



Project Summary Information

		Date of Document Preparation: 12/02/25
Project Name	Agricultural Zones Connectivity Project (AZCP)	
Project Number	P001002	
AIIB member	Côte d'Ivoire	
Sector/Subsector	Transport	
Alignment with AIIB's thematic priorities	Green infrastructure; Connectivity and Regional Cooperation	
Status of Financing	Under Preparation	
Objective	To improve rural connectivity in the central-western regions of Côte d'Ivoire and enhance access to domestic and international trade routes.	
Project Description	<p>The Agricultural Zones Connectivity Project (AZCP) will rehabilitate, asphalt, and climate-proof around 75 kilometers of the Zuénoula–Kongasso–Mankono road, including the construction of a bridge over the Béré River, 13 kilometers of urban roads within Zuénoula, Kongasso, and Mankono, the rehabilitation of selected social and economic infrastructure along the corridor, as well as the procurement of agricultural equipment. The corridor traverses the Marahoué and Béré regions, a high-agricultural-production zone that remains largely isolated due to poor road infrastructure.</p> <p>The Project is part of the broader Program for Opening Up Cross-Border and Agricultural Areas – Phase 2 (PDZTA-2) which is financed by the African Development Bank (AfDB).</p>	
Expected Results	<p>The following indicators will be monitored to assess the achievement of the Project's objective:</p> <ul style="list-style-type: none"> • Average daily traffic on Project corridor for light and heavy vehicles; • Reduction in travel time along Project corridor; • Improved rainy-season accessibility of the Project corridor (captured as the number of days per year the corridor remains passable); • Reduction in the loss (or sale at very low prices) of agricultural products. 	
Environmental and Social Category	A	

Environmental and Social Information	<p>Applicable Policy and Environmental and Social Categorization. The Project will be co-financed with AfDB. To ensure a harmonized approach to addressing the environmental and social (E&S) risks and impacts of the Project, and as permitted under AIIB's Environmental and Social Framework (ESF), it is proposed that the Project will apply AfDB's Integrated Safeguards System (ISS, 2023) in lieu of AIIB's ESF. AIIB has reviewed AfDB's ISS and confirmed that it is materially consistent with AIIB's ESF, including the Environmental and Social Exclusion List (ESEL) and that AfDB's monitoring procedures are appropriate. AfDB has classified the Project as Category 1 (equivalent to Category A under AIIB's ESF), reflecting significant and diverse E&S risks related to land acquisition, resettlement, labor influx, biodiversity, community health and safety, and impacts on cultural heritage.</p> <p>Environmental and Social Instruments. The Borrower developed key safeguards instruments in line with AfDB's ISS. These include: (i) an Environmental and Social Impact Assessment (ESIA) covering direct, indirect, cumulative, and induced impacts along the Zuénoula–Mankono corridor; (ii) Environmental and Social Management Plan (ESMP) detailing mitigation, monitoring, and capacity-building measures; and (iii) a Resettlement Action Plan (RAP) to address land acquisition and involuntary resettlement. ESIA and ESMP for the urban road works and selected socio economic infrastructure will be prepared once the locations have been identified and before commencement of works. Overall, the E&S instruments are considered adequate for managing E&S risks, with further strengthening in aspects such as protection of biodiversity and vulnerable groups.</p> <p>Environmental Aspects. Key environmental risks may include loss and fragmentation of natural habitats due to vegetation clearing of dense and gallery forest types with the presence of valuable tree species. Further risks include impact on agricultural land along the corridor, erosion on slopes and marshy areas, and potential effects from excavation on flora and fauna. Construction activities are expected to generate temporary increases in dust, noise, vibration, and air emissions, which may affect nearby communities. Noise levels were measured at selected points along the road corridor to reflect typical ambient conditions. Given local dependence on rivers and streams for domestic use, construction activities could further affect existing water quality conditions and may also lead to minor changes in local water flow patterns. The Project presents opportunities for compensatory reforestation and broader nature-based solutions to reduce vegetation loss, enhance ecological resilience, and preserve forest values. The ESMP consolidates mitigation measures from the ESIA providing the operational framework for managing and monitoring E&S risks during Project implementation. AIIB will collaborate with AfDB to further strengthen the ESMP to incorporate specific biodiversity management measures for flora and fauna, as well as opportunities for integrating nature-based solutions to enhance ecological resilience.</p> <p>Social and Gender Aspects. The Project is expected to bring positive social impacts to the local population by enhancing road conditions and safety, reducing travel time and facilitating better access to essential services and economic</p>
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	<p>opportunities. The main anticipated social risks and impacts which are considered substantial include land acquisition, involuntary resettlement, and livelihood disruption. The RAP includes provisions for compensation at replacement cost for land, crops, and structures; relocation assistance for displaced households; and culturally appropriate measures for the protection or relocation of graves, places of worship, and forests considered sacred, in close consultation with the concerned communities. In addition, a Livelihood Restoration Plan (LRP) as part of the Stakeholder Engagement Plan (SEP) will outline tailored livelihood support and targeted assistance measures for vulnerable groups. Other moderate risks and impacts are related to labor and working conditions, labor influx, cultural heritage as the Project will also impact graves, five places of worship, and seven forests considered sacred, community health and safety, gender-based violence (GBV), and inadequate stakeholder engagement. The potential impact on the forests considered sacred is expected to be minimal. There are no Indigenous People identified within the Project's area of influence.</p> <p>Occupational Health and Safety (OHS), Labor and Employment Conditions. The Project presents typical OHS risks related to road construction, including accidents, exposure to dust and noise, and mishandling of fuels and materials. To address these risks, Labor Management Procedure and Community Health and Safety Plans, covering PPE provision, worker training, site safety, and welfare arrangements shall be prepared and implemented. Any OHS incidents will be reported within 48 hours to the Lenders, and investigation reports from the relevant national authorities shall be prepared. Corrective action plans will be developed and implemented as appropriate to ensure workplace safety standards are maintained. Labor and employment conditions will follow applicable national labor laws and standards, including non-discrimination, adherence to labor and working conditions standards, and respect for workers' rights.</p> <p>Stakeholder Engagement, Consultation and Information Disclosure. Consultations were conducted with key stakeholders such as local government entities, church leaders, Project- Affected People, as part of the preparation of the E&S instruments. Stakeholders expressed strong anticipation for the commencement of the works and optimism about the employment and livelihood opportunities the Project is expected to generate. A Stakeholder Engagement Plan (SEP) will be prepared to outline the approach to engaging with stakeholders throughout implementation of the Project. The ESIA for the Zuenoula-Mankono corridor with ESMP was disclosed on the AfDB website in January 2025, while the RAP was disclosed in March 2025.</p> <p>Project Grievance Redress Mechanism (GRM). A three-tiered GRM will be established by the Project Management Unit (PMU). A Project-level GRM for workers will also be established to allow concerns to be addressed in a timely manner. Complaints are first addressed by the local units within five days, in coordination with customary authorities, aiming for amicable resolution. If unresolved, they are successively escalated to the central level and then to the Monitoring Committee,</p>
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	each with defined timelines for review (10 and 7 days respectively). Complainants still retain the right to pursue the matter through judicial channels. The information of established GRMs will be timely disclosed in an appropriate manner.		
	Monitoring and Reporting Arrangement. The PMU will be responsible for monitoring and evaluating the Project, including assessing physical and financial progress, as well as the implementation of E&S instruments, and preparing monthly ES progress reports based on agreed format. While AfDB will take the lead in supervising the Project in accordance with AfDB's ISS, AIIB in close coordination and cooperation with AfDB will undertake joint reviews and field missions to assess implementation progress, identify and address key issues. More details will be determined with the borrower and AfDB during Project Appraisal.		
Cost and Financing Plan¹	Project Cost: EUR 149.5 million (USD 170.0 million) AIIB loan: EUR 84.8 million (USD 96.4 million) AfDB loan: EUR 63.5 million (USD 72.2 million) (<i>AfDB total loan for PDZTA-2: EUR 116 m or USD 131.5 m</i>) Government counterpart contribution: EUR 1.2 million (USD 1.4 million) (<i>Government counterpart total contribution for PDZTA-2: EUR 2.1 m or USD 2.4 million</i>)		
Borrower	Republic of Côte d'Ivoire		
Guarantor	Republic of Côte d'Ivoire		
Implementing Entity	Ministry of Equipment and Road Maintenance (MEER) / Road Management Agency (AGEROUTE)		
Estimated date of loan closing (SBF)	December 2030		
Contact Points:			Implementation Organization
Name	Pilar Lopez Camacho	Philippe Munyaruyenzi	Fabrice Coulibaly
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Date of Concept Decision	December 9, 2025		
Estimated Date of Appraisal Decision	Q1 2026		

¹ Based on currency exchange rate EUR/USD of 1.14 (May 2025)

Estimated Date of Financing Approval	Q1 2026
Independent Accountability Mechanism	The Project will be co-financed with the AfDB. AIIB has agreed that AfDB's ISS will apply to this Project. Pursuant to the agreement with AfDB, the AfDB's Independent Recourse Mechanism (IRM) will handle submissions relating to E&S issues under the Project. Consequently, in accordance with the Bank's Policy on Project-affected People's Mechanism (PPM), submissions to the PPM under this Project will not be eligible for consideration by the PPM.