

FACT SHEETS ON PROJECTS FUNDED IN 2021

THE BUBA-CATIO ROAD PLANNING AND ASPHALTING PROJECT IN THE REPUBLIC OF GUINEA BISSAU (COMPLEMENTARY LOAN)

1. PURPOSE AND OBJECTIVES

This operation will make it possible to strengthen the initial project through the implementation of: i) reinforcement works to improve the drainage system along the Buba-Catio road and ii) related maintenance and major road repair works on the community road (CU1) upstream of the Buba-Catio road section.

The project's overall objective is to contribute to open up the southern region of Guinea Bissau and foster economic and social interaction at the national and sub-regional levels.

2. PROJECT RATIONALE

The complementary loan mainly finds justification in the following factors: (i) the need to cover contractual cost overruns due to price revisions on the road work market; (ii) the need to carry out, on certain strategic sections, structural reinforcement to protect the Buba-Catio road; and (iii) the need to maintain trade between Guinea-Bissau and neighboring countries.

3. COMPONENTS

The operation involves the following six (6) components: i) studies; ii) works; iii) works control and supervision; iv) environmental and social measures; v) capacity building; and vi) technical and financial audit.

4. COST AND FUNDING

The overall cost of the updated project stands at XOF35.19 billion exclusive of tax, and XOF47.7 billion tax inclusive. The complementary phase is estimated to cost XOF5.4 billion, of which XOF5 billion (92.3%) will be financed by BOAD, XOF349 million (6.4%) from the balance of BOAD loans and XOF70 million (1.3%) by the Government of Guinea-Bissau.

FACT SHEETS ON PROJECTS FUNDED IN 2021

PROPOSED REHABILITATION OF THE PRIORITY PHASE OF THE URBAN SECTION OF TRUNK ROAD N°27 IN BAMAKO IN THE REPUBLIC OF MALI.

1. PURPOSE AND OBJECTIVES

The priority phase of the project is aimed at : i) extension to 2x2 lanes of section 1 of the urban section of the RN27 or Van Vollemhoven Avenue (roundabout of the *Grand Hotel-Carrefour Monument de la Palestine*) on a 670 m section ; ii) the extension to 2x2 lanes with a bicycle path of 2 m of section 2 of the said road section between the *Carrefour Monument de la Palestine* and the PK 1+300 on a 1.3 km linear iii) the widening to 2x3 lanes with a 2 m bicycle path of section 2 of the said road between KP 1+300 and the Banconi crossroads over a section linear distance of 3.05 km; iv); the reconstruction of (2) bridges with a 20 m span each; v) construction of two (2) pedestrian footbridges each consisting of two 15 m long spans.

The project's overall objective is to contribute to improved traffic conditions (fluidity, comfort and safety) in the city of Bamako and particularly, in its communes I, II and III where the project section is located.

The specific objectives consist of: (i) improving mobility on the urban section of the trunk road RN27 in Bamako by reducing travel time by about 50%; (ii) reducing the number of traffic accidents by over 50%; and (iii) reducing vehicle operating costs by about 40%.

2. PROJECT RATIONALE

The project is mainly justified by the following factors: (i) bad condition of the existing road; (ii) need to improve traffic fluidity in the project area and the living conditions of local communities; and (iii) contribution to the achievement of the 2019-2023 strategic framework for economic recovery and sustainable development (CREDD).

3. COMPONENTS

The project is made up of the following six (6) components: (i) studies; (ii) works; (iii) control and supervision of works; (iv) project management; (v) environmental and social measures; and (vi) technical and financial audit.

4. COST AND FUNDING

The overall project's pre-tax cost stands at XOF17.155 billion. It is funded as follows: i) BOAD: XOF15 billion (87%); and ii) Government of Mali: XOF2.155 billion (13%).

FACT SHEETS ON PROJECTS FUNDED IN 2021

THE MOPTI AMBODEDJO AIRPORT BYPASS AND URBAN ROADS REHABILITATION PROJECT IN THE CITY OF SEVARE IN THE REPUBLIC OF MALI

1. PURPOSE AND OBJECTIVES

The project involves the construction of a 14 km long bypass of the Mopti Ambodèdjo airport and the development of 5 km of roads in the city of Sévaré in Mali. It is part of the road component of the Mopti infrastructure development programme, for an overall amount of XOF36 billion. The programme comprises two phases: (i) a priority phase involving development of the Sévaré-Mopti section of trunk road No. 6 (RN6) and the Médina-Coura street in the town of Mopti; this phase was funded by BOAD at its Board meeting held in March 2020 and (ii) a second phase, which involves construction of the Mopti Ambodèdjo airport bypass and urban roads in the city of Sévaré; this phase is the subject of the current operation.

The overall objective is to contribute towards improved transport conditions in the city of Sévaré, through modern infrastructure development to improve the safety and living conditions of citizens.

The specific objectives consist of: i) improving mobility by reducing travel time by more than 50% on the roads concerned; ii) reducing the number of traffic accidents by over 60%; and iii) reducing vehicle operating costs by no less than 50%.

2. PROJECT RATIONALE

The project mainly finds justification in the following factors: (i) need for safer transport infrastructure; (ii) need to improve traffic and the living environment of the local population; and (iii) project's contribution to the implementation of the objectives of the 2019-2023 strategic framework for economic recovery and sustainable development (CREDD).

3. COMPONENTS

The project involves the following six components: (i) studies; (ii) works; (iii) works control and supervision; (iv) environmental and social measures; (v) project management; and (vi) technical and financial audit.

4. COST AND FUNDING

The project's pre-tax cost amounts to XOF16.5 billion. The funding is broken down as follows: i) BOAD: XOF15 billion; and the Government of Mali: XOF1.005 billion.

FACT SHEETS ON PROJECTS FUNDED IN 2021

THE STORM WATER DRAINAGE PROGRAMME FOR SECONDARY CITIES (PAPVS) IN THE CITY OF PARAKOU IN THE REPUBLIC OF BENIN

1. PURPOSE AND OBJECTIVES

The purpose of the overall program is to build primary and secondary storm drains in secondary cities, as well as to develop urban roads in the area of influence of the planned drains. This intervention from BOAD involves the construction of 12,041 linear meters of primary and secondary collectors and 1,882 linear meters of roads in the city of Parakou.

The overall project objective is to strengthen the stormwater drainage network of the target cities so as to contribute to the reduction of the population's vulnerability to flood risks and to the realization of sustainable social and economic infrastructure.

The project's specific objectives consist of: i) facilitating storm water drainage in the target cities by reducing the rate of flooded houses by at least 60%; and ii) improving mobility on the improved roads by reducing travel time by nearly 70%.

2. PROJECT RATIONALE

This operation is justified by the following factors: (i) inclusion in the Government Action Programme; (ii) inadequacy of rainwater drainage infrastructure; and (iii) the need to secure investments and improve the population's living environment.

3. COMPONENTS

The program includes the following seven (7) components: i) studies; ii) works; iii) control and monitoring of works; iv) environmental and social measures; v) institutional support; vi) monitoring and evaluation; and vii) technical and financial audit.

4. COST AND FUNDING

The project total pre-tax cost, including contingencies, is estimated at XOF25.022 billion, and the funding plan is as follows: (i) BOAD: XOF20 billion; and (ii) the Government of Benin: XOF5.022 billion.

FACT SHEETS ON PROJECTS FUNDED IN 2021

CONSTRUCTION AND ASPHALTING OF THE KOLINKA-FARA-POURA JUNCTION REGIONAL ROAD NO.11 (RR11) IN BURKINA FASO

1. PURPOSE AND OBJECTIVES

The project aims at: (i) the construction and asphaltting of the regional road No.11 (RR11), Kolinka (RN20 junction)-Niégo-Fara-Poura-Poura Carrefour (RN1 junction) road section over 92 km long and 10.20 m wide on the current section and 12.20 m in crossing the town, ii) the construction of a 2.5 km long and 10.20 m wide access ramp to the Fara medical center and iii) the construction of 100 km of rural tracks.

The project's overall objective is to contribute to the strengthening of the economic integration of the Mouhoun belt, Centre-West and South-West regions.

The specific objectives consist of: i) improving traffic flow on the roads concerned by reducing travel time by about 60%; ii) reducing vehicle operating costs by about 40% from the first year of operation of the roads; and iii) contributing to reduced number of traffic accidents by over 50%.

2. PROJECT RATIONALE

The project is mainly justified by the following factors: (i) the state of degradation of the existing road; (ii) its inclusion in the national economic and social development plan; and (iii) its contribution to the socio-economic development of the intervention area and to regional integration.

3. COMPONENTS

The project is made up of the following six (6) components: (i) studies; (ii) works; (iii) control and supervision of works; (iv) project management and institutional support; (v) environmental and social measures and (vi) technical and financial audit.

4. COST AND FUNDING

The overall project pre-tax cost stands at XOF31.862 billion. It is financed as follows: (i) BOAD: XOF30 billion (94%) and (ii) Government of Burkina Faso: XOF1.862 billion (6%)

FACT SHEETS ON PROJECTS FUNDED IN 2021

CREATION AND OPERATION OF AN INDUSTRIAL AND LOGISTICS PARK BY PLATEFORM INDUSTRIAL ADETIKOPE (PIA) SAS IN TOGO

1. PURPOSE AND OBJECTIVES

The project involves the construction and operation of a 132 ha integrated industrial platform in Adétikopé.

The project's objective is to contribute to (i) improved added-value of the national agricultural and mining production by creating conditions for its industrial processing as well as (ii) increased logistic capacity of the country. In this regard, the project's specific objective is to increase turnover from XOF2.608 billion in year 1 to XOF26.840 billion from year 6, the peak year.

2. PROJECT RATIONALE

The project finds justification in (i) its contribution to the achievement of the 2018-2022 national development plan (NDP) objectives and (ii) the existence of a market for the leasing of industrial land and logistics services for goods to and from the hinterland countries (Burkina Faso, Niger and Mali).

3. COMPONENTS

The project comprises nine (9) components for which investments are planned, these include: (i) fixed assets; (ii) debt service reserve account; (iii) land; (iv) internal container warehouse; (v) truck parking; (vi) PIA facility; (vii) water treatment plant and common infrastructure; (viii) works control and supervision; (ix) rolling stock; and (x) working capital requirements.

4. COST AND FUNDING

The project pre-tax cost amounts to XOF83.560 billion and is financed as follows: i) BOAD: XOF20 billion; ii) own funds: capital (XOF17.643 billion)/current accounts (XOF7.347 billion); and iii) banking pool: XOF38.570 billion.

FACT SHEETS ON PROJECTS FUNDED IN 2021

THE DIFFA AIRPORT REHABILITATION AND EXTENSION PROJECT IN THE REPUBLIC OF NIGER

1. PURPOSE AND OBJECTIVES

The project aims at rehabilitating and extending the Diffa airport, including: i) the extension of the runway from 1,800 m to 3,000 m and its widening from 30 m to 45 m; ii) the construction of a 380 m long and 38 m wide taxiway and a 3.6 ha apron; iii) the construction of an air traffic control tower; iv) the construction of a terminal building and a VIP lounge; v) the construction of a fence wall; vi) the execution of ancillary works and miscellaneous fixtures; and vii) the supply and installation of various equipment.

The overall project objective is to improve the quality of life of the Diffa urban population and boost economic and commercial activities, thereby contributing to poverty alleviation in its project area.

The specific objectives are: (i) to ensure the stabilization of air traffic by improving airport infrastructure, which contributes directly to international attractiveness and the consolidation of security, among other things; and (ii) to improve mobility, mobilization of production factors at lower cost, and the economic and social development of the region.

2. PROJECT RATIONALE

The project is justified by the following factors: (i) inclusion in the 2017-2021 economic and social development plan (PDES); (ii) the need to bring Diffa airport up to standard; and (iii) contribution to the project area's economic recovery.

3. COMPONENTS

The project includes the following six (6) components: (i) studies; (ii) works; (iii) control and monitoring of works; (iv) environmental and social measures; (v) project management; and (vi) technical and financial audit.

4. COST AND FUNDING

The total cost of the project, excluding taxes, is XOF28.952 billion. The funding plan is as follows: (i) BOAD (XOF25 billion) and (ii) the Government of Niger (XOF3.962 billion).

FACT SHEETS ON PROJECTS FUNDED IN 2021

REHABILITATION AND ASPHALTING PROJECT OF THE BIEBY-BETTIE SECTION OF THE YAKASSE ATTOBROU-BIEBY-BETTIE ROAD AND THE UPGRADING OF THE YAKASSE ATTOBROU, BIEBY, BETTIE ROADS AND OF THE ACCESS RAMP TO BIASSO IN COTE D'IVOIRE

1. PURPOSE AND OBJECTIVES

This operation involves: i) the asphaltting of the 28 km long Biéby-Bettié road section and ii) the construction and asphaltting of 12.2 km of roads in the municipalities of Yakassé Attobrou, Diangobo, Biéby and Bettié, as well as the 3.7 km long Biasso access road.

The overall project's objective is to improve mobility on the Yakassé Attobrou-Bettié road section with a view to boosting economic interaction between the Mé and Indénié-Djuablin regions, on the one hand, and the other regions of the country and neighbouring Ghana, on the other.

The specific objectives consist of: i) improving road traffic by reducing travel time by nearly 34%; and ii) reducing vehicle operating costs by nearly 66.5% upon the commissioning of the road.

2. PROJECT RATIONALE

The project mainly finds justification in the following factors: (i) the poor condition of the road; (ii) contribution to regional integration and reinforcement of economic activity in the area; and (iii) inclusion in the 2021-2025 national development plan.

3. COMPONENTS

The project involves the following six (6) components: i) road works; ii) works control and supervision; iii) delegated project management; iv) environmental and social measures; v) project management and vi) technical and financial audit.

4. COST AND FUNDING

The project's overall pre-tax cost amounts to XOF17.557 billion. The funding plan is as follows: (i) BOAD (XOF17 billion) and (ii) the Ivorian government (XOF557 million).

FACT SHEETS ON PROJECTS FUNDED IN 2021

THE CORNICHE REHABILITATION PROJECT AS PART OF THE ASPHALTING OF THE URBAN ROAD NETWORK AT TILLABERI IN THE REPUBLIC OF NIGER

1. PURPOSE AND OBJECTIVES

The project involves the development and asphaltting of a 3 km section of the Tillabéri Corniche into a 2x1 lane road, with two (2) shoulders of 1.5 metres each. It is also planned the construction of three (3) landing sites and three (3) market sheds for commercial transactions in the area.

The overall project's objective is to contribute to a more dynamic economy by improving the population's quality of life and transport conditions in the city.

More specifically, the project seeks, among other things, to: i) reduce vehicle operating costs by nearly 40% and ii) relieve congestion and reduce travel time on the roads in the city of Tillabéri by 50%.

2. PROJECT RATIONALE

The project finds justification in the following factors: i) inclusion in the economic and social development plan (PDES); ii) contribution to regional integration; iii) the state of development of the Corniche; and iv) contribution to the improvement of services and the living environment of the city's populations.

3. COMPONENTS

The project comprises the following five (5) components: i) studies; ii) works; iii) control and supervision of works; iv) environmental and social measures; and v) technical and financial audit.

4. COST AND FUNDING

The project total pre-tax cost is XOF7.752 billion, including contingencies, and the financing plan is as follows: (i) BOAD: XOF6.5 billion and (ii) the Government of Niger: XOF1.252 billion.

BOAD loan covers 84% of the overall pre-tax cost of the project. It will be used to partially finance the works component and fully finance the works control and supervision component, environmental and social measures and the technical and financial audit.

FACT SHEETS ON PROJECTS FUNDED IN 2021

CONSTRUCTION OF A LOGISTICS PLATFORM IN THE GREATER NOKOUE FOOD PROCESSING CENTRE AT ABOMEY CALAVI IN THE REPUBLIC OF BENIN

1. PURPOSE AND OBJECTIVES

The purpose of this operation is to build a modern logistics platform of 168 ha for food processing in the suburbs of Greater Nokoué at Abomey Calavi, Benin.

The overall objective is to contribute to the improvement of the quality of service in the wholesale and export of agri-food products.

The project's specific objectives are as follows: i) providing at least 600 wholesale operators with good quality food products and the material means to develop and modernize their businesses by 2023; ii) relieving congestion in the downtown area of Cotonou by relocating over 40% of the activities generating heavy traffic by 2023; and iii) improving commercial dynamics by separating at least 60% of wholesale activities from general activities in the secondary markets of the agglomeration by 2023.

2. PROJECT RATIONALE

The project finds justification in the following factors: i) inclusion in the Government Action Programme; ii) consistency with BOAD's 2021-2025 strategic plan "Djoliba" (contribution to operational areas 1 and 2); iii) the need to relocate wholesale activities of the Dantokpa market; and iv) contribution to the improved living environment.

3. COMPONENTS

The project involves the following six (6) components: i) studies and project management; ii) works; iii) environmental and social measures; iv) technical control of works; v) delegated project management; and vi) technical and financial audit.

4. COST AND FUNDING

The overall project cost, including contingencies, amounts to XOF108.912 billion, and the financing plan is as follows: (i) BOAD: XOF20 billion; (ii) local banks: XOF65 billion; and (ii) the Government of Benin: XOF23.912 billion.

FACT SHEETS ON PROJECTS FUNDED IN 2021

EXTENSION AND MODERNIZATION OF TOGOCOM SA TELECOMMUNICATIONS NETWORK IN TOGO

1. PURPOSE AND OBJECTIVES

The project involves the extension and modernization of the telecommunications networks (fixed and mobile) of TOGOCOM SA in Togo. It mainly consists of (i) the construction of 430 new mobile network sites; (ii) the upgrading of 793 sites to 4G standards; (iii) the deployment of 53 new 5G sites in five (5) areas, on an experimental basis; (iv) the connection of 613 sites to optical fibre and (v) the extension of the international access capacity from 60 Gpbs to 80 Gpbs.

The project's specific objectives are: (i) to achieve 98% population coverage and 90% national territory coverage by 2023; and (ii) to increase the number of subscribers from 3,254,887 in 2020 to 4,255,753 in 2025, representing a 52% market share.

2. PROJECT RATIONALE

The project is mainly justified by (i) the need to upgrade TOGOCOM SA's infrastructure; (ii) its contribution to the achievement of the sustainable development goals and (iii) the growth of the mobile telephony and internet market in Togo.

3. PROJECT COMPONENTS

Under the project, new investments are expected to be made mainly to (i) speed up the deployment of 4G, (ii) roll out the optical fibre, (iii) improve the core network, the transmission network and the backbone and (iv) increase digital services.

The project components and sub-components are as follows: i) fixed costs (ESMP, RAP...); ii) fixed branch TOGOTEL (telecom infrastructure (civil engineering and equipment), backbone, access network and core network); and iii) mobile branch TOGOCEL (transmission, radio access network and billing).

4. COST AND FUNDING

The overall project pre-tax investment cost, estimated at XOF65.423 billion, is financed as follows (in XOF billion): (i) own funds: XOF20.556 billion; (ii) BOAD loan: XOF20 billion; (iii) IFC: XOF11.446 billion; (iv) banking pool: XOF6.206 billion; and (v) supplier credit: XOF7.216 billion.

FACT SHEETS ON PROJECTS FUNDED IN 2021

THE OUAGADOUGOU-DONSIN INTERNATIONAL AIRPORT CONSTRUCTION IN BURKINA FASO

1. PURPOSE AND OBJECTIVES

The project involves the construction of a new international airport on the site of Donsin, 35 km north of Ouagadougou, in substitution to the existing Ouagadougou International airport (AIO). The airport is expected to have a capacity of 1,000,000 passengers annually (scalable to 1.5 million passengers per year) on a 4,400 ha site and is designed according to international standards to accommodate wide-body aircraft.

With an initial cost of XOF306.17 billion, this project was funded by BOAD in June 2013 to the tune of XOF25 billion, in co-financing with seven (7) other donors including World Bank, EBID and five (5) Arab banks.

The project's overall objective is to improve the competitiveness of Burkina Faso's air transport and to develop the project target areas. The specific objectives include: i) increasing passenger traffic in the country; ii) providing the country with a modern airport that meets safety and security standards; and iii) implementing the urban development master plan for the city of Ouagadougou by relocating airport operations to a new site.

2. PROJECT RATIONALE

The project is mainly justified by the following factors: i) congestion of the current capacity of Ouagadougou international airport; ii) insecurity linked to the current location of Ouagadougou international airport in the city centre; and iii) inclusion of the project in the national economic and social development plan (PNDES) and in the urban development master plan for the city of Ouagadougou.

3. PROJECT COMPONENTS

A "military base" component has been added to the original project. Therefore, the components of the updated project are as follows: i) project preparation; ii) infrastructure; iii) buildings; iv) supply networks; v) military base; vi) project management; and vii) works control and supervision.

4. COST AND FUNDING

The project's overall updated pre-tax cost stands at XOF405.943 billion. In addition to the financing from donors and the State, the SEM (AERIO) will provide funding for the project pre-tax cost to the tune of XOF124.738 billion. The overall updated pre-tax cost of this operation amounts to XOF16.753 billion. The amount of the supplementary loan from BOAD is XOF16 billion, or 96% of the overall tax-exclusive cost of the new project requirements. The government will contribute to the funding of the gap to the tune of XOF753 million, excl. taxes.

FACT SHEETS ON PROJECTS FUNDED IN 2021

THE DAKAR-SAINT LOUIS COAST HIGHWAY CONSTRUCTION PROJECT: MEKHE-SAINT LOUIS SECTION IN THE REPUBLIC OF SENEGAL

1. PURPOSE AND OBJECTIVES

The purpose of the project is the construction and development of a 2x2 lane highway with a central reservation, a highway between Dakar and Saint-Louis, passing through Tivaouane. This operation covers phase 2 (Mekhé-Saint Louis) over a total length of 120 km.

The overall objective is to contribute to the economic development of the project area in the fields of agriculture, mining, fisheries and tourism, by facilitating the movement of goods and people.

More specifically, the project seeks, among other things, to: i) reduce travel time on the northern coast of Senegal by 35%; and iii) reduce vehicle operating costs by about 25%, or from an average of XOF3,703 to XOF2,765 per km from the first year of road commissioning.

2. PROJECT RATIONALE

The project finds justification in the following factors: (i) the need to relieve traffic congestion on trunk road No. 2; (ii) the inclusion of the project in the Emerging Senegal Plan; and (iii) the project's contribution to regional integration.

3. COMPONENTS

The project involves the following six (6) components: i) works; ii) works control and supervision; iii) assistance to the project management; iv) project management; v) environmental and social measures and vi) technical and financial audit.

4. COST AND FUNDING

The project's overall pre-tax cost is XOF434.108 billion (including contingencies) and the financing plan is as follows: i) BOAD: XOF30 billion; ii) AfDB: XOF98.683 billion (iii) IDB: XOF144.450 billion; (iv) BADEA: XOF21.400 billion; (v) OFID: XOF34.240 billion; (vi) SDF: XOF41.692 billion; (vii) FKDEA: XOF22.829 billion; and (viii) the Government of Senegal: XOF40.814 billion.

FACT SHEETS ON PROJECTS FUNDED IN 2021

THE FOOD PRODUCTION SCALING-UP SUPPORT PROJECT IN RURAL AREAS OF GUINEA BISSAU (PHASE 1)

1. PURPOSE AND OBJECTIVES

Phase 1 involves development of: i) 300 ha of lowlands for rice cultivation; ii) 38 ha of market gardening areas; and iii) 17 km of rural tracks. The project also includes: i) production intensification actions by providing farmers with agricultural inputs, agricultural materials, processing equipment and storage infrastructure; ii) support measures for the most vulnerable households through food distribution; and iii) strengthening the intervention capacities of public entities, particularly the Agricultural Mechanization Agency, the national seed production centre and the regional directorates of agriculture.

Phase 2 of the project involves the development of: (i) 730 ha of estuary area with marine influence known as "mangrove rice field "; (ii) 25 km of rural tracks. Accompanying measures are also planned.

The project's overall objective is to contribute to the (i) scaling up of rice and vegetable production; (ii) enhance the value and marketing of targeted agricultural products; and (iii) build the management capacity of farmers' organizations.

2. PROJECT RATIONALE

- The project is consistent with the 2020-2023 national development plan
- The project contributes to rice self-sufficiency and food security.

3. COST AND FUNDING

Cost: XOF5.389 billion (out of an overall cost of XOF10.541 billion for the two phases), of which XOF168 million is to be financed by the beneficiaries; XOF221 million by the Government of Guinea Bissau and XOF5 billion in loans to the Government.

FACT SHEETS ON PROJECTS FUNDED IN 2021

THE OTI PLAIN DEVELOPMENT PROJECT (PATA-OTI): ZONE 4 (SADORI, FARE AND KOUKOMBOU) AND ZONE 5 (NALI AND KOULIFIEKOU) IN THE REPUBLIC OF TOGO (COMPLEMENTARY LOAN)

1. PURPOSE AND OBJECTIVES

The complementary funding of PATA-OTI is intended to: i) purchase agricultural equipment and ii) cover the funding gap for the Sadori, Faré and Koukombou development works and the recruitment of additional staff for the project management unit (PMU).

The overall objective is to contribute to improved food security and poverty reduction in the target areas through sustainable increases in rice and other crop and livestock production.

More specifically, the operation seeks to: i) facilitate producers' access to modern production factors; ii) improve agricultural productivity; iii) create the conditions for the emergence of a class of agricultural entrepreneurs; and iv) allow the achievement of the overall project's objectives.

2. PROJECT RATIONALE

- Inclusion in the 2018-2022 national development plan and Togo 2025 roadmap.
- Contribution to the development of agropoles.

3. COST AND FUNDING

Cost: XOF11.295 billion, including BOAD: XOF10.734 billion and the Togolese Government: XOF561 million.

FACT SHEETS ON PROJECTS FUNDED IN 2021

**THE WASSOULOU INTEGRATED DEVELOPMENT PROJECT IN THE REPUBLIC
OF COTE D'IVOIRE (PDIW-CI) PHASE 1**

1. PURPOSE AND OBJECTIVES

The project involves i) the construction of two (2) hill dams with a total capacity of 18,331,750 m³ and the development of 249 ha downstream of the said dams, of which 230 ha for rice cultivation and 19 ha for market gardening; ii) rehabilitation of five (5) pastoral dams, one (1) livestock park, one (1) livestock market and two (2) slaughterhouses; iii) the construction of one (1) livestock park, one (1) livestock market and the development of 40 ha of fodder crops; iv) the cultivation of 167 ha of maize, 167 ha of groundnuts and 166 ha of millet, sorghum and cowpeas; v) the construction of a regional market (wholesale market); and vi) the construction of 77.5 km of tracks to open up the production sites.

The project's overall objective is to strengthen cross-border trade by contributing to food security and poverty alleviation in the Wassoulou region

Specifically, the project seeks to: i) strengthen productive drivers for sub-regional integration (agricultural, fisheries and market gardening production); ii) contribute to the promotion of cross-border trade; and iii) contribute to the improvement of farmers' incomes by at least 50% in peak year and the living conditions of the populations, particularly the most vulnerable groups including women and youth.

2. PROJECT RATIONALE

- Need to promote productive sectors as a key pillar of regional integration;
- Contribution to strengthening cross-border trade between Côte d'Ivoire, Guinea and Mali.
- Contribution to the improvement of incomes of the beneficiary populations, including women and youth.
- Inclusion in the 2018-2022 strategic integration plan (SIP).

3. COST AND FUNDING

Cost: XOF17.902 billion including BOAD: XOF15.315 billion and the Government of Côte d'Ivoire: XOF2.587 billion.

FACT SHEETS ON PROJECTS FUNDED IN 2021

THE TIMBUKTU RICE PLAINS DEVELOPMENT PROJECT
IN THE REPUBLIC OF MALI

1. PURPOSE AND OBJECTIVES

The project involves the rehabilitation and extension of 1,544 ha of irrigated areas, mainly including the rehabilitation of the irrigation network (secondary, tertiary, internal and drainage canals) and 11.5 km of tracks. Capacity building for farmers, support for agricultural equipment and materials, environmental protection and socio-economic infrastructure are also planned.

The project's overall objective is to contribute to poverty reduction and improvement of the living conditions of populations in the zone. The specific objectives include: i) increasing sustainable agricultural production on the three perimeters; ii) contributing to the improvement of farmers' incomes and living conditions on the developed sites; and iii) ensuring the sustainability of the developed areas and the production improvement.

2. PROJECT RATIONALE

- Strategic framework for economic recovery and sustainable development (CREDD 2019-2023) of Mali and the major rural development strategies and policies.
- Contribution to: i) food security and poverty reduction and ii) sustainable natural resources management.
- 2021-2025 Plan Djoliba, through its inclusion in its operational areas, particularly area 2 "creation of value and productive jobs in the countries" for a rate of 80% and area 3 "building greater resilience to climate change" for a rate of 20%.

3. COST AND FUNDING

The overall project's pre-tax cost of XOF8.762 billion will be financed as follows: i) BOAD: XOF8 billion (91.3%), ii) financial institution: XOF449 million (5.1%), iii) beneficiaries: XOF97 million (1.1%) and iv) the Government of Mali: XOF216 million (2.5%).

FACT SHEETS ON PROJECTS FUNDED IN 2021

LOAN PROPOSAL FOR THE PARTIAL FUNDING OF THE CONSTRUCTION OF DAMS AND DEVELOPMENT OF LOWLANDS AND IRRIGATED AREAS IN THE GANZOURGOU PROVINCE IN BURKINA FASO

1. PURPOSE AND OBJECTIVES

The project involves the construction of five (5) dams and the development of 195 ha of irrigated lowland area, with a view to producing rice and market gardening crops. It is also planned capacity building actions for the target populations and environmental protection.

The project's overall objective is to contribute to strengthening food security and promoting sustainable development. The development objectives targeted by the project include: i) intensifying and increasing agricultural, pastoral and fisheries production; ii) contributing to job creation; and iii) addressing poverty through additional wealth creation.

2. PROJECT RATIONALE

- Burkina Faso's 2021-2025 national economic and social development plan (PNDES-II) and the major rural development strategies and policies
- Contribution to i) the mobilization and valorization of water resources; ii) the reduction of poverty and food insecurity and iii) environment preservation and protection
- 2021-2025 Plan Djoliba, its inclusion particularly in Area 2 "creation of value and productive jobs for the States" for a rate of 75% and Area 3 "building greater resilience to climate change" for a rate of 25%.

3. COST AND FUNDING

The total pre-tax cost of the project is XOF9.4 billion, of which XOF8.5 billion (90.4%) will be financed by BOAD, XOF130 million (1.4%) by MFIs and XOF770 million (8.2%) by the Government of Burkina Faso.

FACT SHEETS ON PROJECTS FUNDED IN 2021

THE KOUROUBA HYDROELECTRIC POWER PLANT CONSTRUCTION PROJECT AND ITS CONNECTION TO THE ELECTRICITY GRID OF ENERGIE DU MALI (EDM-SA) IN THE REPUBLIC OF MALI

1. PURPOSE AND OBJECTIVES

The purpose of the project is the construction of a 3.9 MW mini hydropower station on the Kourouba weir, the construction of the associated 33 kV power transmission line and the electrification of the municipalities of Kourouba, Gouala and Tiakadougou Faraba.

The project's overall objective is to contribute to increased access to electricity and the sustainable power supply at low cost.

The specific objectives consist of: i) increasing the developed potential of hydroelectricity by 0.39% in 2025; ii) improving access to electricity (1,562 additional subscribers in 2025) in the municipalities of Kourouba, Gouala and Tiakadougou Faraba; iii) raising national electricity production by 12.2 GWh from 2025; and iv) contributing to reducing the power generation cost as from 2025.

2. PROJECT RATIONALE

The project mainly finds justification in the following factors: (i) inclusion in Mali's strategic framework for economic recovery and sustainable development (CREDD) for 2019-2023; (ii) contribution to the development of hydroelectric potential; and (iii) contribution to improved access to electricity in rural areas.

3. COMPONENTS

The project's main components include: (i) studies; (ii) works; (iii) works control and supervision; (iv) environmental and social measures; (v) project management; and (vi) project's technical and financial audit.

4. COST AND FUNDING

The total cost of the project, excluding taxes, under the economic conditions of October 2021, amounts to XOF15.765 billion, including physical financial contingencies. It is financed as follows: i) BOAD: XOF15 billion and the Malian Government: XOF765 million. The State will also bear the costs related to the project taxes, which amount to XOF2.838 billion.

FACT SHEETS ON PROJECTS FUNDED IN 2021

PROPOSED EXTENSION FROM 30 TO 50 MW_p OF THE SOLAR PV POWER PLANT AT BLITTA IN TOGO

1. PURPOSE AND OBJECTIVES

The extension of the grid-connected solar photovoltaic power plant in the town of Blitta from 30 to 50 MW_p. Blitta is the capital of the prefecture of Blitta, located in the central region, 262 km from Lomé.

The project's overall objective is to contribute to the diversification of the energy mix and to the reduction of energy production costs.

More specifically, the project seeks to: i) ensure access to electricity for an additional 158,333 households and the Blitta cotton ginning plant from 2021; ii) contribute to improving the country's electrification rate from 45% in 2018 to 60% in 2022; and iii) contribute to improving the living conditions of the populations in the target communities.

2. PROJECT RATIONALE

The project is justified by the following factors: i) the need to increase the country's generation capacity and electrification rate; ii) the project's consistency with the electrification strategy, which aims to increase the country's electrification rate by 100% by 2030; and iii) the contribution to the implementation of the WAEMU's regional renewable energy strategy.

3. COMPONENTS

The overall project comprises the following seven (7) components: i) studies and pre-operational costs; ii) supplies and works; iii) control and supervision of works; iv) environmental and social measures; v) project management; vi) monitoring and evaluation of development outcomes and vii) technical and financial audit. The present operation specifically addresses the following four (4) components: i) supplies and works; ii) control and supervision of works; iii) environmental and social measures; and iv) project management.

4. COST AND FUNDING

The project's overall pre-tax cost amounts to XOF35.8 billion, including contingencies. The total cost of this operation amounts to XOF14.218 billion excluding taxes and is financed as follows: i) Abu Dhabi Exports Office (ADEX): XOF5.8 billion; ii) BOAD: XOF5 billion and iii) AMEA Power Togo Solar SA: XOF3.418 billion.

FACT SHEETS ON PROJECTS FUNDED IN 2021

REINFORCEMENT OF THE NORTHERN CORRIDOR OF COTE D'IVOIRE: CONSTRUCTION OF THE SECOND 225 KV INTERCONNECTION LINE BETWEEN TAABO-KOSSOU-BOUAKE AND EXTENSION OF THE TAABO, KOSSOU AND BOUAKE 2 POWER STATIONS IN THE REPUBLIC OF COTE D'IVOIRE

1. PURPOSE AND OBJECTIVES

The project involves: i) the construction of a second 225 kV line of 235 km connecting the communities of Taabo, Kossou and Bouaké and ii) the extension and reinforcement of the 225/90/33/15 kV transformer stations of Taabo, Kossou and Bouaké 2.

The overall project objective is to strengthen the transport network infrastructure with a view to contributing to the economic transformation and improved quality of life of the population.

The specific objectives are: i) to ensure the N-1 security of the transmission lines between Taabo and Bouaké, and to secure power transmission from thermal production in the Abidjan area and from the Taabo and Kossou hydroelectric dams to the north of the country; ii) to help increase the transit capacity of the transmission grid from 885 MW in 2020 to 1,475 MW by 2022; iii) increase the volume of power exported to countries in the sub-region from 1,333 GWh in 2020 to 2,215 GWh by 2022; iv) to improve the operation of the transmission network and associated transformer stations; and v) to contribute to meeting the energy requirements of customers including the Yaouré gold mine.

2. PROJECT RATIONALE

The project is mainly justified by the following factors: i) contribution in quality power supply ii) contribution to sub-regional integration; and iii) inclusion of the project in the 2021-2025 national development programme.

3. COMPONENTS

The project includes the following six (6) components: (i) studies; (ii) works; (iii) works control and supervision; (iv) environmental and social measures; (v) project management; and (vi) project technical and financial audit.

4. COST AND FUNDING

The project's overall pre-tax cost as at August 2020 economic conditions, stands at XOF22.780 billion, including physical and financial contingencies. It is financed as follows: i) BOAD: XOF20 billion (88%) and CI-ENERGIES: XOF2.780 billion (12%). Taxes and customs duties on goods, works and services, estimated at XOF4.1 billion, will be covered by CI-ENERGIES.

FACT SHEETS ON PROJECTS FUNDED IN 2021

REINFORCEMENT OF THE POWER GRID OF *ENERGIE DU MALI (EDM-SA)* IN THE REPUBLIC OF MALI

1. PURPOSE AND OBJECTIVES

The project aims at: (i) the reinforcement and extension of the 150/15 kV Sirakoro and 150/30/15 kV Lafia transformer stations; (ii) the installation of reactive energy compensation batteries in the Badala, Balingué, DCO, Kalaban, Kati, Kita, Kodialani and Lafia transformer stations; and (iii) the construction of a 30 kV underground power line in 2x3x630 mm² aluminium cable and a fibre optic network on the 8.4 km Lafia-Darsalam section.

The project's overall objective is to strengthen EDM-SA's transmission and distribution grid in order to avoid overloading of the electrical works and improve electricity supply security in Mali.

The specific objectives consist of: i) increasing the capacity of the HV/HV transformer stations by 150 MVA; ii) increasing the average power usage of the Albatros Energy Mali plant from 45 MW in 2020 to 66 MW in 2022; iii) contributing towards the shutdown of 50% of the leased generators by 2023; iv) improving flexibility of network operation in the event of a breakdown, by allowing looping and emergency power supply to the 30 kV substations; and v) increasing capacity of the reactive energy compensation of the source substations by 95 MVAR.

2. PROJECT RATIONALE

The project is mainly justified by the following factors: i) inclusion in the 2019-2023 strategic framework for economic recovery and sustainable development (CREDD); ii) contribution to improved quality in power supply; and iii) the need to optimize the country's power supply.

3. COMPONENTS

The project comprises the following six (6) components: (i) studies; (ii) works; (iii) works control and supervision; (iv) environmental and social measures; (v) project management; and (vi) project technical and financial audit.

4. COST AND FUNDING

The project's overall pre-tax cost, under the economic conditions of January 2021, amounts to XOF12.208 billion, including physical and financial contingencies. It is financed as follows: i) BOAD: XOF8.5 billion (69.63%); ii) World Bank: XOF3.030 billion (24.82%) and EDM-SA: XOF678 million (5.55%). Taxes and customs duties on goods, works and services, estimated at XOF2.197 billion, will be covered by the Government of Mali.

FACT SHEETS ON PROJECTS FUNDED IN 2021

THE INCLUSIVE FINANCE DEVELOPMENT FUND SUPPORT PROJECT IN THE REPUBLIC OF NIGER

1. PURPOSE AND OBJECTIVES

The project's objective is to provide financial resources in support of the Niger government's financial inclusion efforts for low-income populations, micro and very small enterprises excluded from the traditional financing system, through the financial institutions of the decentralized financial systems. The project's objectives are to (i) strengthen stakeholders' technical and financial capacities, in particular the SE-SNFI, the FDIF and the financial services providers, in order to promote access to microcredit for as many low-income women, young people and men as possible from the first year of the project's implementation, given that 1,200,000 million beneficiaries are targeted by the project; (ii) promote and reinforce links between banks and decentralized financial systems so as to increase the supply of inclusive finance for farmers, craftsmen, women and unemployed youth; and (iii) establish relevant and professional support mechanisms for beneficiaries.

2. PROJECT RATIONALE

The project finds its justification in the following factors: i) the need to promote the financial inclusion of vulnerable households and ii) insertion in the economic and social development plan of Niger.

The target populations under the project are: i) women and youth in rural and semi-urban areas, active or potentially active; ii) farmers' groups (agricultural production, livestock breeding); iii) livestock breeders (poultry, sheep, cattle, beekeeping, etc.); iv) small traders in urban and rural areas; and v) craftsmen and processors of local products.

3. COST AND FUNDING

The project's total cost is estimated at XOF12.349 billion excluding taxes. It will be funded to the tune of XOF10 billion (80.98%) by BOAD, XOF1.350 billion (10.93%) by local banks, XOF660 million (5.34%) by the decentralized financial systems and XOF339 million (2.75%) by the Government of Niger.

FACT SHEETS ON PROJECTS FUNDED IN 2021

**PROPOSED CONSTRUCTION OF 1,528 CLASSROOMS TO REPLACE TEMPORARY
SHELTERS AND ANCILLARY WORKS IN THE REPUBLIC OF SENEGAL
(1,018 CLASSROOMS)**

1. PURPOSE AND OBJECTIVES

The project's purpose is the construction, in the fourteen (14) regions of Senegal, of: i) 1,018 equipped classrooms in junior high schools, in substitution for temporary shelters; ii) 985 equipped office blocks at the level of (junior high, elementary and secondary schools); iii) 429 washroom facilities (elementary and secondary schools); and iv) 48,128 ml of fencing walls (junior high and secondary schools) made of innovative materials. The project's overall objective is to contribute to the improvement of quality and equity in education in Senegal. The specific objectives are: (i) to provide good learning conditions for nearly 57,008 disadvantaged children and (ii) to reduce the dropout rate by 50% in the schools concerned.

2. PROJECT RATIONALE

The project is justified by the following major factors: (i) contribution to meeting the demand for classrooms; (ii) promotion of equal opportunities on the national territory; (iii) improvement of the quality of the school environment and (iv) inclusion of the project in the 2021-2025 Emerging Senegal Plan and in the 2021-2025 plan Djoliba.

3. COST AND FUNDING

The project's total cost is XOF21.651 billion, of which XO 21.106 billion (97.48%) is funded by BOAD and XOF545 million (2.52%) by the Senegalese Government. BOAD loan is granted at an average rate of 4.62% with an average maturity of twelve (12) years, including a three (3) year grace period.

FACT SHEETS ON PROJECTS FUNDED IN 2021

CONSTRUCTION AND OPERATION OF A MALL AND A FIVE (5) STAR BUSINESS HOTEL IN OUAGADOUGOU, BURKINA FASO, BY BURKINA CONSTRUCTION COMPANY (BCC) SAS

1. PURPOSE AND OBJECTIVES

The purpose of the project is to build a multifunctional complex in the commercial and administrative activity zone (ZACA) in Ouagadougou, Burkina Faso, comprising (i) a five-star business hotel with 120 rooms and (ii) a modern mall to house stores, a craft gallery, a hypermarket, a cinema and an event hall. The mall, with an area of 9,837 m², will be operated under the brand name "Prima Ouaga Mall".

2. PROJECT RATIONALE

Indeed, under area 3 of the PNDES, Burkina Faso intends to stimulate its economy and create jobs in sectors with strong sustainable potential for economic and social development, particularly the sector of tourism. The project also emerges in a context of revival of economic activities in Burkina Faso following the adverse impacts of the Covid-19 pandemic. In this context, the Burkinabe authorities have put in place a strategy for the recovery and revival of the country's economy based on three (3) strategic areas, namely (i) industrial development; (ii) development of small and medium-sized enterprises (SMEs); and (iii) social and human capital development.

Therefore, the project falls under the framework of the reinforcement of the country's tourist and commercial infrastructures and is part of the Government's priority projects for the revitalization of the country's economy. In this respect, the Government of Burkina Faso has made available to BCC SAS a 20,000 m² plot of land in the form of a long-term 99-year lease to house the project.

The project is also justified by the existence of a promising market for the infrastructure to be constructed.

3. COST AND FUNDING

The project's overall pre-tax cost, determined on the basis of detailed technical studies of the project, stands at XOF18.994 billion, including XOF7.781 billion for the mall and XOF11.213 billion for the hotel. The project funding scheme is based on an equity/debt ratio of 35%/65%. BOAD loan is granted over an eight-year maturity with a 30-month grace period at an interest rate of 7.35% per annum.

FACT SHEETS ON PROJECTS FUNDED IN 2021

THE THIRD TRANCHE OF THE OUEDO SITE PREPARATION PROJECT AS PART OF THE CONSTRUCTION OF 10,849 AFFORDABLE AND LOW-COST HOUSING UNITS IN THE MUNICIPALITY OF ABOMEY-CALAVI IN THE REPUBLIC OF BENIN

1. PURPOSE AND OBJECTIVES

The project involves : (i) the primary development of the entire Ouèdo site, including (a) ancillary works relating to the installation of an autonomous drinking water supply network: (i) the primary development of the entire Ouedo site, including (a) additional works relating to the installation of a drinking water supply network consisting of a 1,000 m³ underground reservoir (water tank) and a 500 m³ reinforced concrete water tower, as well as (b) the landscaping of the primary roadway; and (ii) the secondary and tertiary development of the 3,035 housing units on a 62-hectare site, including (a) the development of internal roads, sewerage works, (b) various works to connect the housing units to the primary drinking water supply networks, (c) telecommunication works (fibre optics), (d) power supply and the development of related areas (car park, green areas, leisure centres, medical and social centres, supermarkets, schools).

The overall objective is to achieve a better living environment and poverty alleviation. The specific objectives are to (i) make the site accessible by building and asphaltting a network of roads; (ii) provide the Ouèdo site with a functional rainwater drainage network; (iii) provide the site with an effective telecommunication system; (iv) ensure a quality supply of drinking water by building a water treatment plant and a 500m³ water tower; and (v) ensure a pleasant living environment for the inhabitants.

2. PROJECT RATIONALE

The project is justified by its inclusion in the Government Action Programme, more specifically, in its third pillar intended to "improve the populations' living conditions" through the strengthening of basic social services and social protection as well as the balanced and sustainable development of the national space. It is also justified by its contribution to the accessibility of affordable housing in a serviced and secure environment.

The project is part of the social and economic housing programme of 20,000 housing units in Benin, structured in two (2) phases, namely (i) the primary development of the Ouèdo site in the municipality of Abomey-Calavi, the secondary and tertiary development of the sites and the construction of 12,049 housing units, including 10,849 units in Ouèdo, 250 units in Porto Novo and 500 units in Parakou, and (ii) the construction of the remaining 7,951 housing units in seventeen (17) cities across the country.

3. COST AND FUNDING

The overall pre-tax cost of the third tranche, established on the basis of unit prices from recent calls for tenders, stands at XOF10 billion (including physical and financial contingencies) and XOF11.8 billion all taxes inclusive. BOAD loan of XOF10 billion is granted over an eighteen (18) year maturity with a five (5) year grace period, at an interest rate of 5.20% per annum.

FACT SHEETS ON PROJECTS FUNDED IN 2021

SHORT-TERM FACILITY TO BGFIBANK COTE D'IVOIRE (BGFIBANK CI) FOR THE PARTIAL REFINANCING OF LOANS GRANTED AS PART OF THE 2020-2021 CASHEW SEASON

1. PURPOSE AND OBJECTIVES

The operation involves the granting of a short-term refinancing facility of XOF10 billion to BGFIBank CI for the funding of the 2020-2021 cashew season in Côte d'Ivoire.

The objective of the operation is to strengthen the institution's short-term financial resources, so as to enable it to adequately support the cashflow needs of companies, financed as part of the 2020-2021 season. These include: *Centrale d'Achat des Produits Agricoles (CAP)*, NOVAREA, Quang Thien Timex (QTI), *Société de Transformation de Noix de Cajou (STNC)* and TAN IVOIRE. The refinancing facility will notably contribute to the purchase of about 80,400 tons of cashew nuts from producers in Côte d'Ivoire.

2. PROJECT RATIONALE

The operation is justified by the following key factors: (i) BOAD's strategic direction to support the agricultural value chains of WAEMU countries and (ii) the importance of the cashew sector in the Ivorian economy.

3. COST AND FUNDING

The facility was used to refinance loans granted to five targeted borrowers who have been receiving funding from BGFIBANK CI for several years with successful repayments. These include CAP, NOVAREA, QTI, STNC and TAN IVOIRE. The refinancing facility has contributed to the purchase of approximately 97,000 tonnes of cashew nuts from producers in Côte d'Ivoire. BOAD's facility represents 51% of the financing (XOF19.6 billion) to be granted to these five companies.

FACT SHEETS ON PROJECTS FUNDED IN 2021

SHORT-TERM LOAN TO BANQUE NATIONALE POUR LE DÉVELOPPEMENT ÉCONOMIQUE (BNDE) FOR THE PARTIAL REFINANCING OF THE 2020-2021 GROUNDNUT SEASON IN SENEGAL

1. PURPOSE AND OBJECTIVES

The operation involves the granting of a short-term refinancing facility totalling XOF10 billion to BNDE, in order to contribute to the funding of the 2020-2021 groundnut season in Senegal.

The purpose is to strengthen the BNDE's short-term financial resources and enable it to adequately support the cash flow requirements of the targeted companies, which include COPEOL, IDEAL BUSINESS, IMPERIAL COMMODITIES, PATISEN and SONACOS. The refinancing facility will contribute in particular to the purchase, of approximately 155,000 tons of groundnut seeds from producers in the groundnut basin of Senegal.

2. PROJECT RATIONALE

The operation is justified by the following major factors: (i) BOAD's strategic direction to support the agricultural sectors in WAEMU countries and (ii) the importance of the groundnut sector in the Senegalese economy.

3. COST AND FUNDING

The facility was used to refinance loans granted to five targeted borrowers, which have been supported by BNDE for several seasons with successful repayments. These include COPEOL, IDEAL BUSINESS, IMPERIAL COMMODITIES, PATISEN and SONACOS. The Bank was required to set up a credit facility to BNDE for the refinancing of up to XOF10 billion of loans granted to the above mentioned five companies. The refinancing facility contributed to the purchase of nearly 155,000 tonnes of groundnut seeds from producers in the Senegalese groundnut basin. BOAD loan accounts for 52% of the funding (XOF19 billion) to be granted to these five companies.

FACT SHEETS ON PROJECTS FUNDED IN 2021

RENEWAL OF THE PARTIAL COUNTER GUARANTEE OF A SHORT TERM FACILITY GRANTED BY SOCIETE GENERALE CÔTE D'IVOIRE(SGCI) TO CÔTE D'IVOIRE ENERGIES

1. PURPOSE AND OBJECTIVES

The operation consists for BOAD in counter-guaranteeing up to XOF10 billion the issuance, on behalf of CI-ENERGIES, of an autonomous guarantee of XOF31 billion by SGCI, for the benefit of the Azito company.

The objective is to secure the payment by CI-ENERGIES of energy purchases from Azito (approximately 5,300 GWh/year) as per the terms of the energy purchase agreement (EPA) signed with the Government of Côte d'Ivoire.

2. PROJECT RATIONALE

The operation finds justification in the following major factors: (i) the need to ensure that Azito receives timely payment of its invoices from CI-ENERGIES and (ii) the consolidation of BOAD's support to the energy sector in Côte d'Ivoire.

3. COST AND FUNDING

The operation involves the partial counter-guarantee of a guarantee in an amount of XOF31 billion to be issued by SGCI, on behalf of CI-ENERGIES for the benefit of Azito. The guarantee, to be issued by SGCI, aims at securing the payment of monthly invoices to be issued by AZITO, in substitution of the requirement to set up an escrow account of equivalent amount, as provided for in the agreement signed between the State of Côte d'Ivoire and Azito.

In this regard and in a risk-sharing perspective, SGCI requested BOAD to take part in the operation. To this end, an amount of XOF10 billion has been allocated to BOAD, taking into account a net risk-taking of XOF21 billion by SGCI. Therefore, BOAD will issue a XOF10 billion counter-guarantee for the single guarantee of XOF31 billion issued by SGCI, on behalf of CI-ENERGIES for the benefit of Azito.

FACT SHEETS ON PROJECTS FUNDED IN 2021

REFINANCING FACILITY FOR CORIS BANK INTERNATIONAL (CBI) MALI

1. PURPOSE AND OBJECTIVES

The project aims at providing a XOF10 billion refinancing facility to CBI Mali.

This project is part of the third package implemented by BOAD and KFW to support micro, small and medium enterprises (MSMEs) in the WAEMU by improving their access to financing through the commercial banking sector.

The purpose is to enable CBI-Mali to (i) increase its medium-term financing of productive investment projects for SMEs; (ii) consolidate its development and (iii) contribute to the growth of the national economy.

2. PROJECT RATIONALE

The project finds justification in the following factors: (i) CBI-Mali's stable resources mobilization strategy; (ii) CBI-Mali's commitment to strengthen and consolidate its position in the SME/SMI sector by funding productive investment projects; This commitment has been reflected in recent years by an increase in outstanding medium-term loans from XOF15.838 billion in 2016 to XOF38.088 billion in 2020, representing an average annual increase of 25%, and (iii) the existence of a project pipeline of XOF23.247 billion, which could be partially charged to BOAD loan.

The project is also consistent with area 2 of the plan Djoliba, which aims to create value and productive jobs in support of the State and the private sector, in particular by financing the emergency needs of micro, small and medium-sized enterprises (MSMEs) adversely impacted by the slowdown in economic activity due to the pandemic.

3. FUNDING

Amount of the operation: XOF10 billion.

FACT SHEETS ON PROJECTS FUNDED IN 2021

REFINANCING FACILITY FOR BRIDGE BANK GROUP (BBG) COTE D'IVOIRE

1. PURPOSE AND OBJECTIVES

The project's purpose is to set up a refinancing facility of XOF10 billion to BBG CI.

This project falls under the programme implemented by the Bank to build the private sector's resilience to the COVID-19 shock. The XOF100 billion package complements the measures taken by BCEAO for the benefit of credit institutions, including increased weekly liquidity injections, and by the Bank in support of governments in response to the health crisis.

The project aims to provide the private sector, particularly micro, small and medium-sized enterprises (MSMEs), with funding adapted to their various needs: (i) liquidity requirements resulting from the COVID-19 crisis; (ii) short-term business recovery; and (iii) medium-term productive investments to strengthen or optimize production tools.

2. PROJECT RATIONALE

The operation is justified by the following factors: (i) the need to mitigate the impacts of Covid-19 on the WAEMU real economy; (ii) BOAD and BBG CI's commitment to support companies with financing adapted to their short and medium term needs; (iii) the existence of a project pipeline totalling XOF17.010 billion, which could be partially charged to BOAD loan; (iv) outstanding loans to SMEs/SMIs amounting to XOF52.951 billion as at 30/06/2020, representing 24% of the overall outstanding healthy loans, and (v) maturity extensions, due to the health crisis, for a total amount of XOF5.180 billion out of an overall outstanding amount of XOF13.762 billion on these beneficiaries as at 31/12/2020.

The project is also consistent with area 2 of the plan Djoliba which targets the creation of value and productive jobs in support to the States and the private sector, in particular through the financing of emergency needs of micro, small and medium-sized enterprises (MSMEs) adversely impacted by the slowdown of economic activity due to the pandemic.

3. FUNDING

Amount of the operation: XOF10 billion

FACT SHEETS ON PROJECTS FUNDED IN 2021

REFINANCING FACILITY TO THE KAFO JIGINEW IN THE REPUBLIC OF MALI

1. PURPOSE AND OBJECTIVES

The project involves the granting of a XOF3.5 billion third refinancing facility to Kafo Jiginew. It is part of the regional off-grid electricity access project (ROGEAP), promoted by the ECOWAS Commission, with the support from the World Bank, to promote access to basic electrification services for populations in rural areas not covered by public power grids in nineteen (19) countries in West and Central Africa.

The ROGEAP seeks to contribute to the development of a demand-driven solar kit or micro-industrial solution market through the financing of marketing companies or final beneficiaries for their equipment.

2. PROJECT RATIONALE

The project mainly finds justification in the following factors. (i) the support to informal sector customers having no effective guarantees but organized in solidarity groups; (ii) Kafo Jiginew's willingness to promote access to renewable energy, in particular solar kits, in its intervention areas; and (iii) the existence of a projects pipeline amounting to XOF10.012 billion, which could be partially charged to the possible BOAD loan. Projects in the pipeline are part of the FlexGrid-Mali programme promoted by the Malian Agency for the Development of Domestic Energy and Rural Electrification (AMADER) with a view to supplying electricity to 400 municipalities, including 20,000 households, for an estimated requirement of 141,485 households, or a coverage rate of 14%.

In addition, the project is consistent with BOAD's 2021-2025 plan Djoliba, particularly its areas 2 and 3 relating respectively to (i) the creation of value and productive jobs in support to the States and the private sector and (ii) building greater resilience to climate change.

3. FUNDING

Amount of the operation: XOF3.5 billion.