the project.
AAD (Abidjan Autonomous District)	Male	-Concerning the governance structure, we were told that a meeting would be held between counterparts in order to discuss on this structure; however this meeting has yet to be organised and the project is coming to an end. -The 2000 MP lacked such a structure, which is why it was not implemented. We suggest the prime minister's and president's offices be involved in this	A meeting between counterparts from various ministries will indeed be organised right after the stakeholder meeting.

		structure in order to guarantee the success of the current project.	
Ministry of Mines and Industry	Male	-What is planned, in the short term, for the development of the Attinguié Industrial Zone? -What is planned, in terms of accommodation (housing, servicing, etc.) to support this industrial zone?	The Attingué site is between two forests and a water catchment area. The site itself has steep slopes; and from a development control point of view, residential and urban development in this area will lead to the destruction of the surrounding environment and to urban sprawl.
MINEF/DR E (Ministry of Water and Forestry/D pt. of Water Resources	Male	In our plans, we intend to use the Aghien Lagoon as an alternative water resource for the Abidjan area, in order to guarantee a sustainable supply of drinking water. However this aspect was not mentioned in your presentation.	As our planning approach is based on sustainable development principles, we took into account the protection measures defined by the 2000 MP regarding the Aghien Lagoon area.
Jacquerville Sub-Prefecture	Female	If you reserve the Jacquerville water front for public utility, how will the local residents survive; when their living conditions and livelihood greatly depend on fishing related activities?	Consultations with local authorities will be initiated in order to address the concerns of local communities affected by the project.
DAD/MCL AU (Sanitation and Drainage Department / Ministry of Construction, Housing, Sanitation and Urban Development)	Male	Are there any reserved lands intended for the resettlement of residents who have been cleared out of informal settlements?	On the resettlement of residents in order to clear out informal settlements, arrangements are being made by the Ministry of Construction, Housing, Sanitation and Urban Development (MCLAU) to resettle each case near the location of their business activities; this in the spirit of preserving their community.
President's Office	Male	-The JST proposal has three weaknesses: 1. The proposed alignment goes through Rue Pierre et Marie Curie in Marcory. This street has numerous commercial activities that will have to close if ever a road for trucks were built. Therefore this alignment is not appropriate for a truck route. 2. The length of the bridge: with the land reclamation, the 2000 SDU alignment allowed a shortening of the bridge length, which would eventually reduce the cost of construction. 3. All trucks will cross the third bridge if the Vridi Bridge is built in the extension of the third	The new alignment connects the Vridi Bridge directly to the third bridge, providing an alternative route for trucks coming from the port area. The main objective of this new alignment is to reduce the number of trucks in the Plateau area, which is the political, administrative and business centre of Abidjan. Currently all trucks cross the two existing bridges (De Gaulle and FHB), which are showing signs of heavy congestion and no longer meet the standards. In addition, the current routes used by trucks are geometrically improper having sharp turns and insufficient vertical clearance, thus generating accidents. 1. Regarding the alignment through Rue Pierre et Marie Curie, the JST went on a field survey on June 21st to check the

		bridge. However, it is not guaranteed that the trucks will indeed cross the third bridge, unless legislation is put in place; but not everyone follows the law.	space available to build double-lane two-way traffic road. The conclusion is that this road could be implemented without requiring too many resettlement efforts. 2. Regarding the length of the Bridge, the JST proposal could also consider shortening the bridge length with the reclamation. 3. As for the truck passage on the bridges, a regulation prohibiting the passage of trucks on the two other bridges should be set up.
PAA (Abidjan Autonomous Port)	Male	<p>-The purpose of the Vridi Bridge is to alleviate heavy vehicle traffic on the only existing arterial road through the port and related industrial area, Vridi Boulevard. It will divert transit traffic in the port area. However, since all heavy vehicles will be heading to Yopougon, they will take the shortest and cheapest path, which is none other than crossing the two existing bridges (De Gaulle and FHB). According to the alignment proposed by the JST, just after crossing the third bridge, heavy vehicles will pass through the congested intersection of the “Ecole de Gendarmerie”.</p> <p>-When the Y4 Ring Road connecting Cocody to Yopougon will be built, the JST proposal to build a bridge in the extension of the third bridge would be welcome. However, this should be considered a long-term project for the years around 2030. The most urgent project that requires an immediate investment is that of the initial Vridi Bridge alignment. If investments are available, priority should be given to the bridge according to the former SDU 2000 alignment.</p>	<p>-The functions of these two bridges (SDU 2000 and JST) are different. The former alignment will only contribute to local traffic in the port area whereas the JST proposal will improve traffic flow on a larger scale, by providing appropriate infrastructure to reach the “Autoroute du Nord” (Northern Highway).</p> <p>-It is unlikely that JICA will finance a project that has not been studied within the scope of the SDUGA.</p>
	male	From your presentation, we see that the modal share for the Wôrô-Wôrô and Gbaka keeps increasing and will continue with this trend despite all the modern transport modes that we will be developing. This is quite worrying because this type of transportation is very insecure. The first problem related to this fact is that these two informal	In the project, we have addressed the issue regarding the informal sector. If you consider the figures from 1998 to 2013, you'll see the modal share increasing significantly. The problem with the Wôro-Wôrô and Gbaka is that they provide a very accessible means of transport; and we would like to replace that accessibility with a trial program, probably run by SOTRA Mini Buses, which would connect to the new lagoon transport system.

		<p>modes will have to be moved to the formal sector; secondly, the strategies used to make this change are completely outdated. In your presentation I did not see any suggestions, in terms of policy and planning, regarding the restructuring of the informal sector, which should be an important aspect of urban transport planning.</p>	<p>At the moment, all the transport from Yopougon goes into Plateau and Anyama; but if we introduce our trial program, people will have access to high quality transit which will take them straight across to Plateau.</p>
Premature	Male	<p>The transport policy which is considered in Abidjan is to develop a mass transit system. This is why an urban train is considered from Anyama to the Airport, with adjacent roads going towards Yopougon and Bingerville; so our vision is not to develop the Wôrô-Wôrô and Gbaka, but rather to develop mass transit. We are worried by the fact that your forecast analysis shows an increase in the demand regarding Wôro-Wôrô and Gbaka. This means that the transport system will need a readjustment and even other alternatives such as lagoon transport.</p> <p>In conclusion, we hope that in time, there will be a significant reduction of individual transportation modes (Wôrô-Wôrô and Gbaka) in terms of demand forecast. If this is not the case, then you'll have to propose us a plan which corresponds to our vision for urban transport in Abidjan.</p>	<p>We can introduce all sorts of policies to reduce or eliminate Wôrô-Wôrô and Gbaka, but the fact is that the tendency cannot be reduced simply because these are highly accessible transport modes for the population.</p>
Grand Bassam Town Hall	Male	<p>In a few months we will certainly inaugurate the Abidjan-Bassam Highway. What does the Urban Transport Master Plan propose for this highway, in terms of transportation modes?</p>	<p>In our forecasts, we are planning to extend the SOTRA Express Bus service. Therefore the frequency of the existing bus services will be improved in our model by 2030.</p>
	Male	<p>According to your analysis, the majority of trips are those made by students. Hence we can say that, for the development of the transport system, the target population is the weakest, in terms of income. This will generate more responsibilities from the government in terms of subsidies. However, our vision is to have a public transport system developed by the private sector.</p>	<p>Most of the "home-to-education" trips are short and non-motorised (walking); so there is no cost to cover by the Government. As for the "home-to-work" trips, they will be taken into account by the high quality rail transport that will be put in place.</p>

	Male	<p>You said that in Cocody, we can develop a transport model based on the BRT and Tramway systems. However, I believe the same thing can be done in Yopougon; because in the next ten years there will be an important increase in the population of that commune. Therefore I would like to know if you could propose an internal transport system in Yopougon just as you did for Cocody.</p>	<p>What we recommend for Yopougon is a rail-based system based in order to remove the accessibility advantage of Wôrô-Wôrô. In a not too distant future, Yopougon will have a high quality ferry service linking it to plateau. We will also provide, as a long distance plan for the East-West corridor, a railway road, which will also make Yopougon even more accessible. Yopougon is where we want to propose an alternative plan to the Wôrô-Wôrô. We have recommended an experimental program to address the informal sector issue; and according to this program, the service provided has to be reasonably fair in order to compete with the Wôrô-Wôrô.</p>
	Male	<p>-For your transport model you used the average income. Is it the average income of the household or per capita within each household? Because the average income per household can be a bad indicator, as there are great income disparities from one household to another. If you do not consider the income per capita then I'm afraid your model will be biased; because it the average income that determines the transport mode.</p> <p>-According to your results, non-motorised trips represent more than 40% of modal shares. This can be explained by the low-income of the residents. The large modal share for non-motorised trips means that most trips occur within the communes; therefore we suggest that you consider, in your project, the possibility of an internal tramway in Yopougon, Abobo and Cocody, as these are big communes that extend over longue distances.</p> <p>-Currently, the poverty rate is well over 48%; in other words, 1 out of 2 Ivoirians live with less than \$1. Today, \$1 cannot allow a person to go to Plateau from Yopougon and return home.</p>	<p>-Regarding the question of income, we do not consider "per capita" income as an important indicator. We consider household income; because you can have a person who is not gaining enough money in wealthy household, where, for example, a parent is earning lots of money. That means that the household has a higher degree of accessibility to quality transportation. Therefore we always consider household income as a controlling factor, not "per capita" income.</p> <p>-Concerning your suggestion on a tramway proposal for Yopougon Abobo and Cocody, we will share that suggestion with the entire project team.</p> <p>-We do consider the "poverty indicator". However, we also hope that in the future the income will rise; so we are anticipating.</p>