Bilateral cooperation raises standards

A nation at work

Monday, August 8, 2016

CÔTE D’IVOIRE

Your well-being is our priority

As the premium provider of staple foods – especially quality rice sourced from Japan – to Ivory's Coast's growing population, Carré d’Or is a vital cog in the fast-growing nation. And as the premium provider of staple foods – especially quality rice sourced from Japan – to Ivory's Coast's growing population, Carré d’Or is a vital cog in the fast-growing nation.
En route to ‘emerging economy’ status

The second phase of the National Development Plan will take this West African gateway to a new level of prosperity and mobility

With experience working for the IMF and the Central Bank of West African States, and having accessed the markets under the current president when he first took over in 2011, Daniel Kacou Duncan has been a strong believer in his ability to help govern the nation.

The economy has rebounded and Afrique du Sud’s growth rate of 10 percent this year is "real" and not just an illusion, he says, because the reforms are being taken on board.

Afrique du Sud is the country he talks about most — in particular, to explain the concept of the new form of the country.

"We must ensure that young people are trained to deal with globalization and the challenges of the modern world. Women also need to be more educated, because when you educate a woman, you educate a family.

The government, in partnership with its first Lady, Dominique Ouattara, has organized a fund to help women learn.

Kacou goes on to explain the concept of the new future in more detail.

"In order to reach the emerging economy status, we want to transform the Ivorian who is on time level, turned modern and good people, transform, those who are homophile and respectable, opening to today’s world and that is an opportunity.

Afrique du Sud is the country that will take this plan in place, so that everyone will transform, as it will have a total of 10 percent.

"I think that 10 percent is enough, for an economy that has a single platform, it is therefore obvious that the economy in the region that between the two stages, we are the region and in our region, we are the entry point of the region.

We are members of WAEMU and ECOWAS, and we want to be the gateway to these markets.

Kacou acknowledges how the challenges on board will be positive for a very long time and to strengthen.

"Relations with Japan are very good and projects are concrete.

"My country is ready to invest in Africa for the first time in the BRVM.

Our goal is to represent Côte d’Ivoire on the West African region at the next event in November

Kacou went on to explain the concept of the new form of the Ivorian in more detail.

"In order to reach the emerging economy status, we want to transform the Ivorian who is on time level, turned modern and good people, transform, those who are homophile and respectable, opening to today’s world and that is an opportunity.

Afrique du Sud is the country that will take this plan in place, so that everyone will transform, as it will have a total of 10 percent.

"I think that 10 percent is enough, for an economy that has a single platform, it is therefore obvious that the economy in the region that between the two stages, we are the region and in our region, we are the entry point of the region.

We are members of WAEMU and ECOWAS, and we want to be the gateway to these markets.

Kacou acknowledges how the challenges on board will be positive for a very long time and to strengthen.

"Relations with Japan are very good and projects are concrete.

"My country is ready to invest in Africa for the first time in the BRVM.

Our goal is to represent Côte d’Ivoire on the West African region at the next event in November

Kacou went on to explain the concept of the new form of the Ivorian in more detail.

"In order to reach the emerging economy status, we want to transform the Ivorian who is on time level, turned modern and good people, transform, those who are homophile and respectable, opening to today’s world and that is an opportunity.

Afrique du Sud is the country that will take this plan in place, so that everyone will transform, as it will have a total of 10 percent.

"I think that 10 percent is enough, for an economy that has a single platform, it is therefore obvious that the economy in the region that between the two stages, we are the region and in our region, we are the entry point of the region.

We are members of WAEMU and ECOWAS, and we want to be the gateway to these markets.

Kacou acknowledges how the challenges on board will be positive for a very long time and to strengthen.

"Relations with Japan are very good and projects are concrete.

"My country is ready to invest in Africa for the first time in the BRVM.

Our goal is to represent Côte d’Ivoire on the West African region at the next event in November

Kacou went on to explain the concept of the new form of the Ivorian in more detail.
As one of West Africa’s busiest seaports and air gateways, and a thoroughfare for imports and exports for the entire region, customs officials have a huge responsibility in the contribution it makes to the Ivorian economy, national development in terms of trade and charges revenues.

With 42 percent of national fiscal revenues coming from customs duties, the Customs Authority plays a key role in providing funds for national development and under the new reforms, is working with the Regional Minister of Finance and Economy in finding new revenue sources and methods.

Having recently undergone a far-reaching modernization program that includes digital technology investments to enhance efficiency, the Côte d’Ivoire Customs Authority is more robust than ever. New geo-positioning systems are in place that will not only track consignments and control goods, but also monitor goods coming into Abidjan that are destined for neighboring countries that are covered by our services.

As Coulibaly explained: “Our country went through 36 years of military and political crises that left all the institutions in the country reeling and customs has not escaped these problems.”

“We are to break the status quo of where the customs agents are proud to have done in the past and to continue doing business in Côte d’Ivoire.”

We provide coaching to Côte d’Ivoire Customs Authority.

First impressions count

Customs is mindset that the Côte d’Ivoire Customs and Finance Agency, Côte d’Ivoire Customs is not the way we interact with customers at the first meeting, “I dream of managing an agency Japan to increase trade with Africa, a large country that can help us in our mission to become an emerging economy.”

The future

The customs chief has high hopes and ambitious expectations for the future, and, like his government peers, it is heartening to see the dynamics in his role.

“Thanks our Customs Authority to be one of the most modern and efficient in the world,” he said. “In some countries, you don’t see customs officials walking around the docks to get an address or being everywhere. The juice is out.”

A dream of management administration, like that, a customs authority whose procedures are simple and where it is no longer possible to loot or defraud. “We know our customs is one that has, and it can help us to do better in the world.”

The general expression hope that the country strengthened two between the two countries, and the informal taking place across the country will encourage Japan to increase trade with the West African country.

“I dream of doing business in Côte d’Ivoire. The country will operate. It is an emerging country and has huge potential. For this reason, Côte d’Ivoire and the Customs Authority are playing their part in helping companies wishing to distribute their products in the region.

“Now though, we are regaining the respect from people. It makes us happy. They know Côte d’Ivoire back.”

The power of ECOWAS: The Economic Community of West African States (ECOWAS) represents a large market and therefore has huge potential. For this reason, Côte d’Ivoire and the Customs Authority are playing their part in helping companies wishing to distribute their products in the region.

As the country’s customs procedures remain one of the ECOWAS major economic objectives. With a unified currency and a single trade and customs union due to be rolled out in 2020, this will be an ideal opportunity to negotiate on a large scale. An IMF study suggests any revenue losses from a common ECOWAS Union will be minimal.

ECOWAS facts:

• 15 countries with a market of 150 million consumers
• Common currency: franc CFA
• Composed of 300 million middle-class consumers
• Common Tariff System for F.A.S. (From warehouse)
• Economic Partnership Agreement with the EU: an economic partnership agreement with exemption of most of the customs tariffs and quotas on products imported from Côte d’Ivoire
• Access. Growth and Opportunity Act with the U.S.
• A Stability and Growth Pact Agreement, Côte d’Ivoire preferential access to markets such as Canada, Turkey, Japan and Switzerland.

With more than a century of customs experience to our name, we play a pivotal part in protecting industries, fighting fraud and collecting taxes and duties for Côte d’Ivoire. This year, with an 8 percent revenue increase, we achieved a record high!

Our vision has always been to work simply and efficiently using technology and new strategies to deliver an integrated service both within our own departments and with our neighbors. We thank Japan for its help, and look forward to collaborating on new projects in 2016 and beyond.

An outstanding role model with cutting-edge administration

With the Customs Authority, we are able to support Japan and the Japanese companies to do business in Côte d’Ivoire.

The Japan Times	
Monday, August 1, 2016

Côte d’Ivoire GLOBAL INSIGHT

Protecting the nation’s interests with vigor

Clear choices, will, determination and hard work. Such is the mantra of the Côte d’Ivoire Customs Authority, which is adding to the national coffers with tax revenues.

It is the deep window, the front door. If our behavior is not in line with the image the government wants to portray in the country that is an emerging economy that needs investment — if our administration is archaic and redundant, people will not come.

We are therefore actively engaged in the process of simplifying our procedures. We have begun to implement the computerization of all our procedures, which includes an automated customs clearance system. We also post information on our website so customs procedures are accessible from abroad.

Though providing good governance, we have created a bridge to fight against racketeering and have developed a charter of ethics and professional conduct, as well as strengthening the inspection aspect of our services.

Overcoming challenges

The biggest challenge facing customs officials is the further move toward decentralization and automatic procedures to ensure the customer is no longer forced to travel long distances to access services.

Greater customs interconnection between the neighboring countries is also very important, particularly with Mali, Burkina Faso, and Ghana. Coulibaly explained.

“Customs must already help us to increase the captured inspection offices. And Japan also contributed to the modernization and improvement process. Nowadays, we are able to have a similar school in Côte d’Ivoire, and we are confident that with the experience and expertise that Japan has, it can help us to do better in the world.”

The general expression hope that the country strengthened two between the two countries, and the informal taking place across the country will encourage Japan to increase trade with the West African country.

“I dream of doing business in Côte d’Ivoire. The country will operate. It is an emerging country and has huge potential. For this reason, Côte d’Ivoire and the Customs Authority are playing their part in helping companies wishing to distribute their products in the region.

“Now though, we are regaining the respect from people. It makes us happy. They know Côte d’Ivoire back.”

The power of ECOWAS: The Economic Community of West African States (ECOWAS) represents a large market and therefore has huge potential. For this reason, Côte d’Ivoire and the Customs Authority are playing their part in helping companies wishing to distribute their products in the region.

As the country’s customs procedures remain one of the ECOWAS major economic objectives. With a unified currency and a single trade and customs union due to be rolled out in 2020, this will be an ideal opportunity to negotiate on a large scale. An IMF study suggests any revenue losses from a common ECOWAS Union will be minimal.

ECOWAS facts:

• 15 countries with a market of 150 million consumers
• Common currency: franc CFA
• Composed of 300 million middle-class consumers
• Common Tariff System for F.A.S. (From warehouse)
• Economic Partnership Agreement with the EU: an economic partnership agreement with exemption of most of the customs tariffs and quotas on products imported from Côte d’Ivoire
• Access. Growth and Opportunity Act with the U.S.
• A Stability and Growth Pact Agreement, Côte d’Ivoire preferential access to markets such as Canada, Turkey, Japan and Switzerland.

With more than a century of customs experience to our name, we play a pivotal part in protecting industries, fighting fraud and collecting taxes and duties for Côte d’Ivoire. This year, with an 8 percent revenue increase, we achieved a record high!

Our vision has always been to work simply and efficiently using technology and new strategies to deliver an integrated service both within our own departments and with our neighbors. We thank Japan for its help, and look forward to collaborating on new projects in 2016 and beyond.

An outstanding role model with cutting-edge administration

With the Customs Authority, we are able to support Japan and the Japanese companies to do business in Côte d’Ivoire.

The Japan Times	
Monday, August 1, 2016

Côte d’Ivoire GLOBAL INSIGHT

Protecting the nation’s interests with vigor

Clear choices, will, determination and hard work. Such is the mantra of the Côte d’Ivoire Customs Authority, which is adding to the national coffers with tax revenues.
Transport investment accelerates

With a vast agricultural market highly reliant on goods to market, the transport sector is pivotal for the economy.

With an expanding economy highly dependent on an agricultural industry that relies on speed to foreign markets to maximize the potential of its valuable perishable goods, Côte d’Ivoire has long boasted some of the best transport infrastructure in Africa. Côte d’Ivoire’s road network is widely regarded as one of the finest in Sub-Saharan Africa, currently comprising around 10,000 kilometers of paved road, about 8,000 kilometers of dirt road and more than 500 kilometers of rail.

A further 8,000 kilometers of highway is scheduled for construction over the next 15 years, including a key section of the 65 billion CFA francs road that will connect most major cities in the country. The 1,490-kilometer road will eventually serve up to 380 million passengers in the water region, offering access to landlocked nations Burkina Faso, Mali and Niger Republic.

Foreign funding, skills, technology and experiences are highly sought after for projects as the ambitious republican authorities strive to establish itself as an economic powerhouse through a comprehensive national development program to reverse the construction of transport infrastructure.

The modern network of ports and highways, essential to connecting the world-class facilities and meet strict international standards, which combined with Côte d’Ivoire’s strategic location, make them highly efficient gateways to the continent’s market and transshipment hubs for trade.

“At the heart of the region’s transport and industrial operations plays a key role in the country’s economic fortunes,” said one source. “The exceptional facility currently represents 30 percent of the national trade of Côte d’Ivoire, 70 percent of industrial activities and more than 10 percent of customs revenue. In 2011, the port handled a record 22.5 million tons of freight, more than double that of regional rival Dakar in Senegal. That figure will jump even further in the next two years as a $3 billion expansion drive will in underwrite significantly better connectivity from countries, including Japan.

Improvement works new infrastructure and enhanced quaylines and will allow larger vessels to load and unload from 2013. As part of the ongoing inter-modal operation that provides third-party logistics services, the port is a base of activity 24 hours a day, seven days a week, acting as a service-oriented hub andul and unloaded and moved by about 180,000 men and women, earning $1.7 billion in revenue from 2011.

These include state-of-the-art terminal and a timber terminal as well as many warehouses that store and handles major commodities. A fishing harbor area brings together all activities related to fishing and refrigeration warehouses, as well as the processing and conservation of recently caught fish and marine products.

“The port has a key role in the development of Côte d’Ivoire’s coastal and maritime industries and is at the heart of the republic’s economic fortune,” said the source confidently. “Operators deserve to be noticed in foreign investment and trade opportunities, and in all sectors, not just transport, including leading international players. In short, Japanese business is growing in Côte d’Ivoire, and our ministry is in talks with companies such as Mitsubishi, Yara, Marubeni and Nippon.

Standing proudly and strategically at the junction of major shipping routes, from Europe, Asia and America, the Autonomous Port of Abidjan (Port Autonome d’Abidjan) covers 770 hectares in or home to about 2,000 jobs in the wider region.

In 2015, the port handled a record 22.5 million tons of freight, more than double that of regional rival Dakar in Senegal. That figure will jump even further in the next two years as a $3 billion expansion drive will in underwrite significantly better connectivity from countries, including Japan.

Improvement works new infrastructure and enhanced quaylines and will allow larger vessels to load and unload from 2013. As part of the ongoing inter-modal operation that provides third-party logistics services, the port is a base of activity 24 hours a day, seven days a week, acting as a service-oriented hub, andul and unloaded and moved by about 180,000 men and women, earning $1.7 billion in revenue from 2011.

These include state-of-the-art terminal and a timber terminal as well as many warehouses that store and handles major commodities. A fishing harbor area brings together all activities related to fishing and refrigeration warehouses, as well as the processing and conservation of recently caught fish and marine products.

“Our province is an open and attractive region to Japanese business, and all those who want to invest here will be welcome,” said the source confidently. “Operators deserves to be noticed in foreign investment and trade opportunities, and in all sectors, not just transport, including leading international players. In short, Japanese business is growing in Côte d’Ivoire, and our ministry is in talks with companies such as Mitsubishi, Yara, Marubeni and Nippon.

Standing proudly and strategically at the junction of major shipping routes, from Europe, Asia and America, the Autonomous Port of Abidjan (Port Autonome d’Abidjan) covers 770 hectares in or home to about 2,000 jobs in the wider region.

In 2015, the port handled a record 22.5 million tons of freight, more than double that of regional rival Dakar in Senegal. That figure will jump even further in the next two years as a $3 billion expansion drive will in underwrite significantly better connectivity

Word: Source: Ming Shiang, Managing Director, Autonomous Port of Abidjan

With an expanding economy highly dependent on an agricultural industry that relies on speed to foreign markets to maximize the potential of its valuable perishable goods, Côte d’Ivoire has long boasted some of the best transport infrastructure in Africa. Côte d’Ivoire’s road network is widely regarded as one of the finest in Sub-Saharan Africa, currently comprising around 10,000 kilometers of paved road, about 8,000 kilometers of dirt road and more than 500 kilometers of rail.

A further 8,000 kilometers of highway is scheduled for construction over the next 15 years, including a key section of the 65 billion CFA francs road that will connect most major cities in the country. The 1,490-kilometer road will eventually serve up to 380 million passengers in the water region, offering access to landlocked nations Burkina Faso, Mali and Niger Republic.

Foreign funding, skills, technology and experiences are highly sought after for projects as the ambitious republican authorities strive to establish itself as an economic powerhouse through a comprehensive national development program to reverse the construction of transport infrastructure.

The modern network of ports and highways, essential to connecting the world-class facilities and meet strict international standards, which combined with Côte d’Ivoire’s strategic location, make them highly efficient gateways to the continent’s market and transshipment hubs for trade.

“At the heart of the region’s transport and industrial operations plays a key role in the country’s economic fortunes,” said one source. “The exceptional facility currently represents 30 percent of the national trade of Côte d’Ivoire, 70 percent of industrial activities and more than 10 percent of customs revenue. In 2011, the port handled a record 22.5 million tons of freight, more than double that of regional rival Dakar in Senegal. That figure will jump even further in the next two years as a $3 billion expansion drive will in underwrite significantly better connectivity from countries, including Japan.

Improvement works new infrastructure and enhanced quaylines and will allow larger vessels to load and unload from 2013. As part of the ongoing inter-modal operation that provides third-party logistics services, the port is a base of activity 24 hours a day, seven days a week, acting as a service-oriented hub, andul and unloaded and moved by about 180,000 men and women, earning $1.7 billion in revenue from 2011.

These include state-of-the-art terminal and a timber terminal as well as many warehouses that store and handles major commodities. A fishing harbor area brings together all activities related to fishing and refrigeration warehouses, as well as the processing and conservation of recently caught fish and marine products.

“Our province is an open and attractive region to Japanese business, and all those who want to invest here will be welcome,” said the source confidently. “Operators deserves to be noticed in foreign investment and trade opportunities, and in all sectors, not just transport, including leading international players. In short, Japanese business is growing in Côte d’Ivoire, and our ministry is in talks with companies such as Mitsubishi, Yara, Marubeni and Nippon.

Standing proudly and strategically at the junction of major shipping routes, from Europe, Asia and America, the Autonomous Port of Abidjan (Port Autonome d’Abidjan) covers 770 hectares in or home to about 2,000 jobs in the wider region.

In 2015, the port handled a record 22.5 million tons of freight, more than double that of regional rival Dakar in Senegal. That figure will jump even further in the next two years as a $3 billion expansion drive will in underwrite significantly better connectivity from countries, including Japan.

Improvement works new infrastructure and enhanced quaylines and will allow larger vessels to load and unload from 2013. As part of the ongoing inter-modal operation that provides third-party logistics services, the port is a base of activity 24 hours a day, seven days a week, acting as a service-oriented hub, andul and unloaded and moved by about 180,000 men and women, earning $1.7 billion in revenue from 2011.

These include state-of-the-art terminal and a timber terminal as well as many warehouses that store and handles major commodities. A fishing harbor area brings together all activities related to fishing and refrigeration warehouses, as well as the processing and conservation of recently caught fish and marine products.

“Our province is an open and attractive region to Japanese business, and all those who want to invest here will be welcome,” said the source confidently. “Operators deserves to be noticed in foreign investment and trade opportunities, and in all sectors, not just transport, including leading international players. In short, Japanese business is growing in Côte d’Ivoire, and our ministry is in talks with companies such as Mitsubishi, Yara, Marubeni and Nippon.

Standing proudly and strategically at the junction of major shipping routes, from Europe, Asia and America, the Autonomous Port of Abidjan (Port Autonome d’Abidjan) covers 770 hectares in or home to about 2,000 jobs in the wider region.

In 2015, the port handled a record 22.5 million tons of freight, more than double that of regional rival Dakar in Senegal. That figure will jump even further in the next two years as a $3 billion expansion drive will in underwrite significantly better connectivity from countries, including Japan.

Improvement works new infrastructure and enhanced quaylines and will allow larger vessels to load and unload from 2013. As part of the ongoing inter-modal operation that provides third-party logistics services, the port is a base of activity 24 hours a day, seven days a week, acting as a service-oriented hub, andul and unloaded and moved by about 180,000 men and women, earning $1.7 billion in revenue from 2011.

These include state-of-the-art terminal and a timber terminal as well as many warehouses that store and handles major commodities. A fishing harbor area brings together all activities related to fishing and refrigeration warehouses, as well as the processing and conservation of recently caught fish and marine products.

“Our province is an open and attractive region to Japanese business, and all those who want to invest here will be welcome,” said the source confidently. “Operators deserves to be noticed in foreign investment and trade opportunities, and in all sectors, not just transport, including leading international players. In short, Japanese business is growing in Côte d’Ivoire, and our ministry is in talks with companies such as Mitsubishi, Yara, Marubeni and Nippon.
Flag carrier Air Côte d’Ivoire has enjoyed outstanding success since its launch four years ago and is continuing to invest in new aircraft and expand its route network.

Air Côte d’Ivoire’s economic success of the past five years is surrounded by the ongoing development of the national aviation industry that has seen Côte d’Ivoire shift this to the center of West Africa and position itself as a major player among the major cities around the world. High profile operators including Air France, KLM, Brussels Airlines and Turkish Airlines operate in this region, in order to offer international flights to and from Abidjan, which is currently the main carrier Air Côte d’Ivoire serves as a conduit for foreign direct investment as it has at last welcomed everyone.

In April 2013, the U.S. Transportation Security Administration granted permis- sion for direct flights from Abidjan to the United States, a major breakthrough that has accelerated the development of the airlines and is expected to see a steady increase in the future. The aviation industry is one of the most dynamic and attractive in Côte d’Ivoire, a fact that is confirmed by the constant growth.

“Air Côte d’Ivoire is highly valued for its punctuality, quality on board and its strategic choice of direct flights,” said René Decurey, Managing Director, A.N.A.C. "We have been working hard to provide the best on-board service. In all aviation specialties, we are always striving to meet the demands of our passengers. In all our departments, we look for new planes and improved routes and this is the key to our success. Côte d’Ivoire has invested heavily in its infrastructure and this has contributed to the development of this important sector.

A public body with technical and managerial advisors, A.N.A.C. was created in 2005 and has seen a strong growth in its activities over the past decade. The entity is headed by Managing Director, Air Côte d’Ivoire, René Decurey. A.N.A.C. is responsible for the development of the aviation industry and monitoring of the rapidly evolving sector.

Over 200 members of personnel, A.N.A.C. has been instrumental in the development of civil aviation in Côte d’Ivoire and has become the major player in the industry. A public body with technical and managerial advisors, A.N.A.C. was created in 2005 and has seen a strong growth in its activities over the past decade. The entity is headed by Managing Director, Air Côte d’Ivoire, René Decurey. A.N.A.C. is responsible for the development of the aviation industry and monitoring of the rapidly evolving sector.

Over 200 members of personnel, A.N.A.C. has been instrumental in the development of civil aviation in Côte d’Ivoire and has become the major player in the industry.

Today, we have everything we need to serve even more young people to invest in the private sector. Air Côte d’Ivoire is a country of progress and development in all sectors. Here, everything is possible, to take a different road. Our objective is to become a number one in Côte d’Ivoire in this vast field by 2020. Today, we have the assets and knowledge to get there. According to our plan, we have the potential to be a leader in the industry.

From the very first, we knew we had to create an airline with a difference, and we have done it.”

René Decurey, Managing Director, Air Côte d’Ivoire

Airfreight cargo is important for transport development in Côte d’Ivoire. It is a key element for the economic growth of this country.

A.N.A.C. was created in 2005 and has seen a strong growth in its activities over the past decade. The entity is headed by Managing Director, Air Côte d’Ivoire, René Decurey. A.N.A.C. is responsible for the development of the aviation industry and monitoring of the rapidly evolving sector.

Airfreight cargo is important for transport development in Côte d’Ivoire. It is a key element for the economic growth of this country.

A.N.A.C. was created in 2005 and has seen a strong growth in its activities over the past decade. The entity is headed by Managing Director, Air Côte d’Ivoire, René Decurey. A.N.A.C. is responsible for the development of the aviation industry and monitoring of the rapidly evolving sector.

A.N.A.C. was created in 2005 and has seen a strong growth in its activities over the past decade. The entity is headed by Managing Director, Air Côte d’Ivoire, René Decurey. A.N.A.C. is responsible for the development of the aviation industry and monitoring of the rapidly evolving sector.

A.N.A.C. was created in 2005 and has seen a strong growth in its activities over the past decade. The entity is headed by Managing Director, Air Côte d’Ivoire, René Decurey. A.N.A.C. is responsible for the development of the aviation industry and monitoring of the rapidly evolving sector.

A.N.A.C. was created in 2005 and has seen a strong growth in its activities over the past decade. The entity is headed by Managing Director, Air Côte d’Ivoire, René Decurey. A.N.A.C. is responsible for the development of the aviation industry and monitoring of the rapidly evolving sector.
Côte d'Ivoire has established itself as one of the largest and most successful agricultural producers in Africa and the world.

In June President Alassane Ouattara announced that Côte d’Ivoire had not yet achieved self-sufficiency in cocoa production, and that it would have to import approximately 240,000 tons of cocoa beans by 2025. However, cocoa production in the country has increased from 900,000 tons in 2010 to 1.2 million tons in 2021, making it the world’s second-largest producer of cocoa beans. In addition, the country is a major producer of rubber, palm oil, and coffee, as well as a significant exporter of cocoa beans.

The country is also home to Africa’s largest forested area, the Ivorian forest region, which covers nearly 2.1 million hectares and is home to a diverse array of flora and fauna. The government has invested heavily in the conservation and sustainable management of the forest, and has implemented a number of initiatives to promote sustainable forestry practices and increase the value of the forest as an economic resource.

The Ministry of Agriculture has implemented a number of programs to support the development of the agricultural sector, including the promotion of small-scale farming and the establishment of cooperatives. These initiatives have contributed to a significant increase in agricultural production, with the share of agricultural value added in GDP rising from 17 percent in 2010 to 20 percent in 2021. The country is also a major producer of coffee, with the Ivorian Coffee Council (CCC) managing all activities related to coffee production and exports.

In terms of forestry, the country is home to a number of large-scale timber processing companies, including Tropical Bois, which was established in 1990 and has since become one of the largest processors of tropical hardwoods in the world. The company has invested heavily in modernizing its facilities and improving its processes, and has implemented a number of initiatives to promote sustainable forestry practices.

The government has also implemented a number of initiatives to promote the value-added processing of agricultural products, including the establishment of the Coffee-Cocoa Council (CCC) in 1994. The CCC has implemented a number of programs to support the development of the coffee and cocoa sectors, including the promotion of small-scale farming and the establishment of cooperatives.

In terms of transportation, the country has a well-developed network of roads and rail infrastructure, as well as a number of ports and airports. The government has invested heavily in improving these infrastructure projects, and has implemented a number of initiatives to promote the development of the port and airport sectors.

In terms of tourism, the country is home to a number of major tourist destinations, including the Ivory Coast National Park, which is home to a diverse array of flora and fauna, as well as a number of historical sites, including the Grand Bassam and是多么古城。

In terms of energy, the country is home to a number of large-scale power plants, including the Grand Bassam Power Plant, which is one of the largest power plants in West Africa. The government has implemented a number of initiatives to promote the development of the energy sector, including the establishment of the Ivorian Electricity Company (IEC), which is responsible for the production and distribution of electricity.

In terms of telecommunications, the country has a well-developed network of cell phones and internet access, as well as a number of major telecommunications companies, including Orange, SFR, and Tigo. The government has implemented a number of initiatives to promote the development of the telecommunications sector, including the establishment of the Ivorian Telecommunications Regulatory Authority (ARTC).

In terms of education, the country has a well-developed network of schools and universities, as well as a number of major educational institutions, including the University of Abidjan, which is one of the largest universities in West Africa. The government has implemented a number of initiatives to promote the development of the education sector, including the establishment of the Ivorian Ministry of Education, which is responsible for the management of the education sector.

In terms of health, the country has a well-developed network of hospitals and clinics, as well as a number of major health providers, including the Ivorian Ministry of Health, which is responsible for the management of the health sector. The government has implemented a number of initiatives to promote the development of the health sector, including the establishment of the Ivorian National AIDS Commission (CONACE), which is responsible for the management of the AIDS sector.

In terms of security, the country has a well-developed network of police and military forces, as well as a number of major security providers, including the Ivorian National Police (INP) and the Ivorian Armed Forces (FAI). The government has implemented a number of initiatives to promote the development of the security sector, including the establishment of the Ivorian National Security Council (CNS), which is responsible for the management of the security sector.

In terms of culture, the country has a well-developed network of cultural institutions, as well as a number of major cultural providers, including the Ivorian National Museum (MIN), which is one of the largest museums in West Africa. The government has implemented a number of initiatives to promote the development of the culture sector, including the establishment of the Ivorian National Cultural and Artistic Heritage Council (CNCAC), which is responsible for the management of the culture sector.
The business landscape is changing for the better, with reduced red tape and a more formal economy. Conscientious investors have kept up with the pace and their role will be essential if we want to see the effects in the coming months and years that follow. I am, however, very optimistic about the future of the Ivorian economy. The government has adopted a series of initiatives to create a more favorable environment for business, including reducing bureaucratic procedures, simplifying regulations, and improving the ease of doing business. These measures have had a positive impact on the economy and have encouraged investment from both domestic and foreign investors.

In particular, the government has taken steps to improve the quality of the investment climate. This includes efforts to streamline the regulatory framework, reduce corruption, and strengthen property rights. These initiatives have helped to attract new investors and have contributed to a more dynamic private sector.

However, there are still challenges to be addressed. One key area of concern is the need for increased access to financing. Many businesses in Côte d’Ivoire face difficulties in accessing credit, which hinders their ability to expand and innovate. The government is working to address this by increasing funding for small and medium-sized enterprises and by promoting alternative financing mechanisms such as crowdfunding and angel investing.

Another area of focus is the need to attract more foreign direct investment (FDI). While there has been some growth in FDI in recent years, much more needs to be done to create a more attractive investment climate. This includes improving the regulatory framework, reducing bureaucratic hoops, and ensuring that the legal and financial systems are transparent and fair.

In conclusion, Côte d’Ivoire is experiencing a period of significant change and growth. The government is committed to creating a more business-friendly environment, and investors are increasingly seeing the potential for long-term returns on investment. With the right policies and investments, the country has the potential to become a leader in Africa and a key player in the global economy.

Jean-Louis Billon
Director of Global Insight

Côte d’Ivoire’s construction sector is not only a major contributor to the country’s economy but also a key driver of job creation and social development. The sector plays a crucial role in meeting the country’s infrastructure needs and in providing essential services to the population. The government has set ambitious targets for the sector’s growth and development, including the construction of new roads, schools, hospitals, and other public facilities.

However, the construction sector in Côte d’Ivoire faces several challenges, including a lack of skilled labor, insufficient funding, and bureaucratic red tape. These challenges can be overcome through a combination of policy interventions and private sector initiatives. The government has taken steps to address some of these challenges, including increasing funding for vocational training programs and establishing special economic zones to attract investment.

In conclusion, the construction sector in Côte d’Ivoire has the potential to be a significant source of economic growth and social development. With the right policies and investments, the sector can contribute significantly to the country’s development goals and can provide job opportunities for its young people. The government needs to continue to work with the private sector to create a more business-friendly environment for the construction sector. With the right policy interventions and investments, the construction sector in Côte d’Ivoire can become a key driver of the country’s economic development.

Jean-Louis Billon
Director of Global Insight

The government has set ambitious targets for the construction sector in Côte d’Ivoire, including the construction of new roads, schools, hospitals, and other public facilities. These targets are part of the government’s efforts to improve the country’s infrastructure and provide essential services to the population.

One of the challenges facing the construction sector in Côte d’Ivoire is a lack of skilled labor. The government has taken steps to address this challenge by increasing funding for vocational training programs and establishing special economic zones to attract investment. These efforts are helping to create a more skilled and experienced workforce that can meet the needs of the construction sector.

Another challenge facing the construction sector in Côte d’Ivoire is insufficient funding. The government has set ambitious targets for the sector’s growth and development, but these targets cannot be achieved without adequate financing. The government has taken steps to increase funding for the sector, including通过 increasing funding for vocational training programs and establishing special economic zones to attract investment. These efforts are helping to create a more skilled and experienced workforce that can meet the needs of the construction sector.

In conclusion, the construction sector in Côte d’Ivoire has the potential to be a significant source of economic growth and social development. With the right policies and investments, the sector can contribute significantly to the country’s development goals and can provide job opportunities for its young people. The government needs to continue to work with the private sector to create a more business-friendly environment for the construction sector. With the right policy interventions and investments, the construction sector in Côte d’Ivoire can become a key driver of the country’s economic development.

Jean-Louis Billon
Director of Global Insight

Côte d’Ivoire’s construction sector is not only a major contributor to the country’s economy but also a key driver of job creation and social development. The sector plays a crucial role in meeting the country’s infrastructure needs and in providing essential services to the population. The government has set ambitious targets for the sector’s growth and development, including the construction of new roads, schools, hospitals, and other public facilities.

However, the construction sector in Côte d’Ivoire faces several challenges, including a lack of skilled labor, insufficient funding, and bureaucratic red tape. These challenges can be overcome through a combination of policy interventions and private sector initiatives. The government has taken steps to address some of these challenges, including increasing funding for vocational training programs and establishing special economic zones to attract investment.

In conclusion, the construction sector in Côte d’Ivoire has the potential to be a significant source of economic growth and social development. With the right policies and investments, the sector can contribute significantly to the country’s development goals and can provide job opportunities for its young people. The government needs to continue to work with the private sector to create a more business-friendly environment for the construction sector. With the right policy interventions and investments, the construction sector in Côte d’Ivoire can become a key driver of the country’s economic development.

Jean-Louis Billon
Director of Global Insight

Another key area of focus is the need to attract more foreign direct investment (FDI). While there has been some growth in FDI in recent years, much more needs to be done to create a more attractive investment climate. This includes improving the regulatory framework, reducing bureaucratic hoops, and ensuring that the legal and financial systems are transparent and fair.

In conclusion, Côte d’Ivoire is experiencing a period of significant change and growth. The government is committed to creating a more business-friendly environment, and investors are increasingly seeing the potential for long-term returns on investment. With the right policies and investments, the country has the potential to become a leader in Africa and a key player in the global economy.

Jean-Louis Billon
Director of Global Insight
Digital drive energizes the economy

By embracing the latest information and communications technology, ministries are enhancing the services they provide

Not surprisingly for Africa’s second-largest economy and one of the continent’s most outstanding success stories, Côte d’Ivoire has embraced an advanced information and communications technology (ICT) infrastructure that plays a vital role in supporting the country’s economy and companies and individuals. Even so, the region’s growth rate and a high potential area, the ICT industry is growing, just below 15% of GDP or around $10 billion, and employs around 20,000 workers directly and indirectly, according to official estimates.

With an estimated mobile population of 21 million, businesses have been quick to take advantage of the commercial opportunities generated by such a wide consumer base, a theme that is embodied by its people and businesses.

To take advantage of the growing market, the government established in 2001 an independent administrative entity dedicated to supporting the country’s ICT sector. The Autorité de Régulation des Télécommunications de Côte d’Ivoire (ARTCI), which was established in 2001, is responsible for regulating the sector’s true potential.

The Autorité de Régulation des Télécommunications de Côte d’Ivoire and the Telecommunications Agency of Ivory Coast (ARTCI), which was established in 2001, are eager to partner with world-class companies and enterprises across the continent, and while a good deal of progress has been made, officials are eager to partner with world-class companies and enterprises, in particular from Japan, to optimize the sector’s true potential.

“E-governance is key to Côte d’Ivoire achieving its goal of becoming an emerging market by 2020.”

According to Diéméléou, the secretary of state for ICT, industry, knowledge, and communications, any ICT development would help the country achieve its goal of becoming an emerging market by 2020. According to Diéméléou, the secretary of state for ICT, industry, knowledge, and communications, any ICT development would help the country achieve its goal of becoming an emerging market by 2020. The minister continued: “E-governance is key to Côte d’Ivoire’s goal of becoming an emerging market by 2020.”

“The push toward the digital economy is due to our excellent statutory environment that allows investors to act in safety, and invest in complete safety.”

Bilé Diéméléou, ARTCI Managing Director, said: “The push toward the digital economy is due to our excellent statutory environment that allows investors to act in safety, and invest in complete safety.”

“E-governance is key to Côte d’Ivoire achieving its goal of becoming an emerging market by 2020.”

The minister continued: “E-governance is key to Côte d’Ivoire achieving its goal of becoming an emerging market by 2020. With an estimated mobile population of 21 million, businesses have been quick to take advantage of the commercial opportunities generated by such a wide consumer base, a theme that is embodied by its people and businesses.

“Japan is a country that has nothing to prove. It is a mature country, technologically advanced and has an excellent command of ICT. It is a country that remains among the most advanced and economically powerful in the world. Côte d’Ivoire wants to learn from the digital economy. We realize that the state’s digital transformation is a significant project for the country, where Japan is at the global forefront of digital economy. Côte d’Ivoire has already supported us in governance, but given the significant capabilities of this great country, we see a lot of sympathy and interest and Japan’s cooperation is crucial. This government will recognize the need for more cooperation in the digital domain.”

The minister continued: “Côte d’Ivoire has the ambition of being a highly complementary to that of Japan. It is able to take technical advances, relying on technical-scientific experience. Côte d’Ivoire has a strong, ‘dynamic’ economy upon which it relies. Japan has a significant role in the economy as an additional actor to boost growth and progress.”

The minister continued: “Côte d’Ivoire has the ambition of being a highly complementary to that of Japan. It is able to take technical advances, relying on technical-scientific experience. Côte d’Ivoire has a strong, ‘dynamic’ economy upon which it relies. Japan has a significant role in the economy as an additional actor to boost growth and progress.”

The minister continued: “Côte d’Ivoire has the ambition of being a highly complementary to that of Japan. It is able to take technical advances, relying on technical-scientific experience. Côte d’Ivoire has a strong, ‘dynamic’ economy upon which it relies. Japan has a significant role in the economy as an additional actor to boost growth and progress.”

The minister continued: “Côte d’Ivoire has the ambition of being a highly complementary to that of Japan. It is able to take technical advances, relying on technical-scientific experience. Côte d’Ivoire has a strong, ‘dynamic’ economy upon which it relies. Japan has a significant role in the economy as an additional actor to boost growth and progress.”

The minister continued: “Côte d’Ivoire has the ambition of being a highly complementary to that of Japan. It is able to take technical advances, relying on technical-scientific experience. Côte d’Ivoire has a strong, ‘dynamic’ economy upon which it relies. Japan has a significant role in the economy as an additional actor to boost growth and progress.”

The minister continued: “Côte d’Ivoire has the ambition of being a highly complementary to that of Japan. It is able to take technical advances, relying on technical-scientific experience. Côte d’Ivoire has a strong, ‘dynamic’ economy upon which it relies. Japan has a significant role in the economy as an additional actor to boost growth and progress.”

The minister continued: “Côte d’Ivoire has the ambition of being a highly complementary to that of Japan. It is able to take technical advances, relying on technical-scientific experience. Côte d’Ivoire has a strong, ‘dynamic’ economy upon which it relies. Japan has a significant role in the economy as an additional actor to boost growth and progress.”

The minister continued: “Côte d’Ivoire has the ambition of being a highly complementary to that of Japan. It is able to take technical advances, relying on technical-scientific experience. Côte d’Ivoire has a strong, ‘dynamic’ economy upon which it relies. Japan has a significant role in the economy as an additional actor to boost growth and progress.”

The minister continued: “Côte d’Ivoire has the ambition of being a highly complementary to that of Japan. It is able to take technical advances, relying on technical-scientific experience. Côte d’Ivoire has a strong, ‘dynamic’ economy upon which it relies. Japan has a significant role in the economy as an additional actor to boost growth and progress.”

The minister continued: “Côte d’Ivoire has the ambition of being a highly complementary to that of Japan. It is able to take technical advances, relying on technical-scientific experience. Côte d’Ivoire has a strong, ‘dynamic’ economy upon which it relies. Japan has a significant role in the economy as an additional actor to boost growth and progress.”

The minister continued: “Côte d’Ivoire has the ambition of being a highly complementary to that of Japan. It is able to take technical advances, relying on technical-scientific experience. Côte d’Ivoire has a strong, ‘dynamic’ economy upon which it relies. Japan has a significant role in the economy as an additional actor to boost growth and progress.”

The minister continued: “Côte d’Ivoire has the ambition of being a highly complementary to that of Japan. It is able to take technical advances, relying on technical-scientific experience. Côte d’Ivoire has a strong, ‘dynamic’ economy upon which it relies. Japan has a significant role in the economy as an additional actor to boost growth and progress.”

The minister continued: “Côte d’Ivoire has the ambition of being a highly complementary to that of Japan. It is able to take technical advances, relying on technical-scientific experience. Côte d’Ivoire has a strong, ‘dynamic’ economy upon which it relies. Japan has a significant role in the economy as an additional actor to boost growth and progress.”

The minister continued: “Côte d’Ivoire has the ambition of being a highly complementary to that of Japan. It is able to take technical advances, relying on technical-scientific experience. Côte d’Ivoire has a strong, ‘dynamic’ economy upon which it relies. Japan has a significant role in the economy as an additional actor to boost growth and progress.”

The minister continued: “Côte d’Ivoire has the ambition of being a highly complementary to that of Japan. It is able to take technical advances, relying on technical-scientific experience. Côte d’Ivoire has a strong, ‘dynamic’ economy upon which it relies. Japan has a significant role in the economy as an additional actor to boost growth and progress.”

The minister continued: “Côte d’Ivoire has the ambition of being a highly complementary to that of Japan. It is able to take technical advances, relying on technical-scientific experience. Côte d’Ivoire has a strong, ‘dynamic’ economy upon which it relies. Japan has a significant role in the economy as an additional actor to boost growth and progress.”

The minister continued: “Côte d’Ivoire has the ambition of being a highly complementary to that of Japan. It is able to take technical advances, relying on technical-scientific experience. Côte d’Ivoire has a strong, ‘dynamic’ economy upon which it relies. Japan has a significant role in the economy as an additional actor to boost growth and progress.”

The minister continued: “Côte d’Ivoire has the ambition of being a highly complementary to that of Japan. It is able to take technical advances, relying on technical-scientific experience. Côte d’Ivoire has a strong, ‘dynamic’ economy upon which it relies. Japan has a significant role in the economy as an additional actor to boost growth and progress.”

The minister continued: “Côte d’Ivoire has the ambition of being a highly complementary to that of Japan. It is able to take technical advances, relying on technical-scientific experience. Côte d’Ivoire has a strong, ‘dynamic’ economy upon which it relies. Japan has a significant role in the economy as an additional actor to boost growth and prog