

# ADF REGIONAL OPERATIONS



CROSSING  
BORDERS

CONNECTING  
COMMUNITIES

CHANGING  
LIVES



AFRICAN DEVELOPMENT BANK GROUP

“Let’s think about  
how much development we want in Africa  
and how much we are willing to pay for it.  
It is not so much a question of what we can afford:  
it is a question of what Africa deserves.  
Under-development is more expensive.”<sup>1</sup>

**DR. AKINWUMI AYODEJI ADESINA**

President of the African Development Bank Group

# REGIONAL OPERATIONS ENVELOPE

**PARTNERING** TO TACKLE THE CONTINENT'S  
MOST CHALLENGING DEVELOPMENT GAPS

**DELIVERING AT SCALE** TO DRIVE OPERATIONS  
IN MULTIPLE COUNTRIES AND REGIONS

**CONNECTING INFRASTRUCTURE**  
AND OTHER ASSETS ACROSS BORDERS,  
FOR COMMUNITIES

**INNOVATING WITH BIG IDEAS**  
THAT TURN PEOPLE'S LIVELIHOODS AROUND

# HARNESSING THE POTENTIAL OF REGIONAL INTEGRATION

## EAST AFRICA ONE-STOP BORDER POST BUILT UNDER ADF-14<sup>2</sup>

*"Now the business makes profit. Because of this new border, there has been an increase in vehicles both in Kenya and Tanzania and we are benefitting a lot."*

EDWARD WILSON LIMO,  
Hotel Owner, Tanzania

*"There was a gap because it took a lot of time to clear goods at the border posts. It has changed and now takes about 20 to 30 minutes to cross the border. We are going to replicate some of these initiatives on our external borders with Ethiopia, DRC and Zambia."*

KENNETH BAGAMUHUNDA,  
Director General,  
Customs and Trade, EAC

*"We mix with both the Tanzanians and Kenyans. We work together and [are] selling the curios together. As a resident, [it] has brought unity among the two countries."*

SARAH KEIYA,  
Curio seller, Tanzania

## MOMBASA-NAIROBI-ADDIS ABABA ROAD CORRIDOR DEVELOPED UNDER ADF-13

*"Before, there were 30 to 40 vehicles plying the highway per day. But now the number of vehicles has doubled!"*

TESFAYA ANTENYISMU,  
Southern Region Road Authority, Ethiopia<sup>3</sup>

*"Since they opened the road in 2016, it takes fewer days to make the journey. With a 30-ton load, it only takes me 24 hours to get to Addis."*

DANIEL YATTA,  
Truck driver<sup>4</sup>

*"During the rainy season, it would take over a week for vegetables to be delivered. We lost a lot of money. Thanks to the new road, we get the vegetables delivered within one day."*

TERESIA KANINA,  
Vegetable vendor, Kenya<sup>5</sup>

## KAZUNGULA BRIDGE CONSTRUCTED UNDER ADF-12

*"The Kazungula Bridge project was worth the effort."*

EDGAR LUNGU,  
Former President of Zambia<sup>6</sup>

*"The Kazungula Bridge is a model and benchmark for the region and continent."*

MOKGWEETSI MASISI,  
President of Botswana<sup>7</sup>

*"Under the one-stop border post, commuters will only stop at the facility of the exit country. We want to ensure that the transit time that is being spent by traders who are using this road is reduced tremendously."*

GODFREY SONGEYA,  
Kazungula Bridge Project Manager<sup>3</sup>

*"I started working in the Kazungula Bridge project when [it] started. Today my kids are going to school, I'm giving my wife money to boost her small business and I've been able to build this house."*

JUSTIN KALUNDA,  
Rescue Team, Kazungula Bridge<sup>9</sup>

# CROSSING BORDERS, CONNECTING COMMUNITIES, CHANGING LIVES

On 1 January 2021, trading began under the African Continental Free Trade Area (AfCFTA)—one of the world’s largest free trade areas by population, with 1.2 billion people in 54 countries and a combined GDP of USD 3.4 trillion.

The AfCFTA will be implemented against a backdrop of climate shocks, debt vulnerabilities, and two global crises: the lingering COVID-19 pandemic and the Russia-Ukraine conflict. In this environment, free trade and regional integration could provide a much-needed stimulus.



The resources required for Africa’s low-income countries to recover, rebuild, and integrate are staggering. The situation underscores the critical role of the African Development Fund (ADF)’s regional operations envelope. This envelope is Africa’s premier concessional vehicle for financing regional integration in Africa’s low-income countries.

Entitled *Crossing Borders, Connecting Communities, Changing Lives*, this report documents the impacts of the regional operations envelope over the last decade, since the ADF’s 13th replenishment. In the report, truck drivers, stall sellers, and factory workers explain how our projects—the Senegambia and Kazungula bridges, the Nacala and Mombasa-Nairobi-Addis Ababa Road corridors, communications and power projects across Central and West Africa—are making a real difference in their lives.

ADF donors can be proud of allocating 25% of the ADF’s resources to the regional operations envelope under ADF-15. This volume of financing makes it easier to meet the regional integration ambitions of Africa’s low-income countries. Yet we can and should aim higher. Each year, Africa’s infrastructure financing gap runs into tens of billions of dollars.

A growing pipeline of strong regional operations in ADF countries merits our support. Successive ADF cycles have shown that a forward-looking agenda to create regional markets and supply chains by connecting corridors, investing in energy pools, and rolling out agricultural technologies at scale transforms people’s lives. This is especially critical for ADF economies which are typically small, landlocked, affected by fragility, or grappling with climate change.

As we progress with the negotiations of the 16th cycle of the ADF, we encourage donors to continue championing a bold approach to regional integration. Regional cooperation and connectivity will catalyze Africa’s path to recovery, laying the foundations of social and economic resilience for decades to come.

## **YACINE FAL**

**Acting Vice-President for Regional Development, Integration and Business Delivery**

\*USD rate per UA: 1.39486 (February 2022)

# ABBREVIATIONS

<b>ADF</b>	African Development Fund	<b>MRU</b>	Mano River Union
<b>ADOA</b>	Additionality and Development Outcomes Assessment	<b>OPSCOM</b>	Operations Committee
<b>AfCFTA</b>	African Continental Free Trade Area	<b>OPEC</b>	Organization of the Petroleum Exporting Countries
<b>AfDB</b>	African Development Bank Group	<b>PBA</b>	Performance-Based Allocation
<b>BDEAC</b>	Development Bank of the Central African States	<b>PIDA</b>	Program for Infrastructure Development in Africa
<b>CAR</b>	Central African Republic	<b>RDRI</b>	Regional Integration Coordination Office
<b>CDC</b>	Centres for Disease Control and Prevention	<b>RMC</b>	Regional Member Country
<b>COVID-19</b>	Infectious disease caused by coronavirus	<b>RO</b>	Regional Operation
<b>ECOWAS</b>	Economic Community of West African States	<b>ROE</b>	Regional Operations Envelope
<b>EU</b>	European Union	<b>RPG</b>	Regional Public Good
<b>FCFA</b>	Central African CFA Franc	<b>SADC</b>	Southern African Development Community
<b>GDP</b>	Gross Domestic Product	<b>SME</b>	Small and Medium-Sized Enterprise
<b>ICT</b>	Information and Communications Technology	<b>TSF</b>	Transition Support Facility
		<b>UA</b>	Unit of Account

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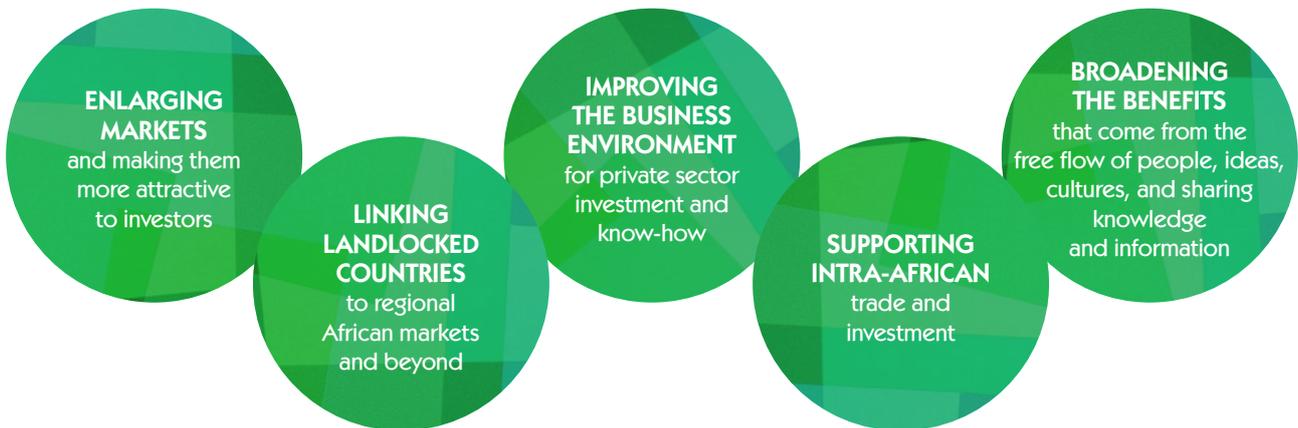
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# REGIONAL INTEGRATION IS AT THE CORE OF BANK BUSINESS

## INTEGRATING AFRICA MEANS FOCUSING ON FIVE KEY PRIORITIES<sup>10</sup>



### BANK CHARTER, 1963: ARTICLE 2, FUNCTIONS<sup>11</sup>

1. To implement its purpose, the Bank shall have the following functions:
  - a. To use the resources at its disposal for the financing of investment projects and programmes relating to the economic and social development of its regional members, giving special priority to:
    - i. Projects or programmes which by their nature or scope concern several members; and
    - ii. Projects or programmes designed to make the economies of its members increasingly complementary and to bring about an orderly expansion of their foreign trade;
  - b. To undertake, or participate in, the selection, study and preparation of projects, enterprises and activities contributing to such development;
  - c. To mobilize and increase in Africa, and outside Africa, resources for the financing of such investment projects and programmes;

[...]
2. In carrying out its functions, the Bank shall seek to co-operate with national, regional and sub-regional development institutions in Africa.

### REGIONAL INTEGRATION STRATEGY FRAMEWORK, 2018–2025<sup>12</sup>



Regional integration in support of broad-based economic and human development has been part of the Bank's mandate since the Bank was created in 1963. Regional integration is a key priority for the African Union under the New Partnership for Africa's Development (NEPAD), Agenda 2063, and the African Continental Free Trade Area (AfCFTA); it is also the *raison d'être* of the continent's regional economic communities. The Bank intends to scale up its regional operations in the High Five priority areas.



**Light up and power Africa Feed Africa  
Industrialise Africa Integrate Africa  
Improve the quality of life for the people of Africa**

# ACKNOWLEDGEMENTS

Regional integration is the Bank’s lifeblood; it is highlighted in our founding charter. Today, our regional operations span land and water boundaries across East, West, Central, and Southern Africa. Counting more than 80 active projects and programs at the time of writing, ADF’s regional operations envelope (ROE) plays a catalytic role in providing vital support to the continent’s low-income countries.



The Bank’s cross-border operations are dynamic and responsive. They have produced social and economic benefits for millions of women, men, and young people, from small-scale traders, consumers, and households to investors, business teams, and entrepreneurs. A glance at the evolution of regional operations since ADF-13 shows projects adding new phases in succession—for example, moving from infrastructure to trade facilitation—and mobilizing ever more co-financing.

This first special report on ADF regional operations captures at a glance the impact of our cross-border projects and programs over the last decade. This impact was made possible by the generous support of ADF donors and strong public and private sector partnerships on the ground.

The report is the fruit of collaboration among several African Development Bank departments, complexes, and regions: Resource Mobilization and Partnerships (FIRM); Delivery, Performance Management and Results (SNDR); Infrastructure and Urban Development (PICU); Industrial and Trade Development (PITD); Agriculture and Agro-Industry (AHA); the Transition States Coordination Office (RDTS); and Development and Business Delivery Offices for Central Africa (RDGC), East Africa (RDGE), West Africa (RDGW), North Africa (RDGN), and Southern Africa (RDGS). The report was also influenced by the outcomes of the ADF-15 Mid-Term Review.

Special appreciation goes to the RDRI team, especially Julien Bouilhol who coordinated the development of the report, and Alex Mbaraga, Kershia Cavele, and Keith Mudadi for the technical and analytical insights. Recognition also goes to Davies Makasa, Prince Tambah, Jonas Chianu, and Samatar Omar Elmi for dedicating the time to share their stories.

Finally, the Bank extends special thanks to Consultants Elena Immambocus for writing the report, Jennifer Petrela for editing it, and Peggy King Cointepas for the design and graphics.

**JEAN-GUY AFRIKA**

Acting Director, Regional Integration Coordination Office



## HARD FACTS

**USD 432 BN**

To recover economically, African countries need approximately USD 432 billion in additional financing over 2020–2022.

**6.9%**

Africa's real GDP grew by an estimated 6.9% in 2021, recovering strongly after having contracted by 1.6% in 2020. GDP is projected to grow by 4.1% in 2022.

**USD 60–90 BN**

Africa's estimated annual infrastructure financing deficit stands at USD 60–90 billion.

**33.9 MILLION AFRICANS**

30 million Africans were pushed into extreme poverty in 2021 and 22 million jobs were lost. An additional 1.8 million people in 2022 and 2.1 million in 2023 could be pushed into extreme poverty.

*Sources: African Economic Outlook 2022; 2021 Annual Meetings; Directorate of Information and Communication of 1st Extraordinary Expert Group meeting of the African Union Specialized Technical Committee on Transport, Intercontinental and Interregional Infrastructures, Energy and Tourism (STC-TTIIET), January 2021*

# WHY ADF REGIONAL OPERATIONS MATTER IN TODAY'S CONTEXT

## CHALLENGES FOR THE CONTINENT IN A TIME OF SHOCKS

Since the start of the three-year ADF-15 cycle, ADF countries have experienced a series of economic, financial, and health-related shocks. The impacts have been devastating, both in their reach and in their depth.

The COVID-19 pandemic and the ongoing war in Ukraine are creating a double crisis. It is hitting the continent's low-income economies the hardest.

First, the pandemic closed borders, shuttered businesses, and sapped earnings. For the millions of African women, youth, and vulnerable groups who depend on small-scale economic activities to sustain their livelihoods, the effects have been crushing. Governments across Africa are having to shore up stretched economic and social safety nets while coping with low access to vaccines, a growing debt forecast, and rising inequality in areas experiencing fragility and climate change.

Now, the war in Ukraine is compounding the economic challenges and threatening to trigger a food and energy crisis. Nowhere in the world will be untouched, but Africa risks the most.

The scale of the challenges goes beyond national borders. So too must the solutions.

## A ROAD TO BUILDING AFRICA'S RESILIENCE AND RECOVERY

For ADF countries to recover, reimagine, and rebuild their development prospects, renewed integration with neighbouring countries and across African regions is an opportunity not to be missed.

Commitments are growing to drive up vaccine rates, develop domestic production capacity, and help Africa address its debt burden. The launch of the African Continental Free Trade Area (AfCFTA) is championing a positive economic outlook behind which governments and the private sector are rallying. And Africa's Program for Infrastructure Development (PIDA) is moving into its second phase, setting the stage to close the biggest gaps that hold development back.



Accelerating regional integration lies at the heart of generating the flow of goods, services, and people that is needed to move Africa forward.

ADF regional operations matter.

## THE AFRICAN CONTINENTAL FREE TRADE AREA (AfCFTA)<sup>13</sup>

The AfCFTA's overarching objective is to create a single market for goods and services, facilitated by the free movement of persons, in order to deepen economic integration on the African continent.

This objective corresponds to the pan-African vision of an integrated, prosperous, and peaceful Africa, as enshrined in the African Union's Agenda 2063.

**TARGET: 50% GROWTH IN INTRA-REGIONAL TRADE**

Agenda 2063 sets an ambitious target of 50% more intra-regional trade by 2045.

The AfCFTA is now the single largest free trade zone in the world, with a combined GDP of over USD 3.4 trillion and a population that will reach 2.4 billion by 2050.

# THE REGIONAL OPERATIONS ENVELOPE AT A GLANCE

## WHAT IS THE REGIONAL OPERATIONS ENVELOPE (ROE)?

■ **The ROE is a dedicated set-aside of African Development Fund (ADF) resources** that supports regional operations (ROs) and regional public goods (RPGs) in ADF countries—Africa’s 37 low-income countries, including its 16 landlocked countries.

Benin	Ghana	Rwanda
Burkina Faso	Guinea	São Tomé and Príncipe
Burundi	Guinea-Bissau	Senegal
Cameroon	Kenya	Sierra Leone
CAR	Lesotho	Somalia
Chad	Liberia	South Sudan
Comoros	Madagascar	Sudan
DRC	Malawi	Tanzania
Côte d’Ivoire	Mali	Togo
Djibouti	Mauritania	Uganda
Eritrea	Mozambique	Zambia
Ethiopia	Niger	Zimbabwe
Gambia		

■ **The ROE has two components:**

**Regional operations (ROs):** Projects involving costs and/or benefits in two or more countries. They contribute to regional integration and countries share the benefits.

**Regional public goods (RPGs):** Commodities or services that are made available to the members of several countries or regions.

## HOW DOES THE ROE FUNCTION?

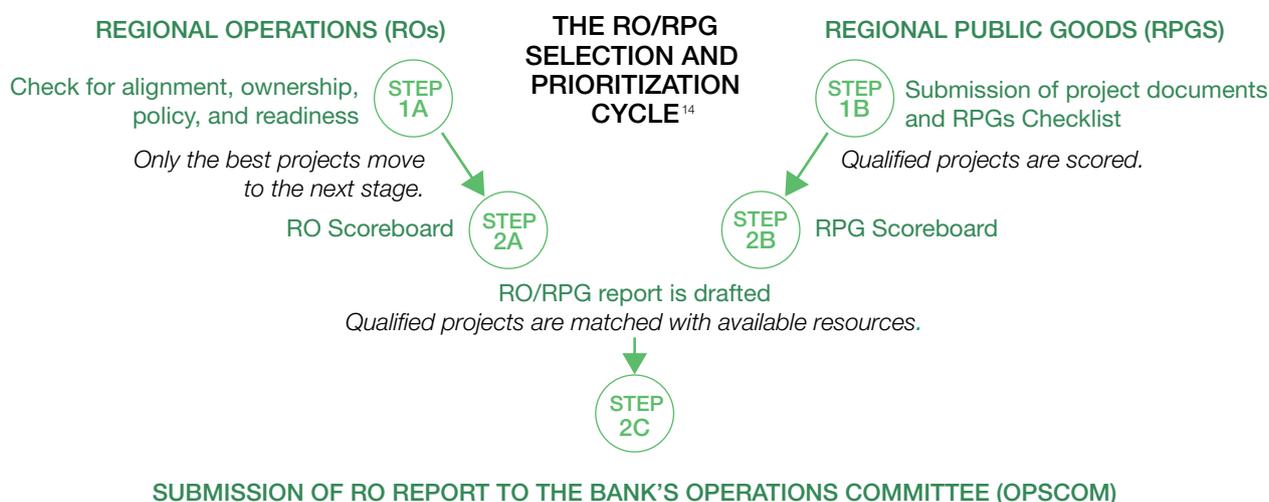
■ **The ROE incentivizes ADF countries to participate** in ROs despite countries’ limited resources. It functions as a cost-sharing mechanism that draws on ADF countries’ performance-based allocations (PBAs) and/or Transition Support Facility (TSF) Pillar 1 resources.

A calculation using several variables determines how much of ADF countries’ portion of project costs are covered by the ROE.

■ **The ROE is governed by the ADF Regional Operations Selection and Prioritization Guidelines (ROSPG).** The ROSPG were revised in 2021 to mainstream fragility and resilience measures, strengthen the prioritization process, and increase projects’ development impacts.

■ **The flagship instruments that underpin the delivery of the ROE set it apart** and, at their core, reimagine development financing for effective cross-border operations. Projects are prioritized using a process that identifies the most impactful operations. Proposals received on the online proposal platform are reviewed, evaluated, and scored for ownership, alignment, and readiness.

■ **A secretariat** made up of 15 regional integration and operations experts oversees the portfolio and closely tracks performance and results (see Annex III).



## DEFINITIONS

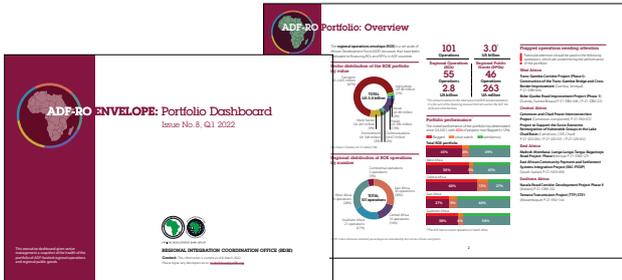
### PRIORITIZED OPERATIONS:

Projects sent to the Board for approval following robust review and evaluation

### APPROVED OPERATIONS:

Projects approved by the Board and now part of the ROE active portfolio

## HOW IS THE ROE MONITORED?

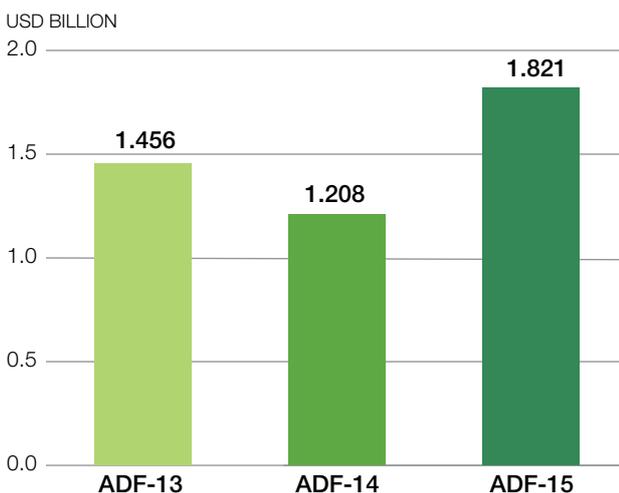


An executive-level portfolio dashboard dives into the health of the portfolio to flag challenges and provide senior management with actionable insights. This in-depth look at monitoring, evaluation, and learning is all the more vital given the prevailing context.

## HOW HAS THE ROE CHANGED OVER TIME?

Under ADF-15, the envelope is worth USD 1.821 billion.\* This is the largest amount of ADF resources earmarked for regional operations to date, amounting to 25% of ADF-15 resources, up from 21% under ADF-13 and ADF-14.

### ROE ALLOCATIONS UNDER ADF-13, -14, AND -15



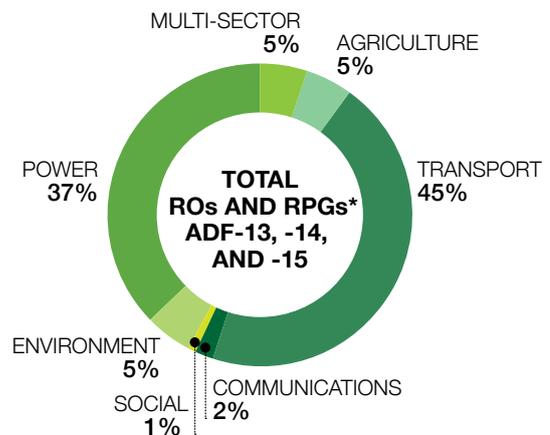
Of the USD 607 million\* available each year under ADF-15, a minimum of 85% is set aside for regional operations and a maximum of 15% for regional public goods.

## NUMBER OF ROE OPERATIONS UNDER ADF-13, -14, AND -15

	ROs	RPGs
ADF-15**	17 projects	34 projects
ADF-14**	22 projects	11 projects
ADF-13**	18 projects	9 projects

\*\*ROE operations whether prioritized, approved, or completed

## SECTOR DISTRIBUTION OF ROE OPERATIONS UNDER ADF-13, -14, AND -15 BY VALUE



\*\*ROE operations whether prioritized, approved, or completed

## HOW WILL THE ROE MAKE A DIFFERENCE?

The ROE is expected to play a major role in galvanizing regional integration efforts and catalyzing investments in regional infrastructure. In light of the continent's fiscal challenges and the imminent food and energy crisis caused by the war in Ukraine, this is vital.

\*USD rate per UA: 1.39486 (February 2022)

# WHAT ADF REGIONAL OPERATIONS HAVE DELIVERED TO DATE

## PORTFOLIO TRENDS

In the last decade, the Bank’s ROE has played a critical role in mobilizing concessional resources for low-income countries in Africa. Thanks to development partners’ continued support, and working alongside the public and private sector, ROE projects have improved the lives of millions of African traders, commuters, transporters, consumers, business owners, and employees.



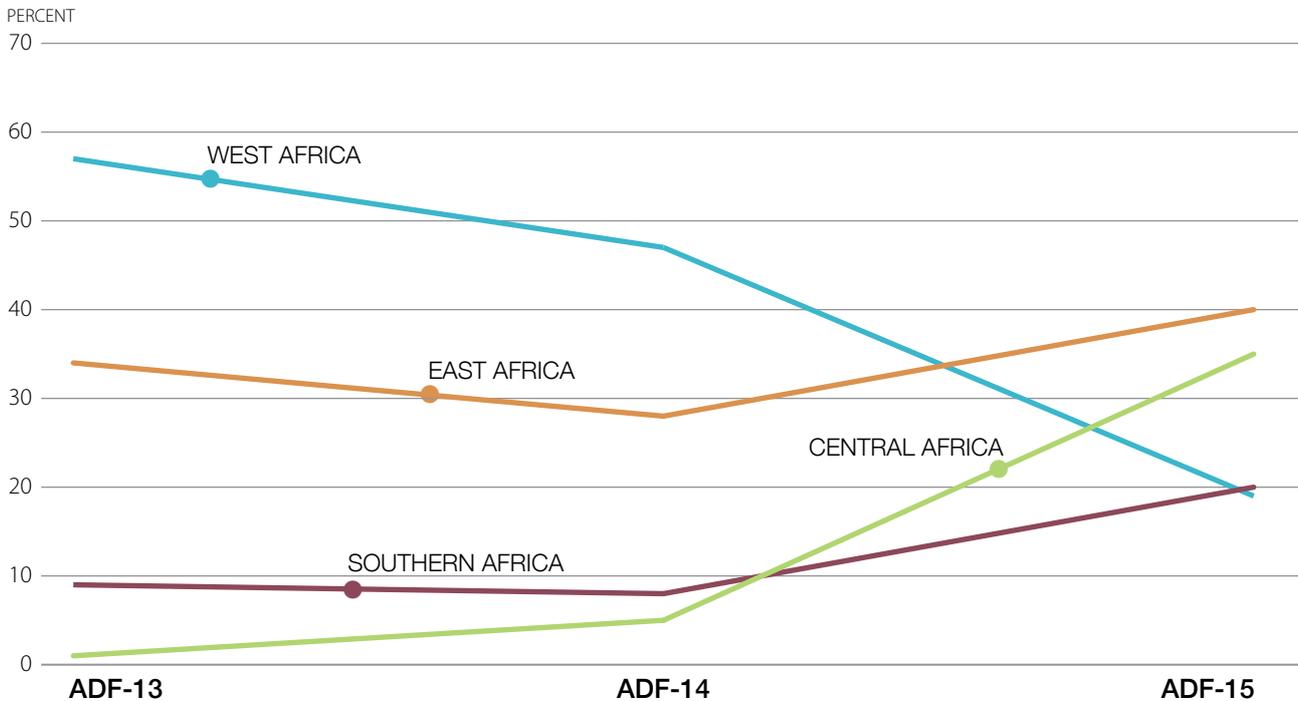
As noted by Africa’s Programme for Infrastructure Development (PIDA), infrastructure connections are vital for promoting economic growth, fostering trade, and

industrialization. During ADF-13, ADF-14, and ADF-15, the ROE has increasingly focused on plugging the continent’s regional infrastructure gaps in ICT, transport, and power.

**Transport, power, and ICT operations** make up close to 85% of operations approved under the ROE in the last three ADF cycles. This has led to thousands more kilometers of paved roads, flagship bridge projects, and new one-stop border posts across transport corridors in West, East, Central, and Southern Africa. The ROE’s other projects have supported agriculture, social programs, finance, and multi-sector operations.

Under ADF-15, the Bank’s Board of Directors has approved an increasing number of projects under the ROE—and the trend is deepening. Projects are being more evenly distributed among regions, and more operations have a continental dimension.

### TRENDS IN ALLOCATION BY REGION UNDER ADF-13, -14, AND -15



# HIGHLIGHTS

## CO-FINANCING

Since ADF-13, the ROE has mobilized USD 3.9 billion\* in co-financing from development partners for 140 regional operations.

## PARTNERSHIPS

To fulfil the region’s priorities, the ROE has built key partnerships with the European Investment Bank, the Islamic Development Bank, the World Bank, and the public and private sector.

## CROSS-BORDER ROADS

Between 2011 and 2019, regional operations have rehabilitated over 2,300 km of cross-border roads, advancing Africa’s regional integration agenda.

Source: ADF-15 Report

## MOBILITY

Since ADF-13, ROE operations have supplied better transport services to over 574 million people in four regions across Africa.

## RESULTS

Between 2004 and 2018, the AfDB’s regional integration interventions spanned 17 corridors in West, North, Central, East, and Southern Africa. USD 8 billion injected by the Bank financed 12,700 km of roads, built 26 one-stop border posts, and benefitted 239 million people living in project areas.

Source: Cross-Border Road Corridors: The Quest to Integrate Africa

\*USD rate per UA: 1.39486 (February 2022)



## TRANS-GAMBIA CORRIDOR PROJECT PHASE I

**Countries involved**  
The Gambia, Senegal

**Total project cost**  
USD 385.72 million\*

**Financing**  
**ADF:** USD 93.07 million\*  
**Partners:** USD 292.64 million\*†

**Approval date**  
December 2011

**Planned completion date**  
2022

## RESULTS STORY

# SENEGAMBIA BRIDGE

## TRANSFORMING LIVELIHOODS WITH TRANSPORT CONNECTIONS

**The construction of the Senegambia bridge** has brought reliable, affordable transport services to a rural population of 900,000 and the region's freight-related companies. Traffic is flowing much more freely between the northern and southern parts of The Gambia and Senegal and along the Trans-West African Highway Corridor, within the territory covered by the Economic Community of Western African States. Better infrastructure connections are uniting isolated communities and regions, including those experiencing fragility, and have linked regional markets, removing barriers to regional trade. Traders spend less time transporting produce, farmers have fewer post-harvest losses, and consumers are enjoying lower prices. Women traders are now able to sell their baskets of pepper at a profit, and more youth are attending school and visiting sports facilities.<sup>15</sup>

*“The bridge will cut off a big bottleneck and will make trade between Senegal and other neighbouring countries such as Guinea-Bissau, Guinea and Sierra Leone a lot easier.”*

**JOBE HALLY MASS**

Managing Director, Altas Energy<sup>16</sup>

## HEADLINE RESULTS

- Completion of the 942 m bridge across the Gambia River in 2019, which improved connectivity between The Gambia, Senegal, and neighbouring countries
- Two markets on either side of the riverbank that are close to being fully operational
- 1,000 jobs created during construction and 50–100 permanent jobs secured
- One-stop border posts that will join up border controls (under development)

### On the ground:

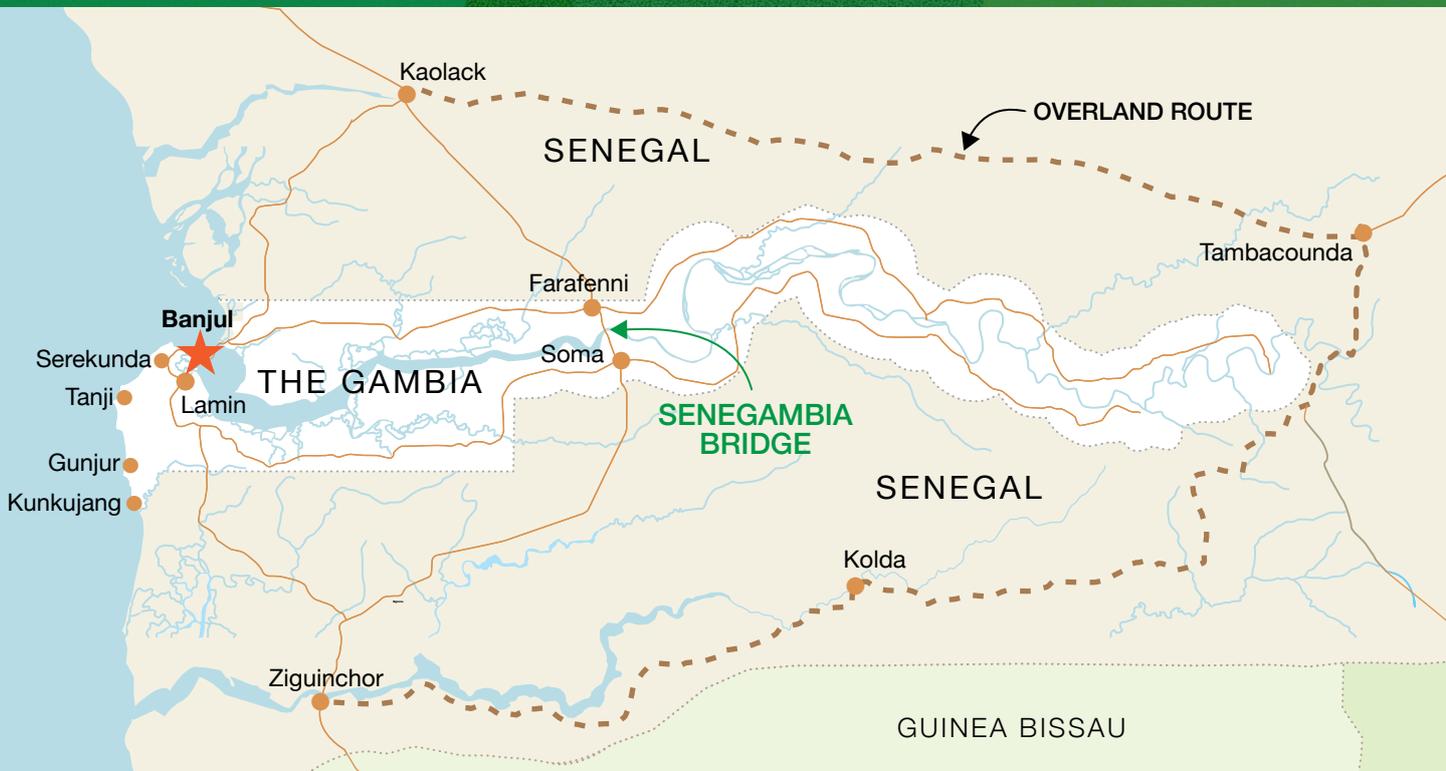
- Savings in travel time (a difference of 387 km) for transit to and from Senegal
- Over 15,000 vehicles per day using the crossing (up from 532), with crossing times of less than 10 minutes (down from 80 minutes or whole days/weeks)
- Passenger and freight transport costs down by over 50–90% (from USD 0.03/km for passengers and USD 0.04/ton.km for freight)
- A twofold increase in household trips to education and health facilities

THIS PROJECT TARGETS 3 HIGH 5s



\*USD rate per UA: 1.39486 (February 2022)

†Mostly mobilized from the World Bank, the EU-Africa Investment Platform, and the European Investment Bank to support the corridor's development into a fully functioning logistics chain



# NACALA ROAD CORRIDOR DEVELOPMENT PROJECT PHASE IV

## Countries involved

Malawi, Mozambique, Zambia

## Total project cost

USD 140.63 million\*

## Financing

ADF: USD 66.91 million\*

Partners: USD 73.72 million\*†

## Approval date

February 2020

## Planned completion date

June 2024

## RESULTS STORY

# NACALA ROAD CORRIDOR

## DRIVING DOWN COSTS, DEVELOPING ECONOMIES

**Work to develop the Nacala Road Corridor**—the shortest route to the seaport from Malawi—has reduced transport costs for over 2 million people who use it for travel, tourism, and economic activities. It is also used by firms in Malawi, Mozambique, and Zambia. The corridor forms part of the Trans-Africa Highway System, a core transport link under PIDA.

*“With the good road, we now have a wider choice of transportation because a lot of small buses and light lorries are now coming to Mangochi and we are able to transport fish at a lower cost and to quickly reach the markets to sell our fish.”*

### MANGANI PHIRI

Fisherman, Mangochi, Malawi

The rehabilitation of the Mangochi-Liwonde road and soon-to-be-operational one-stop border post between Malawi and Zambia will expand the Southern African Development Community’s transport and market network and reduce the costs of imports and exports, which are among the highest on the continent. Trade throughput is expected to rise once the Nacala Port, the roads, and the one-stop border posts have been improved. This will boost competitiveness along a corridor that supplies farms, fisheries, and quarries.

Already, small-scale traders along the Liwonde-Mangochi road are able to transport their merchandise to and from Mangochi thanks to the increased fleet of buses and light trucks. In addition, communities in the region can now access health centers, markets, schools, and other amenities.<sup>18</sup>

## HEADLINE RESULTS

- Rehabilitation of 75 km of the Liwonde-Mangochi road in 2019 and improvements to 50 km of feeder roads
- Reconstruction of three large bridges that were climate-proofed to prevent flooding
- Construction of three markets at selected points along the road
- Construction of the Mchinji one-stop border post

### On the ground:

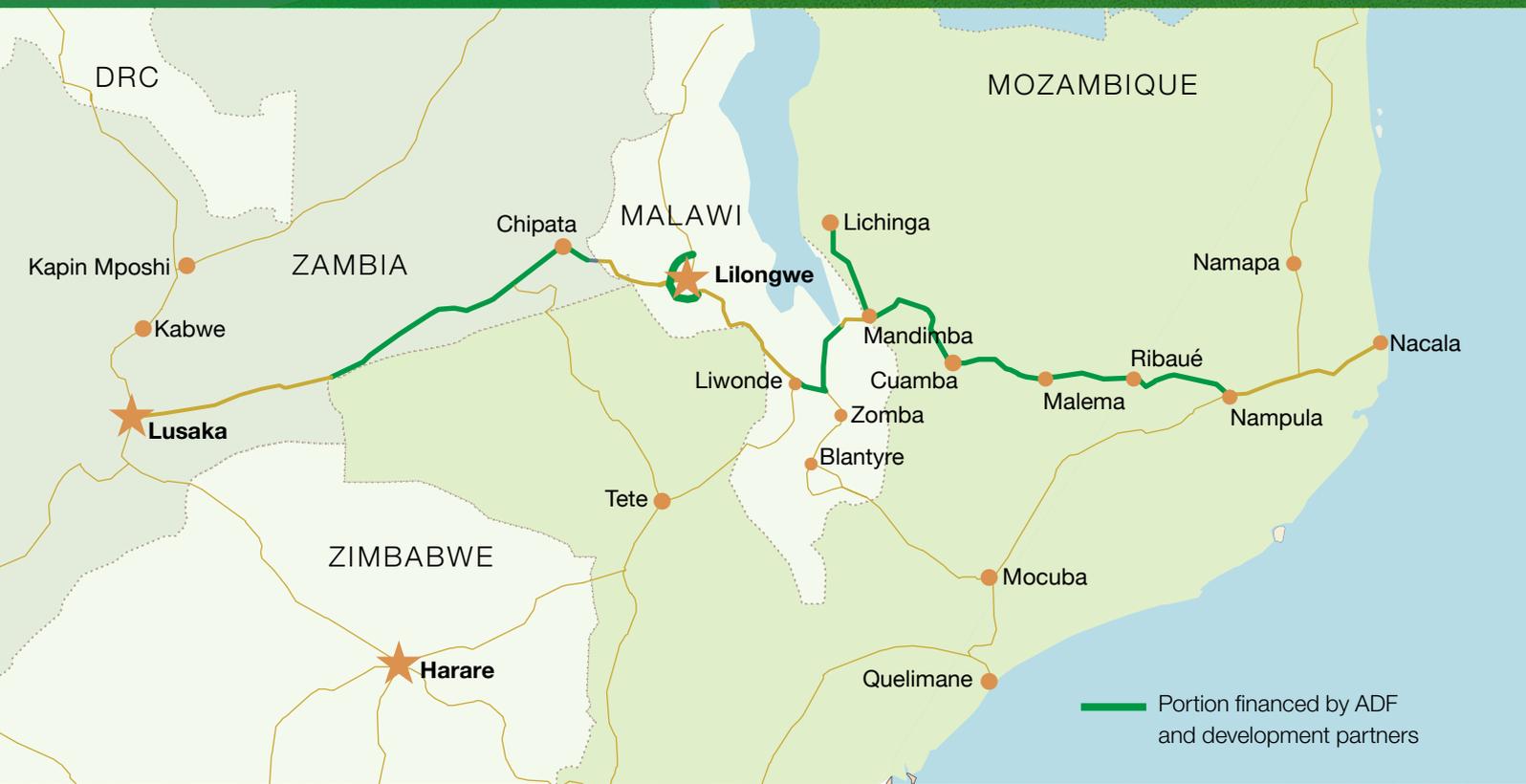
- Travel times cut by 40%
- Lower transportation costs and a 30% reduction in vehicle operating costs
- 90% fewer accidents, thanks to 2 metre shoulders for pedestrians/cyclists
- An anticipated reduction in cargo clearing waiting times by over 60%

THIS PROJECT TARGETS 3 HIGH 5s



\*USD rate per UA: 1.39486 (February 2022)

† In total, the cost of the Nacala Road Corridor projects (of which Phase V is underway) amounts to USD 643.38 million\*. This covers 1,189 km of roads, two border crossings, and the Nacala Port. For this phase, most co-financing was mobilized from the European Union, the European Investment Bank, the Japan International Cooperation Agency, and the World Bank.



# CENTRAL AFRICA FIBRE-OPTIC BACKBONE PROJECT

**Countries involved**  
Central African Republic

**Total project cost**  
USD 36.84 million\*

**Financing**  
**ADF:** USD 18.43 million\*  
**Partners:** USD 18.40 million\*†

**Approval date**  
December 2017

**Planned completion date**  
October 2022

## RESULTS STORY

# CENTRAL AFRICA COMMUNICATIONS

## BOOSTING REGIONAL PROSPECTS WITH DIGITAL CONNECTIVITY

**This fibre-optic backbone project is breaking digital isolation** in the Central African Republic (CAR) and across the region. The project is finalizing communications infrastructure connecting CAR to Cameroon and Congo and is setting up a local urban loop in Bangui. A national data centre is in operation.<sup>19</sup>

The new fibre-optic network will transform national and international connections—a recommendation of Africa’s Program for Infrastructure Development (PIDA)—and will reduce economic and social transaction costs for people across Central Africa, including young people and people living in rural areas.

### On the ground:

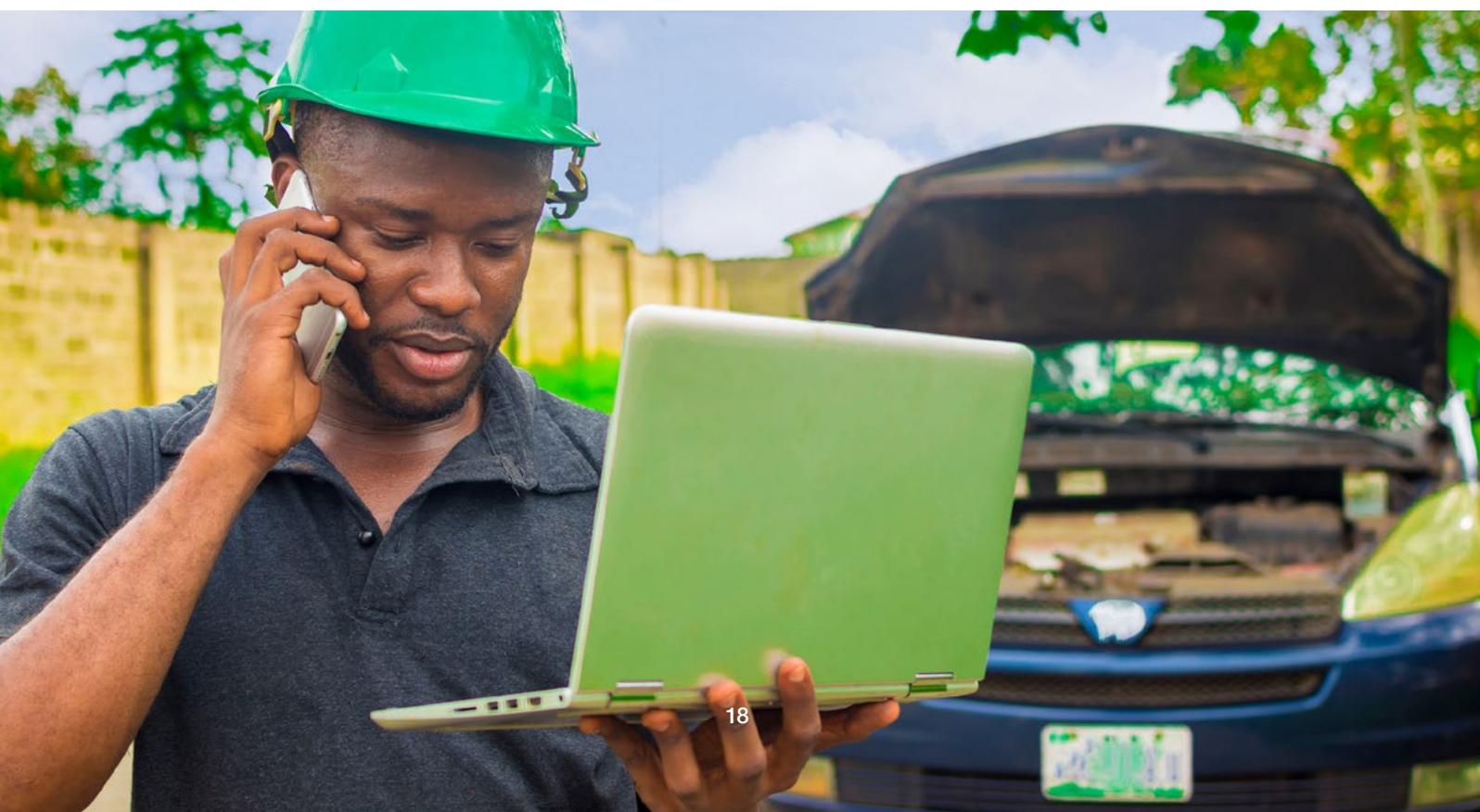
- 330 km of fibre-optic cables laid down (900 km by project close)
- Three technical sites built and fully equipped (12 sites by project close)
- 1,782 jobs created by works to date (4,000 jobs by project close)

THIS PROJECT TARGETS 4 HIGH 5s



\*USD rate per UA: 1.39486 (February 2022)

† The co-financing was mobilized from the EU-Africa Infrastructure Trust Fund to extend the project’s scope and reach.



# NIGERIA-BENIN-NIGER-BURKINA FASO POWER INTERCONNECTION PROJECT

## Countries involved

Benin, Burkina Faso, Niger, Nigeria

## Total project cost

USD 717.66 million\*

## Financing

ADF: USD 156.92 million\*

Partners: USD 560.75 million\*†

## Approval date

December 2017

## Planned completion date

December 2022

## RESULTS STORY

# WEST AFRICA POWER

## GENERATING ELECTRICITY TO DRIVE DEVELOPMENT

**In line with ECOWAS's aim for universal access to reliable electricity by 2030**, the North Backbone Project is helping to meet the electricity needs of economies and people in the West African countries of Benin, Burkina Faso, Niger, and Nigeria. With the ongoing construction of a 330 kV double-circuit line over 842 km with transformer substations, the project is supporting power exchange among the four countries and their neighbours. It is also supplying electricity to rural localities along the powerline, easing the burden of household chores for women, and training women entrepreneurs.<sup>20</sup>

### On the ground:

- Energy costs reduced to 69 FCFA (kWh) from 78 FCFA in Benin/Togo
- Energy costs reduced to 98 FCFA (kWh) from 107 FCFA in Burkina Faso
- Energy costs reduced to 77 FCFA (kWh) from 81 FCFA in Niger

### THIS PROJECT TARGETS 3 HIGH 5s

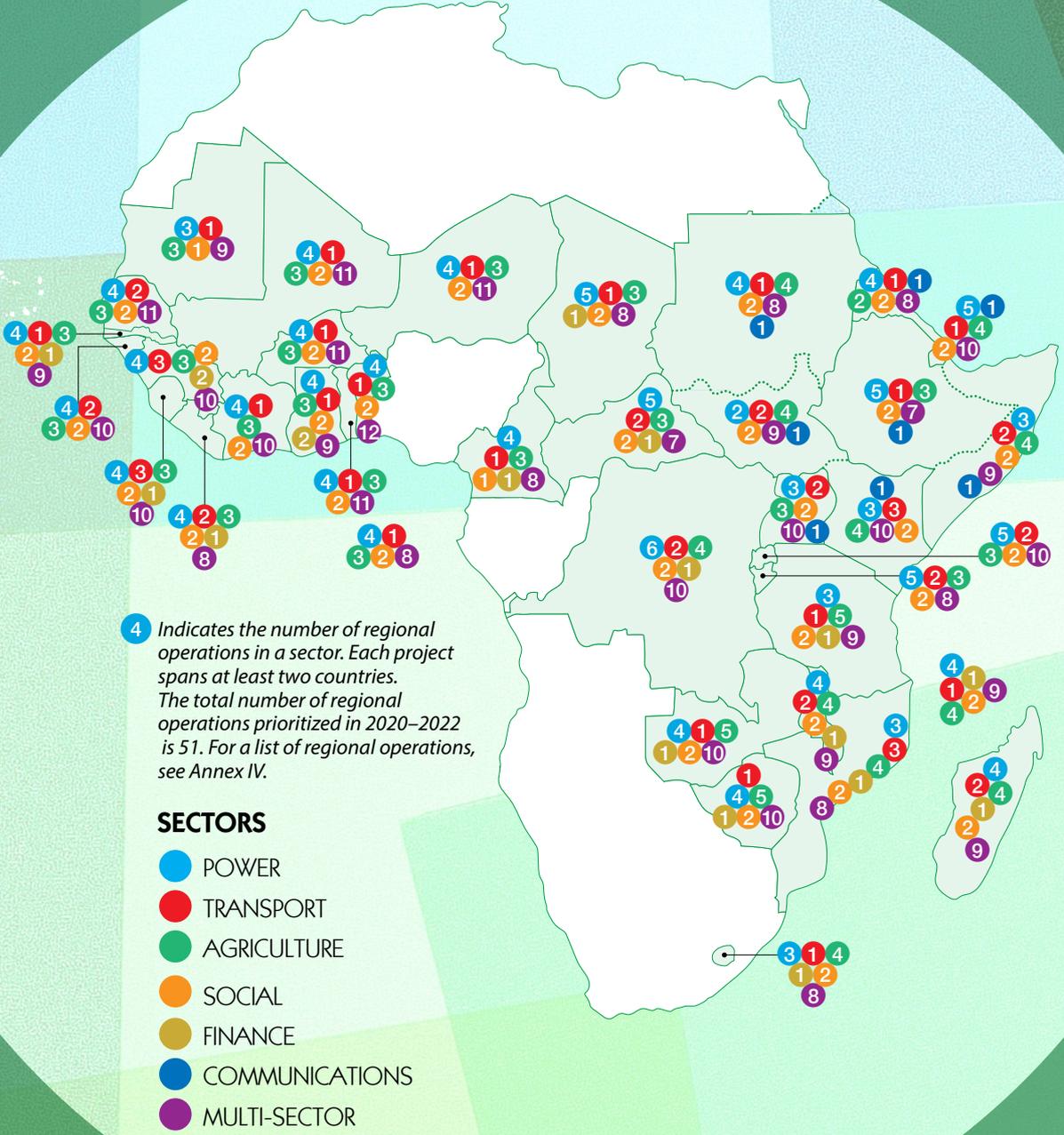


\*USD rate per UA: 1.39486 (February 2022)

† An additional amount of USD 560.74 million\* has been mobilized mainly from the World Bank, the European Investment Bank, the ECOWAS Bank for Investment and Development, the West Africa Development Bank, the Islamic Development Bank, and the Africa Investment Facility/ European Union.



# REGIONAL OPERATIONS APPROVED/PRIORITIZED UNDER ADF-15 (2020–2022)



NOTE: The boundaries shown and the designations used on this map do not imply official endorsement or acceptance by the African Development Bank.

# HOW ADF REGIONAL OPERATIONS DRIVE IMPACT: PERFORMANCE UNDER ADF-15

**Generous donor contributions** increased the ADF-15 replenishment for ADF countries by 32% over ADF-14.<sup>21</sup> ROE resources grew by a record 51%.

The demand for ROE resources has remained high: 125 projects were submitted. The first call for proposals ran from November 2019 through February 2020; the second call, from November 2020 through January 2021; and the third and final call, from July 2021 through November 2021. Overall, 51 regional operations totaling USD 1.802 billion\* were prioritized in 2020, 2021, and 2022, representing close to 100% of available resources. Using its cost-sharing mechanism, the Bank expects to mobilize USD 863.42 million\* from PBAs and the TSF, bringing the total amount invested under ADF-15 to USD 2.665 billion\*.

In 2020, the absorption of resources was relatively low. This was primarily due to most ADF countries significantly reducing their regional integration activities to cope with the shockwaves of the pandemic. In 2021, as vaccines and economic recovery plans emerged, close to threefold the resources of 2020 were prioritized, the largest in the Bank's history. The positive trend is expected to continue well into 2022.

Under ADF-15, the selected operations are closely aligned to the Bank's agenda on selectivity, especially its drive to invest in fewer, more transformative operations. The operations' scope spans important ADF sectors, from transport (road and rail) to the modernization of ports, energy, and agriculture.

Under ADF-15, approximately USD 1.480 billion\* is expected to be mobilized in co-financing from development partners such as the World Bank, the Green Climate Fund, the OPEC Fund, and the European Investment Bank.

## ADF-15 REGIONAL OPERATIONS PRIORITIZED IN 2020–2022: EXPECTED RESULTS<sup>22</sup>



**REHABILITATION** of more than **1,650 km** of cross-border roads and **291 km** of rail



**BETTER ACCESS TO ELECTRICITY** for more than **500 million** people



**NEW AGRICULTURE INFRASTRUCTURE** for over **8.6 million** people, of whom **50%** are women



**NEW JOBS** for more than **313,000** people



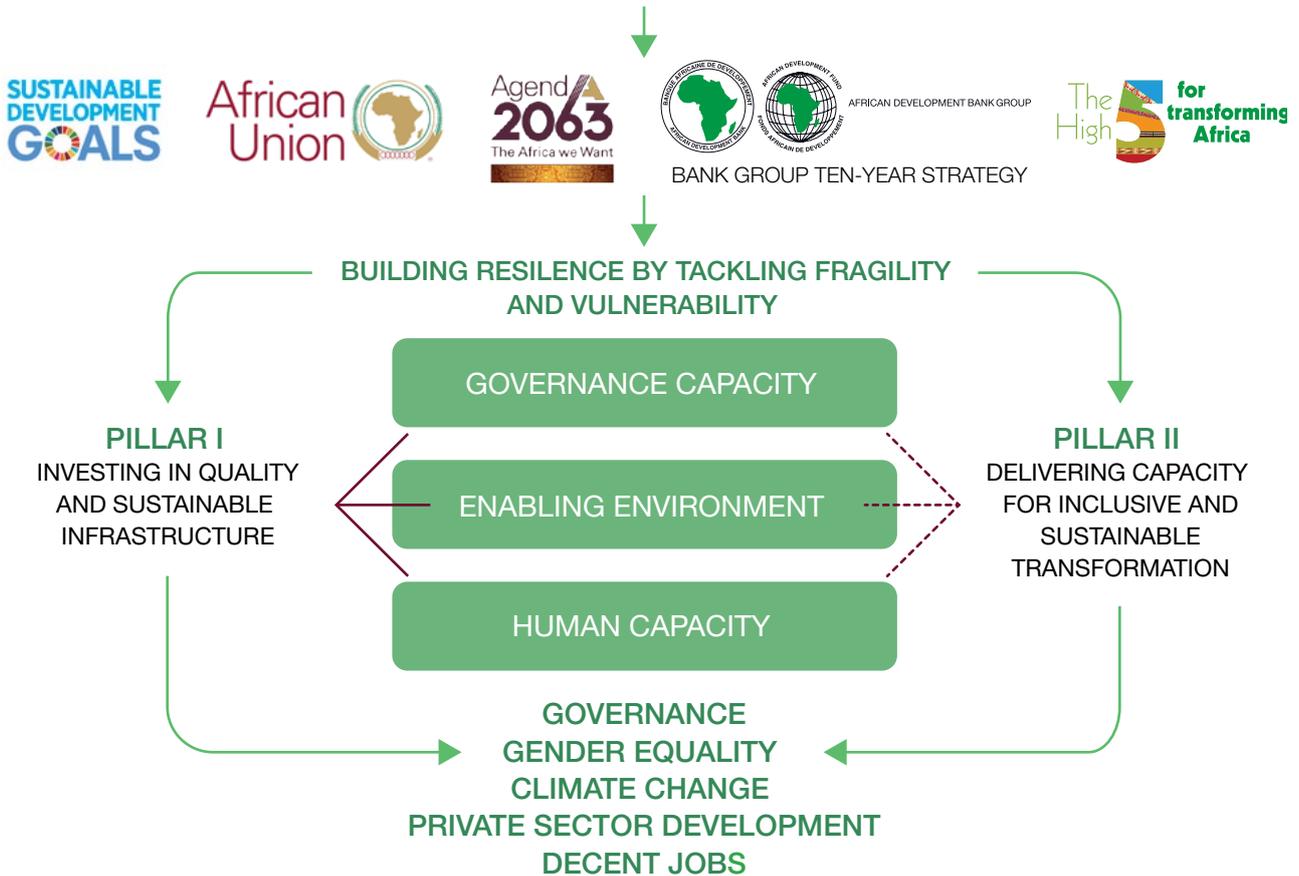
**CRISIS RELIEF** for more than **110,000** vulnerable households, with **13 million** displaced persons accessing safety nets

\*USD rate per UA: 1.39486 (February 2022)

# ADF-15 STRATEGIC PRIORITY AREAS<sup>23</sup>

## ADF-15

CREATING AN ENABLING ENVIRONMENT FOR INCLUSIVE AND SUSTAINABLE GROWTH AND TRANSFORMATION, DECENT JOBS, AND GREATER RESILIENCE



## FRAGILITY AND RESILIENCE IN THE SPOTLIGHT

**43%**

OF THE ADF-15 ROE WAS ALLOCATED TO THE SAHEL, THE HORN OF AFRICA, AND THE LAKE CHAD REGION TO ADDRESS FRAGILITY AND BUILD RESILIENCE.

This achievement exceeded the target of 20% set in the ADF-15 policy commitments.

### QUESTIONS THAT GUIDED ADF-15 REGIONAL OPERATIONS<sup>24</sup>

**Has the operation identified drivers of fragility and opportunities to build resilience at the regional level?**

**Does the operation articulate its role in addressing drivers of fragility to build resilience?**

Addressing fragility and building resilience are concerns that run throughout the review and evaluation of regional operations.

Project proposals are assessed using fragility-sensitive criteria based on the latest guidelines for capturing the drivers of fragility and preventing regional spillovers.

# REGIONAL OUTLOOK STORIES FROM ADF-15 PRIORITIZED OPERATIONS

## THE SAHEL

### STRENGTHENING THE RESILIENCE OF AGRICULTURE VALUE CHAINS

#### **Project to Strengthen the Resilience of Agricultural Value Chains in the Sahel (P2RS-CVA)**

##### **Countries involved**

Benin, Burkina Faso, Chad, Gambia, Guinea, Guinea-Bissau, Mali, Mauritania, Niger, Senegal, Togo

##### **Total project cost**

USD 427.11 million\*

##### **Financing**

**ADF:** USD 255.26 million\*

**Partners:** USD 171.85 million\*†

##### **Expected Board approval date**

28 September 2022

A lasting solution to food and nutrition insecurity in the Sahel requires building resilience to climate change, financing the agricultural sector in the long term, developing trade, and promoting regional integration. By making sustained longer-term investments in household resilience, the cost of emergency assistance will be significantly reduced and, ultimately, the cycle of recurring famine will be broken.

As the second phase of a joint initiative of the Bank and the Interstate Committee for Drought Control in the Sahel (CILSS), this project continues to develop agricultural and pastoral infrastructure.<sup>25</sup>

##### **Results by 2025:**

- 100,000 new jobs created
- 1 million smallholder farmers to be trained in climate-smart agriculture
- 250,000 more women with access to land rights
- 180 SMEs created for youth

THIS PROJECT TARGETS 3 HIGH 5s



## ZAMBEZI RIVER BASIN

### ADAPTING TO CLIMATE CHANGE

#### **Programme for Integrated Development and Adaptation to Climate Change in the Zambezi River Basin (PIDACC ZAMBEZI)**

##### **Countries involved**

Botswana, Namibia, Tanzania, Zambia, Zimbabwe

##### **Total project cost**

USD 177.29 million\*

##### **Financing**

**ADF:** USD 64.16 million\*

**ADB:** USD 39.06 million\*

**Partners:** USD 74.07 million\*††

##### **Expected Board approval date**

30 November 2022

The most sustainable means of combatting food and nutrition insecurity along the Zambezi watercourse is to build strong communities that are resilient to climatic and economic shocks. To do this, PIDACC ZAMBEZI is making inclusive, transformative investments, creating jobs, and helping the community develop ecosystem-based solutions. It is also empowering women and youth by giving them better access to land and finance.<sup>26</sup>

##### **Results by 2025:**

- Livelihoods improved by feasible, climate-resilient, low-carbon-emitting infrastructure
- 20,000 farmers practicing climate-smart agriculture
- 10,000 female farmers with access to land
- 1 million farmers with access to climate-related early warning systems

THIS PROJECT TARGETS 3 HIGH 5s



\*USD rate per UA: 1.39486 (February 2022)

† The sources of co-financing include the Green Climate Fund and European Investment Bank.

†† The sources of co-financing include the Green Climate Fund and Global Environmental Facility.

## ETHIOPIA AND DJIBOUTI CONNECTING POWER, IMPROVING ACCESS

### Ethiopia-Djibouti Second Power Interconnection Project

#### Countries involved

Djibouti, Ethiopia

#### Total project cost

USD 138 million\*

#### Financing

ADF: USD 84 million\*

Partners: USD 54 million\*†

#### Board approval date

7 July 2021

Clean and affordable power will drive social and economic development in Ethiopia and Djibouti and help achieve universal access to electricity on the continent. This interconnection project builds on the success of the first transmission line, financed by the Bank, with the construction of a new 230 kV double circuit line from Semera in Ethiopia to Nagad in Djibouti. The existing line will be upgraded. This regional approach, which promotes cross-border power trade, will benefit both countries and respond to climate change by making it possible to integrate renewable energy.<sup>27</sup>

#### Results by 2026:

- Rise in power trade between Ethiopia and Djibouti from 536 GWh to 696 GWh
- 30% increase in Ethiopia's revenues from electricity exports
- Rise in per capita consumption from 100 kWh to 300 kWh in Ethiopia and from 522 kWh to 650 kWh in Djibouti
- Electricity tariffs in Djibouti reduced from USD 0.26/kWh to less than USD 0.15/kWh
- Fall in CO<sub>2</sub> emissions in Djibouti from 0.804 metric tons/capita to 0.700 metric tons/capita

THIS PROJECT TARGETS 4 HIGH 5s



## CAR AND THE REPUBLIC OF CONGO DEVELOPING ROADS AND PORTS TO DRIVE TRADE

### CAR-Congo Republic Road Development Project and Navigational Improvement

#### Countries involved

Central African Republic, Congo Republic

#### Total project cost

USD 546 million\*

#### Financing

ADF: USD 292 million\*

Partners: USD 254 million\*††

#### Board approval date

10 November 2021

Transforming road and maritime transport infrastructure will be a gateway to economic development for the Central African Republic (CAR) and other regional countries facing fragility. By building and rehabilitating 200 km of road between Gouga, Mbaiki, and Bangui, and by modernizing the port of Mongoumba, goods and people will move more easily and transport will become safer. The port of Mongoumba links to the port of Brazzaville by the Congo River and to the port of Pointe Noir by rail. The project will generate alternative routes for landlocked CAR, expanding trade and boosting resilience.<sup>28</sup>

#### Results by 2025:

- Rise in the volume of goods crossing CAR's borders from 237,050 tons to 276,140 tons
- Doubling of traffic from 630 vehicles to 1,300 vehicles per day
- Road travel time for large goods vehicles halved from 8 hours to 4 hours
- Vehicle operating costs for large goods vehicles halved to 800 FCFA/km

THIS PROJECT TARGETS 5 HIGH 5s



\*USD rate per UA: 1.39486 (February 2022)

† The sources of co-financing include the World Bank.

†† The sources of co-financing include the Development Bank of the Central African States (BDEAC).

## HORN OF AFRICA BUILDING RESILIENCE THROUGH FOOD AND NUTRITION

### Developing sustainable food systems in the Horn of Africa

#### Countries involved

Djibouti, Ethiopia, Kenya, Somalia, South Sudan, Sudan

#### Total project cost

USD 136 million\*

#### Financing

ADF: USD 119 million\*

Partners: USD 17 million\*†

#### Board approval date

24 November 2021

When it comes to building resilience in the Horn of Africa, regional integration is vital. With devastating locust outbreaks and the threat of food insecurity, smallholder farmers, including women working in the region's agricultural value chains, will obtain vital support for building agri-businesses and boosting food production. In an area experiencing fragility, opening up opportunities for jobs and sustaining livelihoods is especially valuable.

But the project also focusses on regional cooperation and dialogue. It will work alongside agencies of the Intergovernmental Authority for Development to coordinate regional policies, platforms, and strategies to boost the management of natural resources. By doing so, it will help populations in eight countries to better adapt to climate change.<sup>29</sup>

#### Results by 2025:

- Better living conditions and more food and nutrition security for 3 million people
- 150,000 new jobs
- 500,000 women informed of ways to adapt to climate change
- Adoption of good agro-pastoral practices by 10,000 women

THIS PROJECT TARGETS 3 HIGH 5s



## MANO RIVER UNION FACILITATING ECONOMIC GROWTH THROUGH INFRASTRUCTURE

### The Mano River Union Road Development and Transport Facilitation Project Phase III

#### Countries involved

Guinea, Liberia, Sierra Leone

#### Total project cost

USD 137 million\*

#### Financing

ADF: USD 95 million\*

Partners: USD 42 million\*††

#### Board approval date

23 March 2022

In the Mano River Union—an area experiencing fragility—paving the 170 km road to connect Zwedru in Liberia to the Makona River in Guinea through Koindu in eastern Sierra Leone will have a knock-on effect in building resilience for people and the economy. Under the project, infrastructure alongside a customs bonded warehouse in Koindu will attract importers and exporters seeking a secure space to store goods in transit to Liberia and Guinea. At the same time, traders will save costs as customs clearance is expedited. Better local livelihoods and more regional prosperity will result.<sup>30</sup>

#### Results by 2025:

- Rise in GDP per capita growth in Liberia from 2.5% to 5.5%
- Fall in the local population living below the poverty line from 54% to 40%
- Increase in trade between Sierra Leone and Liberia from 2.5 metric tons in 2020 to 6.75 metric tons in 2025<sup>31</sup>

THIS PROJECT TARGETS 4 HIGH 5s



\*USD rate per UA: 1.39486 (February 2022)

† The sources of co-financing include the Global Environment Facility and the Green Climate Facility.

†† The sources of co-financing include the Africa Investment Platform/European Investment Bank, the Islamic Development Bank, and the OPEC Fund for International Development.

# A CLOSER LOOK AT AFRICA'S REGIONAL TRANSPORT NETWORKS

*“Regional road networks improve connectivity with neighbouring countries, improving the capacity of societies and governments to address a wide range of cross-border challenges. They enlarge markets, an essential ingredient to enhancing the dynamism of what are typically very small economies. Larger markets can dramatically increase the incentives for investment if combined with other measures to reduce the cost of transporting goods.”<sup>32</sup>*

THE TRANSPORT SECTOR NOW ACCOUNTS  
FOR OVER **60%** OF REGIONAL OPERATIONS

The Bank has a longstanding comparative advantage in managing transport projects. About two-thirds of the ADF-15 ROE resources were allocated to the transport sector.

This is vital: championing infrastructure connectivity among countries reinforces economic resilience across the continent.

## HOW TRANSPORT CAN REDUCE FRAGILITY AND BUILD RESILIENCE SIX PRIMARY CHANNELS



# SUSTAINING AFRICA-WIDE CHANGE: SCALING UP REGIONAL OPERATIONS

*“Multilaterals are particularly well-placed to help countries respond to COVID-19, with global reach, broad mandates and expertise, an array of financing instruments, and knowledge of local contexts.”*

*Quality of Official Development Assistance Report, 2021<sup>33</sup>*

## There is a strong case for scaling up investments in regional operations under ADF-16.

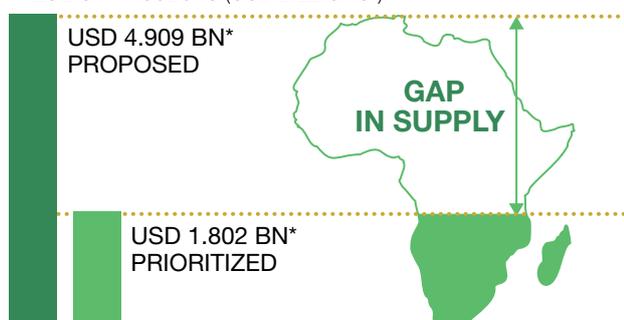
Successive ADF cycles and projects have shown that a forward-looking agenda to creating regional markets and supply chains by connecting corridors, investing in energy pools, and rolling out agricultural technologies at scale transforms people’s lives. This is especially critical for economies that are small, landlocked, affected by fragility, or experiencing climate change.

But the figures hold a warning. Africa’s estimated annual infrastructure financing deficit is a stark USD 60–90 billion.<sup>34</sup> With the record resources allocated under ADF-15, ADF’s regional operations envelope amounts to USD 1.821 billion\*†, or USD 607 million\* per year.

Meanwhile, ADF countries’ demand for funding is consistently high, as shown by the large volume of regional operations submitted in 2020–2022.<sup>35</sup> Over three calls for proposals, 125 projects totaling USD 4.909 billion\* were proposed. After review, the Bank prioritized 51 projects totalling USD 1.802 billion\*.

## DEMAND FOR THE ADF ROE IN 2020–2022

VALUE OF PROJECTS (USD BILLIONS\*)



\*USD rate per UA: 1.39486 (February 2022)

† Total ADF-15 ROE resources

The gap is substantial and needs to be plugged. Given the economic recovery predicted for 2022, the 2023 call for proposals is likely to generate a greater number and volume of project proposals under the ADF-16 regional envelope.

This said, the Bank’s ambitious agenda on regional operations is paying off. The Bank operates an efficient regional prioritization process to identify projects with the most potential to generate impacts. Past investments in project preparation are producing a strong potential pipeline of transformational projects totaling over USD 10 billion.\* This underpins the Bank’s coherent approach to regional operations, in which it sequences initiatives to generate continuous positive impacts in low-income countries and fragile areas.

*“A foreign conflict [the ongoing war in Ukraine] has exposed Africa’s dependence on imports and is galvanising action to boost local food production and tackle climate threats.”*

*Thomson Reuters Foundation News—  
OPINION: Out of Ukraine war, a plan for Africa’s food security by Patrick Verkooijen, Anne Beathe Tvinneim and Akinwumi Adesina, 28 March 2022<sup>36</sup>*

Nineteen regional operations are currently identified for the coming ADF cycles (see Annex V). These operations span PIDA projects and wider initiatives in energy, transport corridors, and ICT.

In summary, ADF regional operations to date show that Africa-wide changes are underway. The Bank has a proven performance track record and scores second on global rankings.<sup>37</sup> The institution is recognized for its prioritization philosophy and its strong focus on poverty and the least-aided countries. Under ADF-16, donors can champion a bold approach to regional integration and remain confident of the impact of their investment in large, cross-country operations. Today, regional cooperation, coordination, and connectivity will catalyze Africa’s path to recovery, laying the foundations of economic and social resilience to come.

# ANNEXES

## I. ADF-15 DONORS

Angola	Denmark	India	Luxembourg	Sweden
Austria	Egypt	Italy	The Netherlands	Switzerland
Belgium	Finland	Japan	Norway	Turkey
Canada	France	Korea	Portugal	United Kingdom
China	Germany	Kuwait	South Africa	United States of America

## II. DEPARTMENTAL ROLES AND RESPONSIBILITIES: AN OVERVIEW<sup>38</sup>

BANK DEPARTMENT	RESPONSIBILITIES	OUTPUTS
<b>Regional Integration Coordination Office</b>	<ul style="list-style-type: none"> <li>■ Leads the prioritization exercise and coordinates the cross-complex task team</li> <li>■ Coordinates and collects scorecard results from the RO evaluation team</li> <li>■ Computes an overall score for each project and prioritizes ROs/RPGs accordingly</li> <li>■ Produces the draft RO report for OPSCOM's/Senior Management's approval</li> </ul>	The Regional Operations Report
<b>Resource Mobilization and Partnerships</b>	<ul style="list-style-type: none"> <li>■ Calculates the performance-based allocation (PBA) for each ADF country</li> <li>■ Confirms whether the national PBA of each country in the prioritization exercise has enough resources to leverage funds from the ROE</li> </ul>	Confirmation of the availability of PBA resources
<b>Transition States Coordination Office</b>	<ul style="list-style-type: none"> <li>■ Produces the country resilience and fragility assessment scores used in the RPG/RO screening templates/scorecards</li> </ul>	Country resilience and fragility assessment scores/report
<b>Macroeconomics Policy, Forecasting and Research</b>	<ul style="list-style-type: none"> <li>■ Calculates the additionality and development outcomes assessment (ADOA) score per project in the RO scorecard (Step 2A, page 10)</li> <li>■ Provides ADOA notes to RDRI and computes comprehensive average scores per project</li> </ul>	Development outcome scores—RO scorecard ADOA notes
<b>Regional Integration Coordination Office</b>	<ul style="list-style-type: none"> <li>■ Monitors and reports on portfolio and results performance</li> </ul>	Portfolio Performance Dashboard Annual Regional Operations Report
<b>Delivery, Performance Management and Results Department</b>	<ul style="list-style-type: none"> <li>■ Manages the publication of the Annual Regional Operations Report (RDRI leads)</li> </ul>	Report

## III. REGIONAL INTEGRATION COORDINATION OFFICE

### Jean-Guy AFRIKA

*Acting Director*

### Lufeyo BANDA

*Chief Regional Operations Officer*

### Zodwa Florence MABUZA

*Principal Regional Integration Officer*

### Julien BOUILHOL

*Principal Regional Operations Management Officer*

### Rafika AMIRA

*Regional Integration Coordinator – Northern Africa*

### Ometere OMOLUABI-DAVIES

*Regional Integration Coordinator – Western Africa*

### Youssouf KONE

*Regional Integration Coordinator – Central Africa*

### Patrick KANYIMBO

*Regional Integration Coordinator – Eastern Africa*

### Rosemary Bokang MOKATI-SUNKUTU

*Regional Integration Coordinator – Southern Africa*

### Memory DUBE

*Regional Integration and Trade Policy Specialist*

### Brou Marina SOUNGALO

*Administrative Assistant*

### Josette JOHNSON-ADAMON

*Secretary*

### Ndiku Alex MBARAGA

*Senior Consultant*

*(Expert on Regional Infrastructure Development)*

### Keith MUDADI

*Consultant*

### Kershia CAVELE

*Consultant*

## IV. BOARD-APPROVED PROJECTS UNDER ADF-13, ADF-14, AND ADF-15 AS OF MARCH 2022

Project Name	RO/ RPG	Sector	Region	Project Cost (USD millions*)			
				Total	ADF	ADB	Other Financiers†
<b>ADF-13 COMPLETED OPERATIONS</b>							
Preparatory Study for the Establishment of University Technological Poles Of Excellence (PETU) in ECCAS	RPG	Social	Central	3.4	3.1	0.0	0.3
Project for Research Capacity and Knowledge Enhancement for Africa's Transformation	RPG	Social	East	7.0	7.0	0.0	0.0
Exceptional and Emergency Assistance to Fight the Ebola Epidemic in Guinea and Neighbouring Countries	RPG	Social	West	2.8	2.8	0.0	0.0
Multinational Statistical Capacity Building Program for Managing for Development Results	RPG	Multi-Sector	South	83.6	66.8	0.0	15.3
Support Project to African Capacity Building Foundation (ACBF) Third Strategic Medium Term Plan – Phase II	RPG	Multi-Sector	South	9.8	9.8	0.0	0.0
Ebola Sector Budget Support – Fight Back Programme (EFBP) (West Africa)	RO	Multi-Sector	West	139.8	139.8	0.0	0.0
African Trade Insurance Agency RMC (Benin, Côte d'Ivoire, Ethiopia)	RPG	Finance	East	27.7	27.7	0.0	0.0
50 Million African Women Speak Networking Platform Project	RPG	Communications	Continental	13.7	12.3	0.0	1.4
<b>ADF-13 ONGOING OPERATIONS</b>							
Project for Support to the Air Transport Sectors of West and Central Africa	RO	Transport	Central	15.3	11.2	0.0	4.2
Trans-Gambia Corridor Project (Phase I) - Construction of the Trans-Gambia Bridge and Cross Border Improvement	RO	Transport	West	93.1	93.1	0.0	0.0
The Gambia River Basin Development Organization Energy Project (OMVG) - The Gambia	RO	Power	West	1 044.7	135.3	0.0	860.4
Programme to Rehabilitate and Strengthen The Resilience of Lake Chad Basin Systems (PRESIBALT)	RO	Environment	West	94.6	75.1	0.0	19.6
Trans-Sahara Optical Fibre Backbone Project	RO	Communications	West	86.8	48.6	0.0	32.0
Lakes Edward and Albert Integrated Fisheries and Water Resources Management Project (LEAF II)	RO	Agriculture	Central	23.4	15.3	0.0	8.0
Drought Resilience and Sustainable Livelihoods Programme in the Horn of Africa (DRSLP) – Project II	RO	Agriculture	East	104.4	104.4	0.0	0.0
Kariba Dam Rehabilitation Project	RO	Power	South	265.2	67.6	0.0	197.6
Programme to Build Resilience to Food and Nutrition Insecurity in the Sahel (P2RS)	RO	Agriculture	West	219.8	217.3	0.0	2.5

\*USD rate per UA: 1.39486 (February 2022)

†Other financiers include but are not limited to the World Bank Group, the Green Climate Fund, the Islamic Development Bank, the European Investment Bank, the Japan International Cooperation Agency, the European Investment Bank, the Global Environment Facility and the EU-Africa Investment Platform.

Project Name	RO/ RPG	Sector	Region	Project Cost (USD millions*)			
				Total	ADF	ADB	Other Financiers†
African Network of Centers of Excellence in Electricity Project	RPG	Power	West	30.8	11.6	0.0	19.2
East Africa's Centres of Excellence for Skills and Tertiary Education in Biomedical Sciences Project – Phase 1	RO	Power	West	101.4	92.4	0.0	0.0
Nelson Mandela Institutes – African Institutions of Science and Technology Project	RPG	Social	East	13.1	13.1	0.0	0.0
Lake Victoria Maritime Communications and Transport Project	RO	Communications	East	29.5	24.8	0.0	4.7
Kapchorwa-Suam-Kitale and Eldoret Bypass Roads Project	RO	Transport	East	230.9	106.8	124.1	0.0
Road Development and Transport Facilitation Programme within the Mano River Union (Côte d'Ivoire, Liberia, Guinea)	RO	Transport	West	283.7	282.1	0.0	1.6
Ruzizi III regional hydropower plant project	RO	Power	East	618.5	137.4	0.0	481.1
Mali – Côte d'Ivoire: Road Development and Transport Facilitation Project on the Bamako-zantiebougou-san Pedro Corridor	RO	Transport	West	232.8	140.6	55.8	3.3
Busega-Mpigi and Kagitumba-Kayonza-Rusumo Roads Project	RO	Transport	East	372.8	152.1	89.9	55.9
Post-Ebola Recovery Social Investment Fund Project (Guinea & Sierra Leone)	RO	Multi-Sector	West	33.4	25.1	0.0	3.3
<b>TOTAL, ADF-13</b>				<b>4,182.0</b>	<b>2,023.1</b>	<b>269.7</b>	<b>1,710.4</b>

### ADF-14 ONGOING OPERATIONS

Lake Chad Basin Regional Road Network Integration Project - Construction of a Bridge over the Logone River	RO	Transport	Central	129.1	37.5	38.1	45.8
Project to construct access Roads to the Road-Rail Bridge over the Congo River	RO	Transport	Central	59.9	55.8	0.0	2.7
Bagamoyo – Horohoro– Lunga-Lunga – Malindi Road Project – Phase I (Kenya)	RO	Transport	East	455.6	235.2	123.3	34.3
Burundi and Zambia – Lake Tanganyika Transport Corridor Development Project Phase I: Rehabilitation of Bujumbura Port	RO	Transport	East	51.3	26.5	0.0	22.3
Ethiopia-Djibouti Transport Corridor Project Phase I	RO	Transport	East	253.3	102.4	0.0	0.0
Rumonge-Gitaza (45 km) and Kabingo- Kasulu-Manyovu (260 km) Road Upgrading Project	RO	Transport	East	348.6	191.4	129.7	0.0
Madagascar – Indian Ocean – Project to Develop Corridors and Facilitate Trade	RO	Transport	South	210.3	87.0	0.0	123.3

\*USD rate per UA: 1.39486 (February 2022)

†Other financiers include but are not limited to the World Bank Group, the Green Climate Fund, the Islamic Development Bank, the European Investment Bank, the Japan International Cooperation Agency, the European Investment Bank, the Global Environment Facility and the EU-Africa Investment Platform.

Project Name	RO/ RPG	Sector	Region	Project Cost (USD millions*)			
				Total	ADF	ADB	Other Financiers†
Nacala road corridor development project Phase V (Malawi)	RO	Transport	South	<b>63.2</b>	37.1	0.0	21.1
The Mueda – Negomano Road Project Phase II	RO	Transport	South	<b>34.1</b>	33.6	0.0	0.0
Community Road Strengthening Project on CU2A : Gounghin-Fada N'Gourma - Piega – Niger Border Section (Burkina Faso)	RO	Transport	West	<b>222.7</b>	57.7	48.8	83.3
Guinea – Sierra Leone: Coyah- Farmoreah-Sierra Leone Border Road Reconstruction Project	RO	Transport	West	<b>86.8</b>	53.4	0.0	32.9
Boke-Quebo Road Improvement Project (Phase 1) Guinea Component	RO	Transport	West	<b>94.2</b>	57.9	0.0	35.3
Mano River Union Road Development and Transport Facilitation Programme, Phase II	RO	Transport	West	<b>86.3</b>	40.8	0.0	43.6
Supplementary Grant for the Study on the Abidjan - Lagos Highway Corridor Development Project - Request to Use Resources Mobilized from the African Investment Facility (AfIF) of the European Commission (EC) (ECOWAS)	RPG	Transport	West	<b>17.7</b>	13.8	0.0	3.9
Institutional Support to the African Civil Aviation Commission (AFCAC) for the Implementation of the Single African Air Transport Market (SAATM)	RPG	Transport	West	<b>7.8</b>	7.0	0.0	0.0
Project to Support the Socio-Economic Reintegration of Vulnerable Groups in the Lake Chad Basin	RO	Social	Central	<b>18.3</b>	18.1	0.0	0.0
Project to Support the Inclusion of Training in Road, Railway and Mining Trades in Conseil de l'Entente Member Countries (PAIF)	RPG	Social	West	<b>11.2</b>	9.4	0.0	0.0
Cameroon and Chad Power Interconnection Project (Cameroon)	RO	Power	Central	<b>464.9</b>	46.7	253.9	141.7
Capacity Building for the Operationalization of the Eastern Africa Power Pool (EAPP) Regional Power Market Trade Project	RPG	Power	East	<b>1.1</b>	1.0	0.0	0.0
225KV Guinea-Mali Electricity Interconnection Project	RO	Power	West	<b>418.0</b>	83.7	0.0	319.8
Nigeria-Niger-Benin-Burkina Faso Power Interconnection Project	RO	Power	West	<b>717.7</b>	156.9	0.0	549.2
Tripartite (EAC, COMESA and SADC) Capacity Building Programme, Phase II	RPG	Multi-Sector	East	<b>1.2</b>	1.2	0.0	0.0
Institutional Support Project for the African Union: African Continental Free Trade Area (AfCFTA) Implementation	RPG	Multi-Sector	East	<b>5.2</b>	4.9	0.0	0.0
African Peer Review Mechanism Institutional Support Project (APRM-ISP)	RPG	Multi-Sector	South	<b>2.8</b>	2.8	0.0	0.0
Lobito Corridor Trade Facilitation Project	RPG	Multi-Sector	South	<b>9.7</b>	8.4	0.0	0.0

\*USD rate per UA: 1.39486 (February 2022)

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Project Name	RO/ RPG	Sector	Region	Project Cost (USD millions*)			
				Total	ADF	ADB	Other Financiers <sup>†</sup>
Support to Sustainable Financing of Regional Infrastructure and Industrial Projects in SADC	RPG	Multi-Sector	South	2.1	2.1	0.0	0.0
East African Community Payment and Settlement Systems Integration Project (EAC-PSSIP) - South Sudan	RO	Finance	East	8.9	6.7	0.0	2.2
Africa Disaster Risk Financing (ADRFi) Programme in The Gambia	RPG	Finance	West	3.7	1.3	0.0	1.2
Integrated Programme for Development and Adaptation to Climate Change in the Basin of Niger (PIDACC/BN)	RO	Environment	West	280.4	68.3	0.0	212.1
Central Africa Fibre-Optic Backbone Project (CAB) – CAR Component	RO	Communications	Central	36.8	18.4	0.0	18.4
Say No to Famine: Short-Term Regional Emergency Response Project (STRERP)	RO	Agriculture	East	78.8	78.8	0.0	0.0
Boke-Quebo Road Improvement Project (Phase 1) Guinea-Bissau Component	RO	Transport	West	94.2	57.9	0.0	35.3
Technologies for African Agricultural Transformation - Framework Program in Support of Feed Africa Paper (TAAT 1)	RPG	Agriculture	West	55.8	40.5	0.0	11.3
<b>TOTAL, ADF-14</b>				<b>4,331.8</b>	<b>1,644.5</b>	<b>593.9</b>	<b>1,739.9</b>

### ADF-15 ONGOING OPERATIONS

Africa Centres for Disease Control and Prevention (CDC) COVID-19 Response- CRF	RPG	Social	East	27.9	27.9	0.0	0.0
Project to Interconnect Power Grids from the Boali Hydropower System Phase I: CAR Component-Supplementary Grant	RO	Power	Central	3.5	3.5	0.0	0.0
Ethiopia Djibouti Second Power Interconnection Project, Phase II (Djibouti and Ethiopia)	RO	Power	East	138.0	83.7	0.0	45.1
Regional Harmonization of Regulatory Frameworks and Tools for Improved Electricity Regulation in SADC	RPG	Power	South	1.2	1.0	0.0	0.0
Regional Harmonization of Regulatory Frameworks and Tools for Improved Electricity Regulation in COMESA	RPG	Power	South	1.8	1.5	0.0	0.0
Desert to Power Initiative West Africa Regional Energy Program – Phase I (ECOWAS & WAPP)	RO	Power	West	5.8	5.8	0.0	0.0
Crisis Response Support Programme for National and Regional Mitigation of COVID-19 Impact – Djibouti & Somalia	RO	Multi-Sector	East	204.9	67.4	0.0	137.6
Statistical Capacity Building Program, Phase V (SCB-5)	RPG	Multi-Sector	South	27.2	13.9	0.0	4.9
Central African Economic and Monetary Community (CEMAC) Financial Sector Deepening Support Project (PASFIC)	RPG	Finance	Central	3.9	3.5	0.0	0.0

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Project Name	RO/ RPG	Sector	Region	Project Cost (USD millions*)			
				Total	ADF	ADB	Other Financiers <sup>†</sup>
Support to Power Pools for the Establishment of Regional Project Acceleration Units (RPAUs) - Central Africa Power Pool (CAPP)	RPG	Power	Central	3.0	3.0	0.0	0.0
Support to SADC Macroeconomic Stability and Financial Integration	RPG	Multi-Sector	South	7.7	7.0	0.0	0.0
Support Project for The Development of the ECCAS Regulatory Framework of Electricity (PADCRE)	RPG	Power	Central	7.4	7.0	0.0	0.0
Programme for Improving Fisheries Governance and Blue Economy, Trade Corridors in the SADC Region	RPG	Agriculture	South	8.9	8.9	0.0	0.0
Central Africa Republic – Congo Republic Phase 1: Pointe-Noire-Brazzaville-Bangui-Ndjamena Multimodal Transport Corridor Development Project, Phase I	RO	Transport	Central	546.2	292.1	73.9	175.2
Support to AU/NEPAD : Development of Continental Master Plan (CMP)	RPG	Power	South	17.3	3.0	0.0	14.3
Horn of Africa Isiolo – Mandera Corridor Elwak – Rhamu- Road Upgrading Project	RO	Transport	East	219.6	139.5	73.9	0.0
Program to Build Resilience for Food and Nutrition Security in the Horn of Africa	RO	Environment	East	136.1	118.8	0.0	0.7
Madagascar– CORRIDOR DE BEIRA : Corridor Development and Trade Facilitation Project, Phase II	RO	Transport	South	314.6	174.4	0.0	134.0
Institutional Support for Digital Payment and Ecommerce Policy and Advocacy for Cross-Border Trade and Regional Integration	RPG	Communications	East	1.8	1.6	0.0	0.0
Programme for Infrastructure Development in Africa (PIDA) Implementation Support Project (PISP)	RPG	Multi-Sector	South	7.7	7.0	0.0	0.0
Desert to Power (DtP) Initiative Regional East Africa Energy Program	RPG	Power	East	5.6	5.6	0.0	0.0
Mano River Union Road Development and Transport Facilitation Programme - PHASE III	RO	Transport	West	86.8	86.8	0.0	0.0
Institutional Capacity Building Program for the African Union Commission	RPG	Multi-Sector	East	11.4	11.4	0.0	0.0
Harmonization and Certification of African Standards for Dairy, Horticulture, Fisheries and Aquaculture Products	RPG	Multi-Sector	East	3.6	2.8	0.0	0.0
Development of the Pharmaceutical Industry in the ECOWAS Region	RPG	Multi-Sector	West	3.5	3.5	0.0	0.0
<b>TOTAL, ADF-15</b>				<b>1,795.4</b>	<b>1,080.6</b>	<b>147.8</b>	<b>511.7</b>
<b>TOTAL, ADF-13, -14, and -15</b>				<b>10,309.2</b>	<b>4,748.1</b>	<b>1,011.5</b>	<b>3,962.0</b>
					<b>5,759.6</b>		

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## V. PROGRAM FOR INFRASTRUCTURE DEVELOPMENT IN AFRICA (PIDA): UPCOMING OPERATIONS

### LARGEST PROJECTS TO BE IMPLEMENTED IN ADF COUNTRIES IN THE NEXT 3–15 YEARS

Project Name	ADF Countries	Sector	Sub-Sector	Cost (USD m*)	Indicative or Identified Bank Contribution (USD m*)	Funding Gap (USD m*)	Co-financing Identified (USD m*)	ADF-16 Pipeline	Amount in ADF-16 (USD m*)
Lesotho Highlands Water Project Phase II	Lesotho	Water	Multipurpose dams	2,600	88	2,297	216	No	0.00
Luapula Hydro-power project	Zambia DRC	Energy	Generation-Hydro	540		540		No	
Construction of Standard Gauge railway from Mtwara - Mbamba Bay railway with/and spurs to Liganga and Mchuchuma	Tanzania Malawi	Transport	Rail	5,500		5,500		No	
ZIZABONA Transmission Power Interconnector [only activities in Zimbabwe will be supported]	Zimbabwe Zambia	Energy	Transmission line	240	139	101		Yes (2023)	
Songwe River basin Hydro Power Project (Malawi - Tanzania)	Malawi Tanzania	Energy	Generation-Hydro and multipurpose	500	160	340		Yes (2024)	160.05
1,028-km Abidjan-Lagos Corridor Highway Development Project	Benin Cote d'Ivoire Ghana Togo	Transport	Road	15,000		15,000		No	
Hydroelectric Power Plant of Louga 1 and 2 (246 MW)	Cote d'Ivoire	Energy	Generation-Hydro	613		613		No	
Praia-Dakar-Abidjan Multimodal Transport Corridor	Cote d'Ivoire Guinea-Bissau Liberia Niger Senegal Sierra Leone	Transport	Road	21,070		21,070		No	
WAPP Regional Solar Power Park Project	Burkina Faso Mali Togo	Energy	Generation-Solar	250		250		No	
Construction of Central Corridor Standard Gauge Rail (SGR) of the Dar - Isaka - Kigali - Gitega (with extension to Eastern DRC)	Burundi Rwanda Tanzania	Transport	Rail	3,676		3,676		No	
Akagera River Transport	Burundi DRC	Transport	Inland water	298		298		No	
Construction to standard gauge of the Mombasa – Nairobi – Malaba – Kampala - Kigali line (with Malaba – Nimule – Juba spur)	Kenya Rwanda	Transport	Rail	19,200		19,200		No	

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Project Name	ADF Countries	Sector	Sub-Sector	Cost (USD m*)	Indicative or Identified Bank Contribution (USD m*)	Funding Gap (USD m*)	Co-financing Identified (USD m*)	ADF-16 Pipeline	Amount in ADF-16 (USD m*)
Transborder Submarine Fiber PoPs and Regional Smart Hub Facility and Data center	Ethiopia Kenya	ICT	Terrestrial connectivity	70		70		No	
Angololo Multipurpose Water Resources Development Project (Angololo Dam) NELSAP	Kenya Uganda	Water	Multipurpose dams	62		62		No	
220 kV Masaka (Uganda)-Mwanza (Tanzania) Transmission Line Project	Tanzania Uganda	Energy	Transmission lines	325	129	196		No	
Development of the BAC and LOTEMO hydroelectric sites on the Lobaye river and related works in CAR	CAR Chad DRC	Energy	Generation-Hydro	408		408		No	
Construction of a Bridge over the Ntem River Project (Cameroon and Equatorial Guinea)	Cameroon	Transport	Road	447	324	123		Yes (2024)	310.37
Grand INGA Phase 3	DRC	Energy	Generation-Hydro	14 500	139	14,361		Yes (2025)	139.18
Eastern Africa Green Power transmission network Project 6 – Guba (Ethiopia)-Khartoum (Sudan)	Ethiopia Sudan	Energy	Transmission lines	670		670		No	
<b>TOTAL COST</b>				<b>85,969</b>	<b>980</b>	<b>84,773</b>			<b>609.60</b>
<b>SUGGESTED CONTRIBUTION FROM ADF (40%)</b>				<b>34,388</b>					

\*USD rate per UA: 1.39486 (February 2022)

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Avenue Jean-Paul II

01 BP 1387

Abidjan 01, Côte d'Ivoire

Tel. : (225) 20 26 10 20

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