

AFRICAN DEVELOPMENT BANK GROUP



COMBINED MID-TERM REVIEW AND REGIONAL PORTFOLIO PERFORMANCE REVIEW OF THE REGIONAL INTEGRATION STRATEGY PAPER FOR WEST AFRICA 2011 – 2015

ORWA/ONRI/ORNG/DEPARTMENTS

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TABLE OF CONTENTS

LIST OF ACRONYMS AND ABBREVIATIONS	i
EXECUTIVE SUMMARY	iii
I. INTRODUCTION AND OBJECTIVES OF THE MTR-RPPR.....	1
1.1 Introduction and background	
1.2 Objectives and scope of the MTR for the WA-RISP 2011-2015	1
II. UPDATE ON REGIONAL CONTEXT AND PROSPECT	2
2.1 Overview	2
2.2 Political and Security Developments.....	2
2.3 Economic Developments	3
2.4 Social and Environmental Developments	5
2.5 Regional Infrastructure	7
2.6 Regional Integration Strategy Framework Developments	8
2.7 Aid Coordination and Harmonization Mechanisms	9
2.8 Challenges and Opportunities.....	10
III. RISP IMPLEMENTATION: RESULTS ACHIEVED AT MID-TERM.....	11
3.1 RISP Objectives and Expected Results	11
3.2 Status of RISP Outputs and Outcomes at Mid-term.....	12
3.3 Bank Group Regional Portfolio Performance Review	12
3.4 Regional Portfolio Improvement Plan.....	14
IV. LESSONS LEARNED AT MID-TERM	15
4.1 General Lessons.....	15
4.2 Lessons and Recommendations for the Bank.....	15
4.3 Lessons and Recommendations for the RECs.....	16
4.4 Lessons and Recommendations for the Governments.....	16
4.5 Lessons and Recommendations for the Development Partners	16
V. BANK GROUP REGIONAL INTEGRATION STRATEGY ADJUSTMENTS FOR THE REMAINING WA-RISP PERIOD	16
5.1 Objective and pillars.....	16
5.2 Criteria for Defining the Strategy for the Remaining WA-RISP Period.....	17
5.3 Key Deliverables and Targets	17
5.3.1 The RISP Indicative Pipeline	17
5.3.2 Pillar I: Regional Infrastructure Development.....	17
5.3.3 Pillar II: Capacity Building for Effective Implementation of the Regional Integration Agenda	17
5.3.4 Areas of Special Emphasis.....	18
5.3.5 Economic and Sector Work	19
5.4 Institutional Arrangements and Resources.....	19
5.5 Potential Risks and Mitigation Measures	19
VI. CONCLUSION AND RECOMMENDATION.....	20

FIGURES & TABLES

Figure 1: Evolution of Commodity Prices

Figure 2: Breakdown of Regional Portfolio by Sectors

Table 1: Ibrahim Index of African Governance and Global Peace index for 2013

Table 2: Doing Business Report global ranking, 2013-2014

Table 3: Logistics Performance Index scores, on a scale from 1-5, for the years 2010-2012-2014

BOXES

Box 1: Nigeria's Role in Regional Integration

Box 2: Integration through private sector, the case of ECOBANK

Box 3: Some Observations on Regional Portfolio Implementation

Box 4: Causes of Limited Portfolio Performance

ANNEXES

ANNEXES

Annex 1: ECOWAS Monetary Cooperation Programme Convergence Criteria

Annex 2: Indicative Program of Regional Operations and Economic and Sector Work as per the WA RISP 2011-2015 and its effective implementation

Annex 3: New Indicative Regional Operations and ESW In Addition to Those Identified in the WA RISP 2011-2015

Annex 4a: Status of RISP Outputs at Mid-term

Annex 4b: Status of RISP Outcomes at Mid-term

Annex 5: List of Multinational Operations in West Africa

Annex 6: Overview of Regional Operations Directly Managed by the RECs

Annex 7: WA Regional Portfolio Improvement Plan

Annex 8: Consultative Process and Timeframe for the Preparation of the WA-RISP MTR

Annex 9: Conclusions of the Regional Dialogue Mission in Abuja, March 2014

Annex 10: Original Indicative Results Matrix of the WA-RISP 2011-2015

Annex 11: Revised Indicative Results Matrix of the WA-RISP 2011-2015 at MTR

Annex 12: Alignment between CSP and WA-RISP Pillars

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LIST OF ACRONYMS AND ABBREVIATIONS

ACE	African Coast to Europe
AfDB	African Development Bank
ADF	African Development Fund
AFD	French Agency for Development (<i>Agence Française de Développement</i>)
AFRISTAT	Economic and Statistical Observatory for Sub-Saharan Africa
AGIR	<i>Alliance Globale pour l'Initiative Résilience</i>
AfTRA	Africa Trade Fund
BCEAO	Central Bank of West African States (<i>Banque Centrale des Etats d'Afrique de l'Ouest</i>)
BOAD	West African Development Bank (<i>Banque Ouest Africaine de Développement</i>)
CEMAC	Economic and Monetary Community of Central Africa
CET	Common External Tariff
CILSS	Comité Permanent Inter-Etats de Lutte contre la Sécheresse dans le Sahel
CLSG	Côte d'Ivoire, Liberia, Sierra-Leone, Guinea
CMO	Corridor Management Organizations
COMESA	Common Market for Eastern and Southern Africa
CSP	Country Strategy Paper
DP	Development Partner
EBID	ECOWAS Bank for Investment and Development
ECOWAS	Economic Community Of West African States
EIB	European Investment Bank
ENSEA	<i>Ecole Nationale Supérieure de Statistique et d'Economie Appliquée, Côte d'Ivoire</i>
EPA	Economic Partnership Agreement
EPSA	Enhanced Private Sector Assistance
ESEA	<i>Ecole Supérieure d'Economie Appliquée, Sénégal (formerly Ecole Nationale d'Economie Appliquée)</i>
ESW	Economic and Sector Work
EU	European Union
FDI	Foreign Direct Investment
FSF	Fragile States Facility
GDP	Gross Domestic Product
GPI	Global Peace Index
ICP-Africa	International Comparison Program for Africa
ICT	Information and Communications Technology
IIAG	Ibrahim Index of African Governance
IsDB	Islamic Development Bank
IWRM	Integrated Water Resource Management
KfW	German Development Bank (<i>KfW Bankengruppe</i>)
MDGs	Millennium Development Goals
MRU	Mano River Union
MTR	Mid Term Review

NEPAD-IPPF	New Partnership for Africa's Development – Infrastructure Project Preparation Facility
NTF	Nigeria Trust Fund
ODA	Official Development Aid
OECD	Organization for Economic Co-operation and Development
OFID	OPEC Fund for International Development
OMVG	Gambia River Development Organization
OMVS	<i>Organisation pour la Mise en Valeur du Fleuve Sénégal</i>
OPEV	AfDB's Operations Evaluation Department
ORWA	AfDB's Regional Department for West Africa
PIDA	Program for Infrastructure Development in Africa
PP	Problematic Project
P2RS	<i>Programme de renforcement de la résilience à l'insécurité alimentaire et nutritionnelle récurrente au Sahel</i>
RBF	Results-Based Framework
RBO	River Basin Organizations
REC	Regional Economic Community
RIS	Regional Integration Strategy
RISP	Regional Integration Strategy Paper
RMCs	Regional Member Countries
ROs	Regional Operations
RPPR	Regional Portfolio Performance Review
SCB	Statistical Capacity Building Program
SME	Small and Medium Enterprises
SPC	Special Purpose Company
STC	Statistical Training Centers
TYS	AfDB's Ten Year Strategy
UA	Unit of Account
UNFPA	United Nations Population Fund
WA-RISP	West Africa – Regional Integration Strategy Paper
WACS	West Africa Cable System
WAEMU	West African Economic and Monetary Union
WAMI-IMAO	West African Monetary Institute
WAMZ	West African Monetary Zone
WAPP	West African Power Pool
WB	World Bank
WTO	World Trade Organization

EXECUTIVE SUMMARY

- 1. In November 2011, the Board approved the Bank's Regional Integration Strategy Paper for West Africa 2011-2015 (WA-RISP), covering a grouping of 15 member countries of Economic Community of West African States (ECOWAS).** Such group has a diverse mix of political, economic, social and geographic characteristics, ranging from the dominance of Nigeria the regional heavyweight, to the small size of other national markets, including landlocked countries and an island state. The WA-RISP is articulated around two pillars, (i) linking regional markets and, (ii) building capacity for effective implementation of the regional integration agenda.
- 2. The main objectives of the MTR-RPPR of the Bank's WA-RISP are (i) to assess the relevance and effectiveness of the WA-RISP and (ii) propose possible adjustments to current Bank approaches for enhancing regional integration.**
- 3. Since 2011, West Africa's growth has accelerated and is estimated to reach 7.4% in 2014, making it the fastest growing region of the continent. However, the region is still home to some of the poorest in the continent.** Poverty and inequality are high across the region with poverty levels in some countries averaging more than 60% of the population. Furthermore, gender-related MDGs and indicators have shown moderate improvements.
- 4. Arguably one of the most fragile from a political and security stand point, the region is more exposed to fragile situations** since the inception of the strategy, further to the crisis in the Sahel and the emergences of new terrorist threats.
- 5. The Regional Integration Strategy Framework remains largely shaped by ECOWAS and its Vision 2020.** Progress in implementing Vision 2020 has been mixed, so is the status of regional integration, with intra-regional trade still low compared to other groupings.
- 6. As of December 1st, 2013, the Bank's active regional operations portfolio in West Africa included 43 operations, for a global amount of UA 667 million and an average disbursement rate of 31%.** The overall implementation status of the WA-RISP is satisfactory: out of the 13 projects provisioned under the two pillars, four were approved between 2011 and 2013, four are in process or under review, and one is postponed until 2016, while four are on stand-by due to limited resources. All planned ESWs have been completed, yet some have been refocused in view of the changing political landscape.
- 7. Analysis at mid-term supports that the two strategic pillars identified in the WA-RISP (2011-2015) remain relevant for the remaining period.** While the choice of pillars is also consistent with the Ten Year Strategy, this MTR elaborates on adjustments to strengthen the Bank's contribution to the regional integration. These include focusing the first pillar around infrastructure development and renewed attention at addressing fragility, gender and food security, including through a new program on resilience in the Sahel.
- 8. The MTR suggests strengthening Bank support to Sahel and Mano River Union (MRU) countries, and giving greater focus to the "soft" side of the Bank interventions,** by (i) integrating trade, transit and trade facilitation in all new transport operations; (ii) strengthening technical assistance on trade facilitation; and (iii) boosting regional knowledge work.
- 9. The MTR also recognizes the important role of private sector, including through Private Equity funds,** and advocates for a deeper engagement with business organizations at regional level.
- 10. The MTR suggests a number of measures to improve performance of regional portfolio, such as strengthening of the role of the Bank's field offices in managing regional projects;** technical assistance on Bank's procedures; setting-up and building capacity of dedicated units to oversee Bank operations in selected RECs.

I. INTRODUCTION AND OBJECTIVES OF THE MTR-RPPR

1.1 Introduction and background

1.1.1 The West Africa region as a whole remains among the least integrated regions in the world from a trade perspective. Despite good progress in the WAEMU region, where intra-regional trade is 13.5%, the share of ECOWAS intra-regional trade has remained low, with around 7.5% of total trade. This is lower than many other Sub-Saharan Regional Economic Communities (RECs), and it is generally lower compared to major RECs outside of Sub-Saharan Africa¹.

1.1.2 In November 2011, the Board approved the Bank's Regional Integration Strategy Paper for West Africa 2011-2015 (WA-RISP), covering all 15 member countries of ECOWAS with a diverse mix of political, economic, social and geographic characteristics². All ECOWAS countries are eligible for ADF resources only, with the exceptions of Nigeria and Cabo Verde, eligible for ADB resources only, with access to ADF allocations³.

1.1.3 The overarching goal of the Regional Integration Strategy Paper 2011-2015 (RISP) is to help advance the integration agenda and facilitate regional solutions. It specifically provides the strategic framework for selecting and prioritizing Bank's analytical, operational, and partnership activities in support of regional integration in West Africa over that period.

1.1.4 The WA-RISP proposed Bank support that focuses on two pillars, namely (i) linking regional markets and, (ii) building capacity for effective implementation of the regional integration agenda. This strategy was aligned with ECOWAS' Vision 2020 Regional Strategic Plan, and the outcome of consultations with regional stakeholders.

1.2 Objectives and scope of the MTR for the WA-RISP 2011-2015

1.2.1 The main objectives of the MTR of the Bank's WA-RISP are to assess the relevance, performance and effectiveness of the WA-RISP in support to West Africa integration and propose possible adjustments to current Bank approaches for enhancing regional integration. More specifically the MTR reviews (i) recent political, economic, social and environmental developments in the region, as well as new challenges and opportunities that may have affected the RISP; (ii) the role of private sector engagement in areas supported by the RISP; (iii) developments in donors' support for regional integration in West Africa; (iv) the alignment of the RISP with the Bank's Ten Year strategy (TYS); and (v) recent progress in terms of regional integration.

1.2.2 In addition, the MTR assesses the experience in Regional and Country Dialogue activities pertaining to the achievement of the RISP, while identifying key lessons.

1.2.3 Finally, it proposes revisions to the Bank strategy for regional integration in West Africa for the remaining period, confirming the two pillars, updating on deliverables and targets. The MTR entailed (i) desk review of the implementation of the Bank's regional operations, (ii) interviews with task managers, sector teams, country directors and resident representatives (iii) a consultation mission with officials from ECOWAS, other key RECs and stakeholders, including development partners (see Annex 9).

¹ According to the UNCTAD Handbook of Statistics 2013, the intra-trade of the main regional groups in Africa and the world is as follows: EU27, 61.8%; NAFTA, 48.5%; EAC, 20.9%; MERCOSUR, 14.9%; WAEMU, 13.5%; SADC, 11.7%; ECOWAS, 7.5%; COMESA, 6.9%; UMA, 3.3%; ECCAS, 0.8%.

² The countries of the ECOWAS region are Benin, Burkina Faso, Cabo Verde, Côte d'Ivoire, Gambia, Ghana, Guinea, Guinea Bissau, Liberia, Mali, Niger, Nigeria, Senegal, Sierra Leone, and Togo. Eight of the countries are Francophone, five are Anglophone and two are Lusophone. The total population of the region in 2010 was 302.69 million. The region is home to 29.3 percent of the continent's population.

³ The Bank recently revised its Credit Policy, which will enable various ADF countries to benefit from ADB resources as well.

II. UPDATE ON REGIONAL CONTEXT AND PROSPECTS

2.1. Overview

2.1.1 The West Africa region is a politically and culturally complex and heterogenous region, ranging from the dominance of Nigeria, which accounts for an half of the region's population and has the largest economy in the region, accounting for around 80% of its GDP⁴; the small size of other national markets, the limited market access of the three landlocked countries (Burkina Faso, Mali and Niger); and a number of emerging and more diversified economies, namely Ghana, Senegal and Côte d'Ivoire, as well as the Island States like Cabo Verde.

2.1.2 West Africa is also one of the most fragile regions in the continent from a political and security stand point. With nearly half of its countries classified as fragile states, and some of the countries also facing severe drought and food and public security challenges.

2.1.3 Almost all of the West African countries continue to suffer from a number of vulnerabilities due to external shocks, environmental pressures due to drought, fluctuations in commodity prices, high levels of unemployed youth population, which combined with porous borders, often create a fertile ground for highly organized illegal activities and instability.

2.2. Political and Security Developments

2.2.1 Since the inception of the RISP, the region has been destabilized by coups d'état in Mali and Guinea Bissau, and it has become the battlefield of a new wave of attacks by radical groups. Reports on drug trafficking are of increasing concern. The region's often porous borders and coastlines, and wide desert spaces make it one of the hardest to control. Many of the regions' problems are beyond the capacity of individual states to solve—especially states with limited capacity and cohesion, making the case for regional cooperation even more compelling.

2.2.2 In the Sahel region⁵, countries face various destabilizing factors whose combination continues to undermine livelihoods and promote an environment of insecurity. Lack of strong local government structures in marginalized areas continues to make them a safe haven for radical elements. These in turn promote their agendas by harnessing the discontent of young people with little economic opportunities and the sentiments for autonomy based on a sense of exclusion.

2.2.3 In the MRU countries⁶, the effects of decades of conflict are evident in all aspects of life, even though the region is enjoying relatively continued peace. Within this backdrop, the priorities of the Heads of States in terms of regional peace and security continue to be: (i) organizing and conducting joint patrols of the borders; (ii) developing, facilitating, fostering and promoting cordial relations between the people of the border regions through cultural, social and sporting activities; (iii) exchanging information and investigating reports or observations of all border security activities; and (iv) monitoring the movement of goods at the border posts to minimize/avert the trafficking of illegal arms and drugs and also smuggling of minerals.

2.2.4 Nevertheless, there are recent positive signs of stabilization, further to the end of Touareg rebellion in 2013 and the return to an elected leadership in Mali, as well as the political transition in Côte d'Ivoire, Guinea and Guinea Bissau. Peaceful elections in Ghana, Guinea Bissau, Mali and Senegal bode well for political stability in the wider region.

2.2.5 The economies of the region would nevertheless still remain vulnerable to possible drawbacks of the political process. The years 2014 and 2015 will be rife with electoral exercises in

⁴ Further to the last rebasing of its GDP, a collaborative effort of several organizations, including the African Development Bank, Nigeria's GDP was calculated to be \$510 billion, a whopping 94 percent jump from the former figure of \$262 billion.

⁵ The Sahel stretches from Mauritania to Eritrea, including Chad and Sudan, with three of the five Sahelian countries in greatest need are in West Africa: Mali, Burkina Faso and Niger (UN definition).

⁶ The Mano River Union countries are: Côte d'Ivoire, Liberia, Sierra Leone and Guinea.

many of the region's countries⁷, with a risk of possible tensions in some of these countries and shift in political agendas. Other local elections will be held in some countries over the same period.

2.2.6 Most countries are ranked in the bottom half of the latest Global Peace Index (GPI), which measures ongoing domestic and international conflict, societal safety and security, and militarization (Table 1). However most countries hover around the middle quintile of the ranking often reflecting the state of low-intensity conflict and safety concerns, rather than widespread instability.

2.2.7 Despite notable improvements, governance issues remain a concern and possible cause of political fragility. The region as a whole appears above the African average of Ibrahim Index of African Governance (IIAG) but the region's countries represent both extremes. Cabo Verde ranks third continent-wide, and leads the region in Governance. Ghana and Senegal also appear in the top 10 of the ranking. On the other hand, nine countries are below the average, with three countries in the bottom 10 (Table 1).

Table 1: Ibrahim Index of African Governance and Global Peace index for 2013 (source: Mo Ibrahim Foundation, Institute for Economics and Peace)

	Cabo Verde	Ghana	Senegal	Benin	Gambia	Burkina Faso	Mali	Niger	Liberia	Sierra Leone	Togo	Nigeria	Guinea	Côte d'Ivoire	Guinea Bissau	West Africa	Africa
GPI	N/A	1.9	2.0	2.15	2.1	2.0	2.34	2.4	2.04	1.9	1.9	2.7	2.7	2.7	2.4	N/A	N/A
IIAG	76.7	66.8	61	58.7	53.6	53	50.7	50.4	50.3	48	45.8	43.4	43.2	40.9	37.1	52.5	51.6

2.3 Economic Developments

2.3.1 Growth in West Africa has picked up over the past few years, with an expected growth to near 6.7% in 2013 and estimated to reach 7.4% in 2014. Much of this growth was led by strong performance in the oil and mining sectors, which made the bulk of the USD 15.1 billion⁸ FDI inflows registered in 2012, arguably the largest volume of FDI of any other regions in the continent.⁹ The oil and mining sectors remain predominant in Nigeria, and are the main drivers of the unprecedented high growth in Ghana, Liberia and Sierra Leone in recent years, yet agriculture and services remain key for the region. Agriculture also counts as an important driver of West African growth and the service sector has become a main engine of growth in many countries. Services, such as transport, trade, real estate and public administration, continued to play an important role in 2012; but with new technologies and financial deepening, diversification in the region is on the rise.¹⁰

⁷ In 2014 Presidential elections are expected in Guinea Bissau and in 2016 in Niger, whereas the Parliament will be renewed in Guinea Bissau, Liberia and Niger. In 2015 Presidential elections will take place in Burkina Faso, Côte d'Ivoire, Guinea, Nigeria and Togo, whereas parliamentary elections will take place in Benin and Nigeria.

⁸ UNCTAD regional trends in FDI http://unctad.org/en/PublicationChapters/wir2013ch2_en.pdf

⁹ Nigeria, Guinea, Ghana and Niger's resource sector attracted an estimated 88% of total FDI to the region. Nigeria's largest announced greenfield project in 2012 amounted to nearly USD 2 billion to increase oil production. The other large greenfield projects for Nigeria were in manufacturing and information and communications, signaling some diversification. Ghana has announced it expects at least \$20 billion in investment in the oil industry over the next five years, primarily from foreign companies⁹.

¹⁰ African Economic Outlook 2013. For instance, the recent rebasing of Nigeria's GDP pointed to a sharp increase of the share of services in GDP from 23.6% to almost 52% in 2013, and a rise of manufacturing from 1.9% to 6.8%.

2.3.2 Investment within the West African region has expanded dramatically in the past decade. This has been driven by a strong increase in intra-regional FDI, primarily from Nigeria, Ghana, and Côte d'Ivoire yet they remain rather limited.

2.3.3 But despite the flows of FDI, West Africa remains a challenging region to do business. According to the 2014 World Bank's Doing Business Indicator, which ranks countries and regions according to the ease of managing business, only one West African country, namely Ghana, appears in the top 100 countries. Nine out of 15 countries appear in the bottom 20% of the ranking over 189 countries – as does the regional average, which would comparatively place the

ECOWAS region in the 152nd place (see table 2). The lack of competitive environment for business at country level acts as a major constraint for growth, but also for regional integration.

Box 1: Nigeria's Role in Regional Integration

With an estimated population of 167 million, Nigeria is the region's largest market and has great potential to be a main driver of regional integration. With the GDP rebasing, Nigeria now has the largest economy in Africa and a great potential for its services and manufacturing sectors. It also attracts half the FDI coming into the region (45% in 2012). Nevertheless its intraregional trade has been steadily decreasing, now constituting less than 1% of the country's total imports and 3% of its export. Informal trade networks however are significantly larger, most notably for agricultural goods, petroleum products, and re-export trade. On the investment side, the role of Nigeria is certainly more prominent, with various Nigerian companies having significant impact in the regional market particularly banking services, as well as goods (cement, cassava flour, etc.) to client across West Africa. Closer integration with the region would require Nigeria to open its markets to regional exports, but more crucially a change of perspective on the neighboring countries as partners rather than merely clients. Regional value chains have a real potential, particularly given the developments in regional transport and connectivity infrastructure. Increasing trade volumes will require improvements in regional corridors reducing frictions related to nontariff barriers, as well as accountability and transparency in regulations, both on the national and on the regional level.

Table 2: Doing Business Report global ranking, 2013-2014. (Source: The World Bank)

	Ghana	Cabo Verde	Sierra Leone	Liberia	Nigeria	Gambia	Burkina Faso	Mali	Togo	Côte d'Ivoire	Benin	Guinea	Guinea Bissau	Niger	Senegal
2014	67	121	142	144	147	150	154	155	157	167	174	175	180	176	178
2013	62	128	137	149	138	148	154	153	159	173	175	179	181	174	176

2.3.5 Naturally, areas of weakness and strength vary. For instance it is easy to start a business in Liberia, but remarkably difficult to register and transfer property; Nigeria offers the easiest access to credit in the region but put complex and lengthy procedural hurdles on import and suffers from high contract enforcement costs. There are also sub-regional hurdles to the investment climate. Investors point at the difficulty of transitioning from Anglophone countries to the Francophone, and vice-versa, not only due to comprehension issues but mostly regulatory difficulties as the spirit of the laws differs significantly between Anglo-Saxon and French-based laws.

2.3.5 Inflows of remittances and illicit capital outflows are also becoming more prominent in the region with Nigeria taking the center stage. Nigeria remains by far and naturally the largest recipient of remittances, not only within the ECOWAS region but also in the entire sub-Saharan Africa¹¹. Intra-regional remittances are also very important, although often difficult to track. In 2010, according to Global Financial Integrity the total illicit financial flows in the West Africa region,

¹¹ In 2013, Nigeria received remittances worth about \$21 billion out of the total US\$32 billion and US\$25.8 billion sent to the SSA and ECOWAS countries, respectively, equivalent of 66% and 81%. This is followed at a very far distance by Senegal that received about US\$1.7 billion or 6.4% of remittances to ECOWAS during the same period.

stood at US\$22.6 Billion with Nigeria responsible for US\$19.7 billion or 87%. Reducing costs of remittances and fighting corruption would free up huge resources for development.

2.3.6 West Africa’s countries have endured strong fluctuations in commodity prices over the past few years, as depicted in Figure 1. The region’s key commodity prices have maintained a generalized decline in the past two years, with the exception of oil. The sharp decline of price of Cotton, Gold and Cocoa have hit many countries in the region¹²; The relatively good performance of Oil has benefited Nigeria, while adding pressure on balance of payments for most other countries, which remain net importers.

2.3.7 Price stability remained the focus of the monetary policy thrust in all ECOWAS countries, yet with mixed results. While WAEMU countries have managed to control inflation with fixed exchange rate pegged to the euro, high inflation and currency depreciation have been experienced in WAMZ namely in Nigeria and Ghana, where currencies have depreciated and suffered from the impacts of the US tapering of Quantitative Easing unfold, and - in the case of Ghana – a sharp macro-economic deterioration.

2.3.8 West Africa’s economic prospects in the remaining period depend on global and domestic factors, which remain somewhat uncertain. The

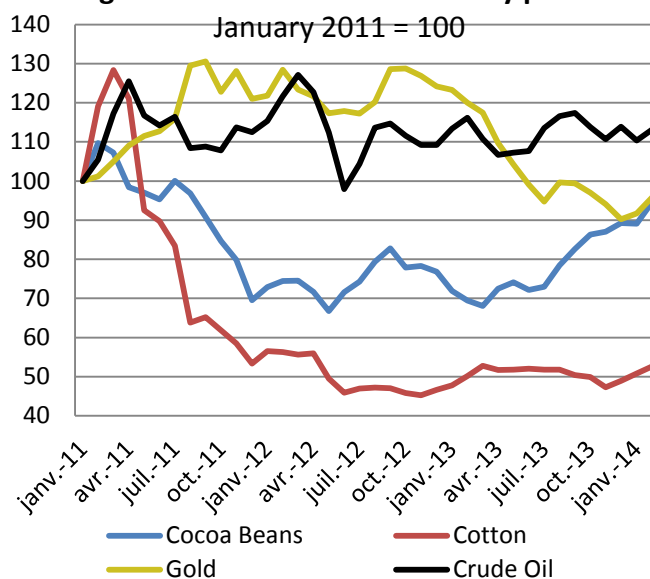
strengthening of global activity at the end of 2013 and the anticipation of further growth in 2014-2015, led by a recovery in OECD countries, lend to a more optimistic outlook for West Africa. In a wake of a lower than expected recovery and a slowdown of emerging economies, downside risks may materialize, through lower commodity prices (namely cocoa and gold), shrinkages in export volumes of other goods, lower tourism receipts, official development assistance (ODA), FDI and worker’s remittances. Possible earlier mentioned political reversal in the region may also have a major impact, particularly on FDI.

2.4 Social and Environmental Developments

2.4.1 The fastest growing economies in West Africa are still home to some of the poorest in the continent. Poverty and inequality are high across the region with poverty levels in some countries averaging more than 60% of the population¹³.

2.4.2 Though recognized for positive strides and efforts towards the Millennium Development Goals (MDGs), West Africa remains largely distant from meeting such goals.¹⁴ The high growth

Figure 1: Evolution of commodity prices



Data source: IndexMundi, AfDB

¹² Gold, which tops Mali’s exports as well as represents 28% of Ghana’s total exports value (2011), has lost 27% of its value in the course of 2013. Cotton prices have experienced the largest and progressive decline (59% in the past 3 years) affecting most countries in the region. Côte d’Ivoire and Ghana, the world’s premier cocoa producers generating 51% of the world’s output, have endured declining prices for almost two years; while prices have risen over the past year, they remain below their pre-2011 levels.

¹³ As of 2012, the countries with the highest number of people living with less than \$1.25 a day (PPP) amounted to 83.76% in Liberia, 67.62% in Nigeria, 50.43% in Mali, 48.9% in Guinea Bissau, 47.33% in Benin. Inequality also exacerbates poverty; this is even more so a problem in such countries as Cabo Verde, Nigeria, the Gambia, Ghana, and Côte d’Ivoire which lead the region in inequality, displaying the highest Gini coefficients. (Source: World Bank).

¹⁴ MDG Report 2013, Assessing Progress in Africa toward the Millennium Development Goals

rate experienced in the region has faced difficulties in translating into major improvements in inclusiveness and human development¹⁵.

2.4.3 Since the inception of the strategy, gender-related MDGs and gender gap indicators have broadly shown moderate improvements in the region, particularly in economic and political participation.¹⁶ Economically, women make up the majority of small-scale farmers and yet are penalized in terms of land rights. In many countries, women cannot become owners of the land they plough and do not often have the right to inherit it when their husbands die¹⁷.

2.4.4 Women representation in the political landscape varies within the region. Some countries have made progress towards better participation of women, such as Senegal, with 43% of women in parliament after the 2012 legislative elections. However, most parliaments have between 10% and 16% of women members, even in the countries where quotas are provisioned.¹⁸ In addition, women are increasingly taking the posts of ministers of health, education, and family or women affairs. Niger and Senegal are here an exception, where the former had a woman heading the ministry of foreign affairs and the latter a woman as prime minister.

2.4.5 Women in the troubled Sahel region are often the first to experience the devastation of food and financial crises, armed conflict, and natural disaster. They are often victims of discrimination, exceptional physical and human insecurity, chronic poverty and marginalization. Immediately following the start of hostilities in northern Mali in April 2012¹⁹, women and girls were subject to rape and sexual violence. During repeated droughts in Niger and elsewhere, women and children are the majority of those displaced and suffer from a lack of access to water and food.

2.4.6 West Africa is also facing a youth bulge with about 40% of the population being under 15, and nearly 70% under 30. The region has, however, not been able to tap into the opportunities this bulge provides. Several youth are still idle, unemployed or under-employed. The problem is compounded in such countries as Côte d'Ivoire, Sierra Leone or Liberia, where many unemployed youth are also ex-combatants²⁰, thereby constituting a potential risk to the stability of the region. The high incidence of poverty, unemployment and inequality in a region with such impressive growth records is an indication that growth has not been sufficiently inclusive.

2.4.7 The health challenges can become additional threats to the development and national security situations in the West Africa region. Although ECOWAS has made some progress in promoting cooperation among its member countries in the health sector, the health problems in the region remain significant. The regional health integration programs²¹ are yet to translate into improved coordination, harmonized policies and regulations, regionally financed regional public health goods, and ultimately improved healthcare systems. These health issues often transcend

¹⁵ Nevertheless, some of the region's countries are among Africa's best performers compared to their original condition. Burkina Faso is distinguished by being among the most successful in the continent, leading the way in 16 out of 22 indicators. Ghana is also among the top performers continent-wide.

¹⁶ Four West African countries rank in the bottom ten on the Gender Equality Index. The literacy rate (MDG 2) is lower than in other regions, with seven West African countries ranking in the bottom ten; maternal health (MDG 5) also shows low results for the region (1/10 death during pregnancy in West Africa, compared to an average of 1/16 for Sub-Saharan Africa). In turn, the picture is more positive with regards to women as economic agents (MDG 3), with more than 60% of women in the labor force yet mainly in vulnerable economic sectors. .

¹⁷ Fatima Kyari Mohammed, "Women's Economic Empowerment in the Sahel Region and the impact on Food Security", background paper, April 2013. <http://trvw.in/1iK9BoI>

¹⁸ Quotas of seats for women: 30% each in Côte d'Ivoire, Burkina Faso, and Guinea; 30% in Mali (within political parties); equal representation in Togo and Cabo-Verde, and Senegal. <http://www.quotaproject.org/fr/>

¹⁹ In April 2012, rebels seeking more autonomy for the northern part of Mali took control of the region. The President was deposed in a coup over his handling of the crisis; In parallel, infighting within rebels who had overtaken the north left hardline Islamists in control of the region. In January-February 2013, foreign intervention allowed the government to regain control of the North. A peace agreement was signed on 18 June 2013, but occasional hostilities still occur.

²⁰ Youth Unemployment and Stability <http://blog.fundforpeace.org/blog-20131108-youthunemployment>

²¹ ECOWAS created the West African Health Organization in 1987 with the objective to promote and protect the "health of the peoples in the sub-region through the harmonization of the policies of the Member States, pooling of resources and encourage a collective and strategic combat against the health problems of the sub-region".

borders, as demonstrated by the recent outbreak of Ebola, and can turn into additional factors of vulnerability for the politically unstable and economically disadvantaged West African countries.

2.4.8 The recent drought in the Sahel has also shown the vulnerability of the region to climate change; Communities remain highly exposed to watershed erosion, loss of woodlands of soil productivity, reduced crop yields, and the spread of diseases such as malaria. Furthermore, the effect of climate change on increasing the diversification of agricultural conditions across the region, coupled with the weakness of crop storage facilities could also affect food security²². While the percentage of the population that is undernourished is on decline in West Africa, wide differences remain between countries²³.

2.4.9 A strategic approach to prevent, mitigate risks and ensure adaptation to evolving climate conditions is required. Including the gender aspect among drivers of conflict, fragility, or resilience can lead to a better assessment and better development of avenues for resilience.

2.5 Regional Infrastructure

2.5.1 Over the past decades, the West African transport network has widely expanded, particularly along the primary road networks. Higher traffic matches areas of high population and economic activity (such as western Senegal, parts of Nigeria and the Gulf of Guinea)²⁴. Nevertheless, the length of paved roads does not necessarily speak for their quality and maintenance. The flagship project in West African transport is the Trans-West African Highway, which will link 11 ECOWAS countries, from Nigeria to Senegal, with additional feeder roads connecting Mali and Burkina Faso. The network also extends further west past Senegal to reach Nouakchott in Mauritania. Of a total of 4010 km, 3,260 km are paved. Yet large swathes of the road, most notably those in Guinea, Liberia and Sierra Leone, remain to be paved. While air transport coverage has increased, thanks to the emergence of regional champions like Asky Airlines, air traffic integration is still limited, partly due to the slow implementation of the Yamoussoukro decision, which liberalized air transport²⁵. Over 25% of travel routes are still serviced by a single airline and up to 70% of air transport served by a monopoly carrier²⁶. Railways integration has been slow to come by, as West Africa's railways are largely perpendicular to the coast, and disconnected from one another²⁷. Plans are underway to establish a sub-regional railway network, namely through the Cotonou-Niamey-Ouagadougou-Abidjan Railway. A major obstacle for railway integration in West Africa is the existence of different gauges between countries, which simply makes it impossible to carry goods and passengers across borders. In fact, two countries in the region, namely Guinea and Liberia, have two different gauges each²⁸.

2.5.2 Crises and infighting in some countries in the region have destroyed parts of their energy infrastructure; in others, the lack of investment has led to its deterioration and obsolescence. As a result, electricity production remains very expensive for many countries and access to electricity is among the lowest in the world²⁹. While at present West Africa has a very low per capita electricity use, this situation is likely to change rapidly in the future. It is projected that demand may increase

²² Agricultural Growth in West Africa (AGWA): Market and Policy Drivers. Edited by Frank Hollinger (FAO) John M. Staatz (Michigan State University) February 2014

²³ FAO's 2012 State of Food Insecurity Report: Ghana, Nigeria, Mali and Niger have been making strong progress, whereas Liberia, The Gambia, Senegal, and Sierra Leone have been lagging behind. In Côte d'Ivoire, The Gambia, Guinea, Liberia, Senegal, Sierra Leone, and Togo, the absolute number of undernourished people has increased.

²⁴ OCDE, Rapport Afrique de l'Ouest 2007-2008. Paris: OCDE. December 2008.
www.oecd.org/fr/csao/publications/42358554.pdf

²⁵ Charles Schlumberger, "Open Skies for Africa - Implementing the Yamoussoukro Decision". Washington DC: The World Bank, 2010. P. 76

²⁶ Lee Crawford, "What ails African Carriers?". The East African, 25 January 2014,

²⁷ OCDE, Rapport Afrique de l'Ouest 2007-2008, *idem*

²⁸ Joel Macharia, « The legendary lunatic express is barely chugging along », in "Africa in Fact", issue 16, Oct. 2013.

²⁹ In 2009-10, it was estimated that ~175 million people in ECOWAS region had no access to electricity, particularly in the rural area (80% of the people without access). While six countries already have a significant national electricity access rate greater than 30% (Cabo Verde, Ghana, Nigeria, Côte d'Ivoire and Senegal), in all remaining ECOWAS countries only 18% of the population in average had access to electricity with most of them in urban areas (83%).

ten-fold in the coming two decades as the economic activity increases. Energy interconnectivity is key to address such demand at regional level. While many interventions are planned at country level, the West African Power Pool (WAPP), now a specialized institution within ECOWAS, is expected to play a major role in creating a cross-border energy market to harness the competitiveness for all West Africans, such as through the Bank supported "Côte d'Ivoire - Liberia - Sierra Leone - Guinea (CLSG) Interconnection Project". The project will bring a high voltage transnational transmission of 1357 km, with a capacity of 225 kV, linking all four countries. The region also features a large potential for renewable energy³⁰. Research suggests that that up to 54% of Western African power supply could be based on renewables by 2030.

2.5.3 In terms of ICT, West Africa has traditionally suffered from low access to high-speed telecommunications and broadband. Prices have often been artificially maintained high due to monopolistic positions, and users have suffered from high prices coupled with low connection quality and speed. Two large projects were launched in 2012 to offset this major weakness: (i) the West Africa Cable System (WACS), a 16,000 km fiber optic cable system running across the Western coast of the continent, from South Africa to the United Kingdom, and (ii) the African Coast to Europe (ACE) cable connecting 20 countries from France to West Africa, and representing the first submarine cable to service several West African countries. It has a capacity of 5.12 Tbit/s, a significant jump of capacity and quality of service offered to the region's users.

2.5.4 The performance of West African countries in trade, transit and transport facilitation, as measured by key facilitation indices, is mixed. The ECOWAS region is at par with the continent in terms of cost to export and import; number of documents to export and import as well as time to export and import.³¹ However, averages masked large gaps in performances between the best performing ECOWAS countries and the worst performing, as measured by the Logistics Performance Index (Table 3).

Table 3: Logistics Performance Index scores, on a scale from 1 (low) to 5 (high), for the years 2010-2012-2014 (Source: The World Bank)

	Nigeria	Côte d'Ivoire	Burkina Faso	Ghana	Senegal	Liberia	Benin	Mali	Guinea	Guinea Bissau	Niger	Togo	Gambia	Sierra Leone	Cabo Verde
2014	2.81	2.76	2.64	2.63	2.62	2.62	2.56	2.50	2.46	2.43	2.39	2.32	2.25	--	--
2012	2.45	2.73	2.32	2.51	2.49	2.45	2.85	--	2.48	2.60	2.69	2.58	2.46	2.08	--
2010	2.59	2.53	2.23	2.47	2.86	2.38	2.79	2.27	2.60	2.10	2.54	2.60	2.49	1.97	--

2.6 Regional Integration Strategy Framework Developments

2.6.1 The WA Regional Integration Strategy Framework remains predominantly shaped by the ECOWAS and its Vision 2020, which aims to create an "ECOWAS of the People," underpinned by the establishment of a seamless regional market with economies of scale in economic activities and free movement of persons, goods and services. The Vision 2020 focuses on five themes: regional resource endowment; peace and security; governance; economic and monetary integration; and private sector. Since 2011, the progress in implementing the Vision 2020 has been mixed.

2.6.2 Since 2011, one of the most remarkable landmarks in the development of economic co-operation and regional integration in the ECOWAS was the adoption in October 2013 of the

³⁰ Some example include: (i) Small hydro potential in the southern part of the region (ii) solar resources in the desert areas (in Mali and Niger and in the North-Eastern part of Nigeria) with a potential of 1,700 kWh/installed (iii) Wind potential is concentrated in the costal zones (Cabo Verde, Senegal, The Gambia, and possibly Ghana, Mali and Nigeria)

³¹ The composition of national exports to the region differs greatly. Nigeria's exports are largely dominated by crude oil, Côte d'Ivoire and Senegal by refined petroleum products, Ghana by manufactured wood, plastic and textile products. Togo has the highest share of regional trade; it exports construction products (steel and cement), packaging material, and some food products. Others, like Mali, Niger, and Burkina Faso, primarily export agricultural products..

Common External Tariff (CET), the principal attribute of Customs Union³², which will become operational on January 1, 2015. The CET will lead to a reduction of the most-favored nation import tariff from 12.0% to 11.5%. This is a major achievement given the earlier controversies and disagreements since the commencement of negotiations in 2004. Reduction of the MFN import tariff should contribute to relaxing trade restrictions, harmonizing and strengthening the common market of ECOWAS member states, a necessary condition for a customs union and common trade policy. Steps towards deepening regional integration also included the creation of an ECOWAS Community Integration Levy in 2013, which is to replace the existing community levy regimes, namely the ECOWAS community levy and its WEAMU counterpart and the Community Solidarity Levy, with the aim to ensure compliance with international WTO requirements.

2.6.3 The ongoing negotiations on ECOWAS–EU Economic Partnership Agreement (EPA) represent a potential game changer in the trade and regional integration agenda. The EPA would entail greater preferential access to European markets, but also require the opening of West Africa’s market, albeit through a longer time transition time line of 20 years. There are already signals from some concerned members over the impact of the EPA on their economies. West African leaders, arising from their summit on 25 March 2014, called for more internal consultations in order to further iron out divergences. Following this development, it thus points to the kind of challenges EPA might pose to the cohesion of the region and indeed to the implementation of the CET, namely on the need to reduce cost of doing business and address barriers to intra-regional trade as prerequisite for a successful EPA which can build on and not hamper intra-regional integration. This thus presents both challenges and opportunities for the ECOWAS going forward.

2.6.4 Progress has been made towards the establishment of the ECOWAS Monetary Union, yet the deadline of 2020 appears unrealistic due to limited convergence to common criteria, with the partial exception of WAEMU³³ (see Annex 1). Efforts are underway to integrate the Nigerian Stock Exchange, the Ghana Stock Exchange, the Sierra Leone Stock Exchange, with the *Bourse régionale de valeurs mobilières* in Abidjan, including mutual cross-listing and trading of stocks. The integration process for capital markets initiated in 2010 in the ECOWAS effectively took off with the inauguration of the West African Capital Markets Integration Council, in Abuja in early 2013.

2.6.5 A number of sub-regional and specialized RECs are also emerging as key players for regional integration, most notably agencies such as WAPP and smaller groupings like the MRU.

2.6.6 In recent years private sector in the region has also emerged as a new driver of regional integration, with the affirming of new players operating across countries in the areas of agro-industry, banking, transport, and ICT. In 2012 a new initiative called “Douala process” was established to create a network of business organizations across French, Portuguese, and Spanish-speaking Africa to improve business organizations’ governance and develop networks of alliances for them to seek synergies. A private sector–led regional sea-link project is expected to contribute to deeper trade integration by sea.

2.7 Aid Coordination and Harmonization Mechanisms

2.7.1 A number of major donors have been active in the regional integration process through financing regional and multinational operations. These include the African Development Bank, the World Bank, the European Union, the United Nations System, and many bilateral donors. From

³² The negotiations were concluded in Praia, Cabo Verde in March 2013, while the ECOWAS Heads of State finally adopted it in their Summit in Dakar, Senegal in October 2013. The CET will however come into a full scale operation from 15 January 2015.

³³ None of the six Member States satisfied all the four WAMZ primary criteria in 2012, same as in 2011. The Gambia, Ghana, Liberia and Nigeria satisfied three criteria each, while Guinea and Sierra Leone were in compliance with two each. The most challenging criterion was fiscal deficit, followed by inflation. Concerns about the lack of preparedness for the planned launch of the regional currency in 2015, a precursor for the establishment of the ECOWAS Monetary Union, were also raised by ECOWAS and Heads of State at the recent WAMZ meeting in July 2013.

an aid coordination standpoint, a number of institutional actors in the region have been active in the coordination of donors' aid for regional integration.

2.7.2 While numerous aid coordination mechanisms exist at country level, there is no formal aid coordination and harmonization framework for regional integration. Donor assistance is generally scattered, particularly for capacity building efforts. Lack of coordination and harmonization of interventions is clear not only at strategy and planning level, but during the implementation, creating a multitude of procedures, supervision missions and incoherence in the programming and functioning of activities. As indicated in Annex 4a, the track record of co-financing regional integration projects is limited.

2.7.3 As a follow up to the various waves of droughts in the Sahel and the recent conflict in Mali, efforts have been deepened to create a closer coordination in the Sahel region through the establishment of a UN-led coordination platform on the Sahel gathering Sahelian countries, Multilateral Development Banks, bilateral agencies and RECs. Yet this initiative is still at its infancy and lack of common strategic planning is evidenced by the “proliferation” of Sahel strategies. New more focused initiatives have emerged to strengthen regional and coordinated approaches to resilience such as AGIR, P2RS and Lake Chad.

2.7.4 The Bank is also supporting new platforms for coordination and co-financing, notably under the umbrella of the Mano-River Initiative, a new framework to facilitate financing of regional backbones infrastructure for the four members of the MRU countries. The Bank is also taking a key role in the Sahel Initiative and the recently established ECOWAS-led thematic groups, including the Bank chaired group on infrastructure.

2.7.5 On and beyond the Mano River, co-financing with the European Union represents a major opportunity, as around 1,2 billion Euros is planned to be rolled out for regional projects for West Africa alone, as part of the EU's Regional Indicative Program (2014-2020) currently under preparation, with concrete opportunities for the Bank to co-finance some of its interventions and take advantage of their “blending” instruments.

2.8 Challenges and Opportunities

2.8.1 The RISP 2011- 2015 identified various challenges for regional integration, such as poor cross-border trade and infrastructure, as well as the weaknesses of human capacity and national and regional institutions, fragmentation of the region's market, multiplicity of integration architecture and insufficient involvement of private sector and civil society in integration effort, while it highlighted the political will and the regional resource wealth as the key opportunities. These still remain today and undoubtedly, the lack of adequate infrastructure represents one of the most important factors constraining African economies' move to a high growth trajectory. However, they have been exacerbated by new emerging priorities, including governance and increased fragility.

2.8.2 The increased exposure to fragile situations in the region indeed represents a major challenge for maintaining peace and security as well as state building, and as a result has the potential to hinder the deepening of regional integration.

Box 2: Integration through private sector, the case of ECOBANK

Togo-headquartered "Pan African Bank" is a prime example of the African private sector serving the mission of strengthening ties and deepening integration between countries – and of the difficulties of this endeavor. Established in 1985 as a private effort led by the Federation of West African Chambers of Commerce and Industry, Ecobank's largest shareholder upon launch was the ECOWAS Fund for Cooperation, Compensation and Development. The bank was granted the status of an international organization by the Government of Togo, and considered a non-resident financial institution. The bank boasts banking operations in 35 African countries; yet Nigeria alone accounts for 70% of its customer base. Ecobank posted a 16% growth in net revenue in FY13 and first quarter 2014, with \$2 billion and \$525 million respectively. In West Africa, the bank has seen a 20.8% increase in Net Interest Income in 2013 and a 15% growth in net profits regionally, despite a 36% decline in Nigeria.

Further to the Sahel crisis, an additional country (Mali) has joined the classification of fragile states and new pockets of fragility are emerging in the aftermath of regional security threats such as is the case of North-Eastern Nigeria, spreading beyond its borders.

2.8.3 Governance challenges in some countries in the region continue to have a negative impact on trade and investments. With only four African countries scoring above 50 (out of 100) on Transparency International's Corruption Perception Index, West Africa remains highly perceived as a region that suffers from corruption and anti-transparent politics³⁴. This perception deeply affects domestic and foreign private sector investments, resulting in a lack of confidence in investing in national and cross-border investments.

2.8.4 Poor logistics and trade facilitation affecting the region greatly limit the benefits from new infrastructure developments. Illegal checkpoints, long and non-harmonized customs procedures, smuggling and corruption are important obstacles to the free movement of goods and people. Long port dwell time, typically 12 to 20 days, are compounded for traffic to and from landlocked countries. Improving trade facilitation in ECOWAS is vital to boosting the region's trade performance, both with regards to intra-regional trade as well as exports globally³⁵.

2.8.5 With six out of 10 African fastest growing economies in 2013 being West African³⁶, mobilizing private sector around regional integration is a major opportunity. New waves of FDI and the emergence of a middle class in the region are leading to the emergence of a vibrant private sector operating across countries, which can continue to serve as a natural catalyst for closer collaboration and integration, towards the development of regional and global value chains.

2.8.6 Building regional value chains in West Africa, in areas such as agro processing, would help support the efforts in better linking regional markets. For example, while the region is the world's largest producer of cocoa beans, 90 per cent of the crop is exported raw or roasted, packaged and sent to the United States or Europe. This denies Africa of the most profitable part of the confectionary market value chain – the processing of the cocoa into chocolate. The first steps in undoing this disadvantage are to promote policies within the broader development framework, attracting FDI, building productive capacities in local firms, and encouraging manufacturing.³⁷

2.8.7 The increased stabilization of the region and opportunity of strengthening the regional responses to common political and security threats in fragile situations can also offer a turning point towards regional cooperation. The more recent positive signs of stabilization in affected places such as in Mali and political transition in Côte d'Ivoire can be considered as a real opportunity to enhanced trade in such pivotal countries. The regional dimension of fragility makes the case for regional approaches and closer collaboration among States more compelling.

III. RISP IMPLEMENTATION: RESULTS ACHIEVED AT MID-TERM

3.1 RISP Objectives and Expected Results

³⁴ According to the 2013 Transparency International Corruption Perception Index, one West African country scores higher than 50, Cabo Verde (58 points) ranking 41st, followed by Ghana (46 points) at the 63rd position and Senegal (41 points) at the 77th position. The bottom three West African countries are Nigeria (25 points) ranking 144th, Guinea (24 points) at the 150th position and Guinea Bissau, (19 points) for the 163rd position.

³⁵ The WAEMU has drafted plans for a regional transit reform to reduce sub-regional logistic costs by 25%, establish interconnection of the customs IT systems, reduce time required for transit goods from ports to hinterland destinations by 50%, increase capacity in electronic trading and regulation, and remove obstacles from value-added logistics. The preparatory phase of this sub-regional project was pre-approved for funding by the Africa Trade Fund.

³⁶ The six West African fastest growing economies are: Burkina Faso (8% GDP growth), Niger (11.2%), Ghana (8%), Sierra Leone (18.3%), Liberia (8%), and Côte d'Ivoire (8%).

³⁷ Côte d'Ivoire provided incentives to major grinders including tax breaks on foreign investment, to locate processing facilities in the country and has been able to attract global players. This has led to a broader network of input sourcing and promises to strengthen linkages with the biggest players in the market. AfDB Annual Development Report 2012

3.1.1 The WA-RISP rests on two pillars: (i) linking regional markets and, (ii) building capacity for effective implementation of the regional integration agenda. Within its two pillars, the WA-RISP identified key investments, particularly in the area of energy and transport.

3.1.2 The WA-RISP has provisioned for 13 regional operations and five economic and sector works to support the implementation of this strategy (detailed list in Annex 2). Out of the 13 projects, four were approved between 2011 and 2013, four are in process or under review, one is postponed until 2016 and four are on stand-by due to an overoptimistic availability of ADF resources (country and regional operations envelopes) when identifying the RISP portfolio. All ESWs have been completed. Out of the 13 operations, five are in transport infrastructure, six in energy infrastructure and two in capacity building. In addition to these 13 identified projects, twelve regional operations were included in the pipeline for 2013 to 2015 (see Annex 3 for more details).

3.1.3 The global review of the WA-RISP implementation status is satisfactory, notwithstanding the various difficulties that the projects are experiencing. The key challenge for the remaining period will be to mobilize enough resources to deliver the four operations on stand-by. The effectiveness and expected results of the RISP were monitored on the basis of the RISP's Results-Based Framework (RBF). The indicative results matrix in Annex 4 summarizes the outputs and outcomes targeted in this RISP and their status at the mid-term.

3.1.4 Since its inception, alignment of CSPs to the WA-RISP has been fairly strong, with 14 newly approved strategies and one update, all displaying consistency with the two pillars of the RISP. Country planning has also included an increasingly sizable share of projects with regional dimensions, notably in Benin, Ghana, Nigeria and Senegal (see Annex 12).

3.2. Status of RISP Outputs and Outcomes at Mid-term

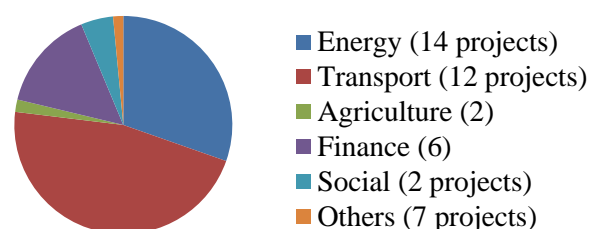
The analysis of the mid-term outputs and outcomes status compared with the expected indicators indicated in the RBF of the WA-RISPs shows limited progress further to the delays in approval and given that most results are likely to accelerate towards the end of the strategy period and fully materialize beyond 2015. Nevertheless some tangible achievements have already occurred at mid-term, namely through the first two operations approved in 2011 which are under an advanced stage of implementation. The Rehabilitation of the Lomé – Cotonou Road and Transport Facilitation on the Abidjan-Lagos Corridor Project has reached a completion rate of 40% as of March 2014. The detailed indicators for regional integration will be calculated upon completion of the project (scheduled for 2016). The Construction of the Trans-Gambia Bridge and Transport Facilitation on the Trans-Gambian Corridor Project encountered delays in signature and only became effective for first disbursement in March 2013. Construction works are scheduled to start mid-2014 after due procurement process. Details of the expected results are in Annex 11.

3.3 Bank Group Regional Portfolio Performance Review

3.3.1 The Regional Portfolio Performance Review was undertaken by Bank field offices at three different locations: in Ouagadougou with WAEMU, in Dakar with OMVS and OMVG, and in Abuja with ECOWAS. Results of these reviews were then discussed during the wider MTR of the WA-RISP which took place in Abuja on March 17-18 (see Annex 9). The review assessed the strengths and weaknesses of the portfolio, and suggested proposals to improve its performance.

3.3.2 As of December 1st, 2013, the Bank's active regional operations portfolio in West Africa included 43 operations, including six projects identified under the two strategic pillars of the current RISP, for a global amount of UA 667 million and an average disbursement rate of 31%. The portfolio, depicted in Figure 2, is dominated by the infrastructure sector, namely energy and transport projects, which accounts for 26

Figure 2: Breakdown of Regional Portfolio by value of Sector



interventions for a total of UA 513 million or 77% of commitments. This predominance is due to the priority assigned to these sectors in the Bank’s support for regional integration and, consequently, the considerable resources mobilized for electrical interconnections and road corridor projects. **The regional portfolio is rated 2.07 / 3.**

3.3.3 The Bank regional portfolio in West Africa also comprises six active private sector operations amounting to UA 100 million, primarily in the finance sector and consisting of Lines of Credits and Equity Participation in Regional Banks, as well as a few operations in the area of monetary and banking reforms. By investing in funds, the Bank not only developed adequate management capacity in the region, but also deployed relevant equity in companies which contribute to strengthening entrepreneurship and governance. It also provides the growth capital required for SMEs to potentially become the regional integration players of coming years.

3.3.4 The overall portfolio performance of the West Africa Region is relatively weak with an average disbursement rate of 31% and presents a number of challenges, as described below.

Box 3: Some Observations on Regional Portfolio Implementation

Achievements
<ul style="list-style-type: none"> • Number of new road infrastructure • Strengthened cooperation among States
Implementation
<ul style="list-style-type: none"> • Delays in starting the regional operations • Low disbursement rate compared to operations' age • Lack of project monitoring
Expected Results
<ul style="list-style-type: none"> • Lack of visibility on results for: <ul style="list-style-type: none"> • Operationalization of soft aspects • Cost reduction • Achievements in economies of scales • Capacity building

3.3.4.1 Projects at risk: The total West African regional operations portfolio includes two problematic projects (PP), as well as 5 potentially problematic projects (PPP); hence a total of seven projects at risk (or 16% of the regional active portfolio, in line with the Bank average).

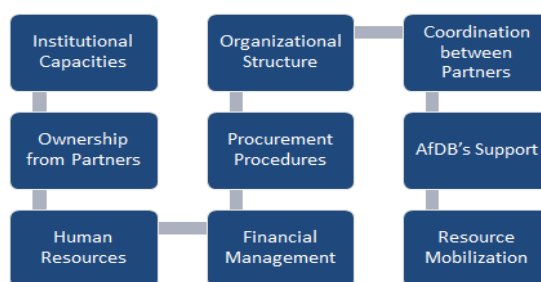
3.3.4.2 Aging projects: the West African regional portfolio comprises two aging projects, or 5% of its operations, compared to a Bank’s overall average of 12% for regional operations. However an analysis of projects directly managed by the RECs indicates that there is a large risk that, in the coming 2 to 3 years, the regional portfolio will

include 5 to 6 additional aging projects, as the portfolio includes 7 operations with an average disbursement rate of 50% and age of 6.4 years.

3.3.4.3 Signature delays: The regional portfolio of the West Africa region is experiencing significant signature delays; this contributes to significant delays in projects startup, which in turn affect the disbursement ratio. In addition, this situation exposes the said operations to cancellation, as they fall into the criteria of operations being approved but unsigned for 180 days or more. Out of the current portfolio of 43 projects, 15 have experienced signature delays. Lack of closer and proper follow up from both the Bank and the RECs on conditions of signature and effectiveness and poor coordination between the two entities are the primary reasons affecting projects start up and disbursement. The new practice at the Bank is to propose loan agreements at national level to reduce signature delays.

3.3.5 Regional operations directly managed by the RECs: various regional operations are directly implemented by the ECOWAS and WAEMU Commissions (four and three projects respectively) as well as by OMVG and OMVS, to ensure an adequate solution to specific challenges or difficulties of these projects. With regard to ECOWAS, the portfolio’s average age is 7.15 years and the disbursement rate is 56%; for the WAEMU portfolio, average age is 5.5 years and disbursement rate 45%, representing a satisfactory disbursement rate but similar aging average compared to the overall regional average. Annex 6 provides the overview of the regional operations managed by

Box 4: Causes of Limited Portfolio Performance



WAEMU and ECOWAS.

3.3.5.1 These relatively weak results are essentially due to: (i) low level of quality at entry (low maturity level of projects, institutional delays and long procedures in setting-up management teams monitoring tools); **(ii) Slow implementation** (lack of follow-up from the Bank, weak monitoring mechanism at the Bank and at the Commissions).

3.3.5.2 Portfolio performance and implementation challenges: implementation of the WA-RISP generated many achievements in hard infrastructure, especially in road and energy projects, and in strengthening collaboration between Member States of the sub-region.

3.3.5.3 However, impact from these investments remains limited due to obstacles encountered in implementing trade facilitation and free movement of people, and procedures harmonization. Construction and operationalization of checkpoints along corridors remain to be finalized.

3.3.5.4 Generally, the major challenges in implementing regional operations in West Africa are: (i) lack of capacities within the RECs; (ii) low monitoring of activities by the regional structures in charge of these projects, or lack of such structures; (iii) weak support from the Bank to these structures; and (iv) lack of communication and follow-up mechanism for the regional portfolio. Recommendations have been formulated as an Improvement Plan to respond to these difficulties.

3.3.5.5 Non-lending work, namely the ESW, also enabled the Bank to strengthen the dialogue on regional issues and raised the awareness on the potential for regional integration. In the case of Senegal, Nigeria and Cabo Verde, the studies triggered discussions on the respective role of such countries in terms of regional integration. All planned ESW have been completed and in some cases refocused in view of the changing political landscape.

3.3.6 Performance of the Bank, RECs, and RMCs: The portfolio review has unveiled a number of key challenges that remain to be overcome, in order to improve the quality and performance of multinational operations in West Africa; it also identified a number of lessons (see Section IV).

3.3.6.1 The main challenges to the performance of the Bank include (i) inadequate project supervision, (ii) very strong centralization of decision taking at the temporary relocation agency in Tunis (iii) insufficient proximity assistance to RECs, and (iv) inadequate supply of training on Bank's rules and procedures for project implementing organizations.

3.3.6.2 Performance of the RECs is often limited by (i) their low involvement in the project planning phase, which translates into weak ownership, (ii) inexistent or inadequate follow-up mechanism for projects, (iii) inadequate human resources allocated to projects, (iv) delays in the selection of teams tasked with implementation, and (v) insufficient delegation of responsibilities.

3.3.6.3 Performance of RMCs has been found to suffer from (i) weak cross-country coordination in project planning and implementation, (ii) insufficient consultations to determine appropriate project launch conditions, and (iii) inadequate information sharing and dissemination.

3.4 Regional Portfolio Improvement Plan

3.4.1 The consultative approach on the portfolio review led to several proposals aimed at improving the performance of regional operations in West Africa. These recommendations are developed under an Improvement Plan (see Annex 7) and include the following measures:

- (i) **Strengthen decentralized responsibilities at field office level** to ensure direct support to the projects;
- (ii) **Deploy technical assistance** (within the activities of capacity building to the RECs and to the RMCs) on Bank's procedures, such as procurement, financial management and audit;
- (iii) **Knowledge dissemination**, sharing of good practices and experiences between the institutions;
- (iv) **Increase monitoring and evaluation** mechanism through joint regular review of portfolio;
- (v) **Establish a taskforce** of field office representatives and RECs to take appropriate actions on cancellable projects.

IV. LESSONS LEARNED AND RECOMMENDATIONS AT MID-TERM

4.1 General Lessons

4.1.1 Despite the important developments and the progress achieved since the adoption of the WA RISP, more needs to be done to strengthen market integration in West Africa and achieve the objectives of the ECOWAS Vision 2020. Weaknesses in key infrastructure areas and in regional and national capacities continue to represent key challenges for the regional integration process. In addition, the RECs' ability to implement regional operations remains constrained by insufficient institutional capacity.

4.1.2 From the regional operations and programs implementation point of view, the analysis of the WA-RISP MTR identifies key lessons that can be separated into four categories: (i) lessons for the Bank; (ii) lessons for the RECs; (iii) lessons for RMCs; and (iv) lessons for the DPs.

4.2 Lessons and Recommendations for the Bank

4.2.1 To effectively strengthen the capacities of the RECs in the implementation of the regional operations and improve the performance of the portfolio, the following lessons and recommendations have been identified:

- (i) **Feasibility of the RISP indicative program of regional operations:** The RISP was rather optimistic on the Bank's capacity to implement all regional operations. Some operations were therefore dropped or put on stand-by for lack of funding. The MTR recommends a more realistic planning of regional operations and a greater resource mobilization effort to leverage on additional resources from partners. Good lessons were learned by the CLSG Interconnection Power Project, where the Bank's contribution of UA 130 million leveraged UA 331 million from other partners.
- (ii) **The Bank should fully benefit from effective decentralization and delegation of responsibilities** to enhance timely and adequate responses to project identification, implementation and monitoring. Various partners recommended the Bank should strengthen the role of the field offices in the management of the regional operations and, if necessary, under the supervision of a more experienced Task Manager;
- (iii) **The performance of multinational projects should be monitored and evaluated in a different way compared to national operations**, as responsibilities at the Bank are not always well defined, in particular with regard to activities assigned to the RECs. Quality at entry and quality at exit of regional projects need to be monitored more closely by ORWA and ORNG, in order to reduce the risks of delays and eligibility for cancellation. For instance, assigning clear responsibility for supervision to field staff, undertaking regular consultations between the field offices and the implementing partners have proven effective tools of monitoring. Another crucial activity to ensure timely implementation is the organization of procurement, financial management, and audit workshops;
- (iv) **Trade, transit and transport facilitation are key:** emerging evidence shows that multinational operations in the area of infrastructure (hard side) need to be accompanied by trade and transport facilitation and harmonization efforts (soft side) to fully deliver results. While visible achievements have been made in hard infrastructure, operationalization of the soft side still encounters difficulties, where the major challenge remains the application of agreed regulations on facilitation, free movements, harmonization of customs practice, etc. The MTR recommends mainstreaming the soft aspects across all new regional operations;³⁸

38 A few examples include: WAEMU Decision N°15/2005/CM/WAEMU on regional controls on roads, ECOWAS' Inter-State Road Transit—Convention A/P.4/5/82 and Supplementary Convention A/SP.1/5/90, stipulating that the transport of all transit goods should take place under the cover of an Inter State Road Transit Declaration booklet from the point of departure in one country to the final destination in another country. ECOWAS Inter-State Road Transportation—Convention A/P.2/5/82, setting out the conditions for inter-state road transport, and defines limits for

- (v) **Support to private sector and cross-country collaboration among companies should be deepened** to enable it to play a more prominent role in regional integration, trade facilitation, knowledge transfer and financing;
- (vi) **Knowledge studies undertaken by the Bank are a valuable source of knowledge that should be widely disseminated.** The MTR recommends increasing knowledge generation and sharing, including through the creation of a network of regional research centers and engagement with RECs' macroeconomic policy and research departments;
- (vii) **Institutional capacity of the RECs needs to be properly assessed:** preparatory phases of multinational projects often failed to adequately assess capabilities of regional institutions (human resources, management arrangements and operating mechanisms). In the future, the Bank should carry out a capacity assessment of the RECs and devise a set of measures to fill the necessary capacity gaps. This is in line with the recent OPEV report on regional projects, which stressed the importance of consultation and engagement with all stakeholders.

4.3 Lessons and Recommendations for the RECs

- (i) **RECs should create or strengthen existing structures within the RECs in charge of implementing projects financed by the Bank.** This includes assigning them more strategic and coordination role, and reduced the operational responsibilities of these institutions
- (ii) **Regular portfolio review consultations with the Bank and other implementing partners are needed** to ensure coordinated, timely and effective monitoring of implementation status;
- (iii) **RECs should work more closely with their Member States to follow up on the implementation of regional integration reforms,** which are agreed at REC level but lack operationalization at national level (e.g. those mentioned in footnote 39).

4.4 Lessons and Recommendations for RMCs

- (i) **There is a need to accelerate the above mentioned application of conventions and regulations on regional integration agreed at REC level,** which often fall short of being implemented at national level, including rationalization of the number of specialized institutions and dissemination of agreements, protocols and trade-related decisions to non-governmental actors (civil society, private sector and trade unions);
- (ii) **Need for harmonization between the various norms, procedures and regulations at national level.** This should be supported by additional measures to spread knowledge about them to all actors involved and to facilitate free movements of services across borders.

4.5 Lessons and Recommendations for the Development Partners

- (i) **Coordination among DPs needs to be strengthened,** as weak coordination among various stakeholders in the execution of multinational projects often creates huge disparities in the implementation of the activities of these operations, which inevitably affect the achievement of the expected outputs and results;
- (ii) **Harmonization of procedures and strategies of funding agencies should be encouraged.** Across the variety of actors involved in regional operations. Greater coordinated planning and harmonization would ensure timely delivery and achieve successful project implementation, as well as reduce drudgery and transaction costs.

V. BANK GROUP STRATEGY FOR THE REMAINING WA-RISP PERIOD

5.1 Rationale and Pillars

Analysis at mid-term supports that the challenges and two strategic pillars identified in the WA-RISP (2011-2015) remain broadly relevant for the remaining period yet there is a need to

truck dimensions and axle loads. ECOWAS Brown Card insurance scheme—Convention A/P.1/5/82 facilitating the free movement of persons and goods through a common insurance cover.

refocus Pillar I into Regional Infrastructure Development to ensure alignment to the TYS³⁹ and take into account the new political landscape and new fragility dimensions in the region.

5.2 Criteria for Defining the Strategy for the Remaining WA-RISP Period

The Bank Strategy for the remaining period proposes a new filtering process to be adopted in view of the changes occurring in the region:

- (i) ***Ownership*** – At the regional institutions’ level, the Bank takes stock of the progress achieved by the RECs, which has shown moderate results within the regional integration agenda. In particular, the Bank advocates for enhanced ownership of regional integration agreements by countries and by the RECs and supports strengthened implementation of the Vision 2020. The Indicative Lending Program is fully aligned with PIDA and the 2020 plan.
- (ii) ***Alignment with TYS*** - At the strategic level, all new initiatives should be more closely aligned with the TYS operational priorities and areas of special emphasis. The MTR proposes supporting regional integration mainly through a more focused regional infrastructure pipeline, while increasing its support to “soft” aspects, in line with the orientations from the new Bank’s Regional Integration Strategy under preparation. The Bank will also pay stronger attention to TYS’s areas of special interest (see para 5.3.4);
- (iii) ***Fragility*** – Building on the new and changing political landscape (para 2.2), priority will also be given to transformative activities which could support to areas of persistent and renewed fragility, namely through initiatives with high potential to contribute to regional stability, such as the Sahel and the MRU;
- (iv) ***Partnership and leveraging*** – Taking stock of the notable economic developments (para 2.3) the Bank will be encouraged to support catalytic interventions, which offer opportunities for new partnerships with the private sector and other development partners to boost regional infrastructure and expand intra-regional trade markets.

5.3. Key Deliverables and Targets

5.3.1 The RISP Indicative Pipeline has been update revised in view of the above criteria and lessons learnt. The list of old and new operations are found in Annexes 2 and 3.

5.3.2 Pillar I: Regional Infrastructure Development

5.3.2.1 Under Pillar I, the Bank will put a stronger focus on regional infrastructure development, namely on energy and transport. With a view towards taking into account emerging issues linked to fragility in the Sahel, emphasis will also be put on agricultural infrastructure. Bank investments in these sectors will enhance trade and transport through efficiency gains, leading to decreasing transport cost and time, and increasing access to more affordable and reliable electricity. This includes a new multi-donor initiative for the MRU countries aimed at financing regional infrastructure backbones, where the Bank will finance various transport missing links. A number of new catalytic interventions of rehabilitation of cross-border roads in Côte d’Ivoire-Mali and the construction of the bridge on the Rosso (Senegal-Mauritania) will also be financed. The Bank will also support a regional air transport project and a new program to strengthen resilience to food insecurity (para. 5.3.4.4).

5.3.2.2 Finally, the Bank will deepen its work on trade, transit and transport facilitation which will become an integral part of all new transport operations, and support a standalone WEAMU’s Trade Facilitation program.⁴⁰ Annex 3 provides the full list of newly identified regional operations for the remaining period.

5.3.3 Pillar II: Capacity Building for Effective Implementation of the Regional Integration Agenda

³⁹ The TYS’s priority areas are: infrastructure, regional integration, private sector development, governance and accountability, and skills and technology. The TYS’s areas of special focus: agriculture and food security, fragility and gender.

⁴⁰ Support will also be provided for the formation of Corridor Management Organizations (CMO), which would be established by the states for particular corridors, but funded and driven by the private sector and stakeholders.

5.3.3.1 Within the WA-RISP MTR framework, the AfDB will continue to provide capacity development to RMCs and the RECs, in order to offset the lingering weaknesses of human capacity of national and regional institutions, market fragmentation, and complex integration infrastructure. In this regard, attention will be paid to building institutional capacity for implementation of a common market occasioned by the conclusion of the CET, a renewed migration policy and the private sector.

5.3.3.2 The Bank will refocus its capacity building efforts towards cross border trade, namely through the Africa Trade Fund, which will support a number of programs, like the Trade Transparency Initiative, Customs Reform and modernization programs, as well as through the monitoring and evaluation of trends that can inform improved border and transit management.

5.3.3.3, The Bank will also continue building stronger statistical capacity of the RECs and the wider stakeholders to nourish a wider debate on regional integration. Under the ongoing statistical capacity building of the RISP, the Bank will accelerate the implementation of its support to (i) the ECOWAS Commission, (ii) WEAMU, (iii) MRU, (iv) AFRISTAT, (v) two Statistical Training Centers (ENSEA in Côte d'Ivoire and ENEA in Senegal) and (vi) WAMI.

5.3.3.4 Under this pillar, the Bank will also establish a new knowledge platform gathering regional think tanks and research center. The Bank will aim at significantly increasing the repository of knowledge on regional integration, build stronger capacity of local and regional institutions to play a key role in shaping dialogue at country level, as well as generate a space for bottom-up dialogue. It is expected that this platform will enhance the repository of knowledge on regional integration and contribute to the broader ESW agenda (see para 5.3.5).

5.3.3.5 The Bank will also support the creation of a network of SME supporting agencies in the WAEMU region through the initiative “Making Finance Work for Africa”, further to the preparatory work and foundations for such a network in 2012⁴¹.

5.3.4 Areas of Special Emphasis

5.3.4.1 The MTR suggested greater efforts are deployed to address the various areas of special emphasis defined by the TYS, namely Gender, Fragility and Agriculture and Food Security.

5.3.4.2 Fragility. In line with its new approach to addressing fragility and building resilience, the Bank will strengthen its programming by applying a strong “fragility lens” to detect, respond and prevent fragility through a political economy analysis in the design of policy documents and through project interventions that can lead to peace- and state-building. The Bank’s focus will be to build resilience not only at the national level but also at the regional level, by working through and with regional organizations; assisting governments to address fragility, addressing capacity gaps in fragile situations; and integrating a gender perspective in all programs to build resilience.

5.3.4.3 Gender. The MTR proposes that the Bank deepen its regional integration activities towards gender inclusive interventions, including through conducting country gender profiles for the whole sub-region (three completed in 2011 and two to be finalized in 2014⁴²), as well as undertaking a regional gender assessment for the Sahel. These studies will inform regional and country-level strategies and operations, as well as build a baseline to develop targeted indicators to measure specific impacts of its regional projects on girls and women for the future RISP and projects. A stronger emphasis will be put on having inclusive processes, where women are equally represented in the decision-making structures and the political dialogue. Regional operations teams will be

⁴¹ Declaration of Intent for the Establishment of the Regional Formal Network of SME Supporting Agencies in the WAEMU Region, “The Dakar Declaration”, March 30th, 2012

⁴² Mali (2011), The Gambia (2011), Sierra Leone (2011), Liberia (expected 2014), Côte d'Ivoire (expected 2014) and Nigeria (expected 2014).

encouraged to include a Gender Specialist. Capacity building activities will include components targeted at women's specific needs⁴³.

5.3.4.4 Agriculture and food security. The Bank will also pay closer attention to agriculture and food security, namely through a new agriculture infrastructure program to strengthen resilience to food insecurity in the Sahel. Through this program and various country interventions, the Bank will try to reverse the agricultural and food trade balances for West Africa, which have remained negative over the past decade⁴⁴.

5.3.5 Economic and Sector Work

The Bank will give greater focus on creating knowledge for the remaining period. A dedicated knowledge management strategy will be developed to encourage the Bank to “think regionally” and get a better understanding of, monitor and provide policy advice on common challenges affecting the region, including through a number of new policy series and quarterly publications. The Bank will also deliver a number of flagship publications and detailed studies, such as (i) fragility assessments in the Sahel region and in the MRU countries; (ii) an economic analysis of the potential for growth for the MRU; (iii) studies on Trade facilitation and investment; (iv) a gender study on Sahel and (iv) a number of studies addressing and assessing regional projects, including the planned railway network and the Abidjan-Lagos corridor. These studies, mostly funded by IPPF and Trust Funds, will support dialogue on regional integration and also prepare the ground for the next RISP. The full list of new planned ESW can be found in Annex 3.

5.4 Institutional Arrangements and Resources

5.4.1 The RISP recommends mainstreaming the regional integration agenda across all interventions. Greater emphasis and preference should be assigned to country operations which have the potential to contribute to regional agenda. While national utilities and adequately mandated sub-regional institutions are identified as the main implementing agents, ECOWAS will play a greater coordination role for regional programs through the establishment of a framework agreement between AfDB and ECOWAS.

5.4.2 At the Bank's level, ORWA, ORNG and ONRI will jointly manage and coordinate implementation of the RISP, in collaboration with sector departments. Gaps in RISP implementation modalities were identified namely in terms of supervision. To address this gap, the MTR recommends strengthening the role of key field offices (Nigeria, Burkina Faso and Senegal) in overseeing the implementation of regional operations.

5.4.3 Financing for lending operations is expected to primarily come from ADF resources (national and regional), Fragile States Facility and ADB for private sector operations. In line with the TYS, the Bank will put a greater effort in playing a catalytic role for regional integration. The Bank will seek to mobilize co-financing from the development partners, such as the co-financing with the EU of the Mano River Road Program, and private sector, particularly through participation and support to regional private equity funds. It will also leverage on Bank's own initiatives such as the Africa50 Fund, EPSA and the Africa Trade Fund. Non-lending activities will benefit from grant resources including Trust Funds and the NEPAD-IPPF.

5.5 Potential Risks and Mitigation Measures

The RISP identified three major risks to implementing the Strategy: (i) weak commitment of member states to integration; (ii) duality and multiplicity of integration architecture; and (iii) political fragility. These risks are still relevant. To address them the Bank will continue working on capacity building and increase its monitoring of the regional challenges through

⁴³ The WA RISP will build on the award winning Multi-sector Support Project in Côte d'Ivoire, which addressed the capacity deficit in providing services to victims of gender-based-violence.

⁴⁴ This trend towards growing food imports coincided with a period of strong growth of merchandise exports, which has led to a greater capacity of many countries to import. Nevertheless, there are concerns about the sustainability of this import capacity, as it is based heavily on the export of non-renewable resources.

its regional knowledge program. In addition, the scarcity of ADF resources further to the latest ADF replenishment represents a new major risk, leaving the Bank with limited resources to deliver on its ambitions. The Bank shall therefore seek greater pooling of resources already available within the Bank and establish of closer partnerships with other DPs, such as the EU.

VI. CONCLUSION AND RECOMMENDATION

6.1 It is proposed to maintain the WA-RISP's strategic thrust during the remaining period (2014-2015), while refocusing the first pillar around infrastructure development and continuing its capacity building support.

6.2 The Bank will also support new initiatives, such as the Sahel and the MRU Initiative, and deepen its work on trade, transit and transport facilitation. On and beyond such initiatives, the Bank will reach out to other development partners to increase collaborations, especially with the EU. The WA-RISP will give a special focus to inclusiveness and transition to green growth through the TYS' three areas of special emphasis (fragility, gender and agriculture and food security).

6.3 It is recommended that CODE members approve the WA-RISP MTR (2011-2015) and RPPR.

Annex 1. ECOWAS Monetary Cooperation Program Convergence Criteria

There are three sets of macroeconomic convergence programs in West Africa, namely ECOWAS, WAEMU, and WAMZ. Each of these programs adopts an independent set of primary and secondary convergence criteria for multilateral surveillance. The macroeconomic convergence indicators are not entirely uniform across the programs, and where similarities exist, the values for the indicators vary in some instances. The WAEMU convergence criteria are overall stricter than those of ECOWAS or WAMZ, particularly on fiscal balance and price inflation. Overall, and particularly for the secondary criteria, the countries seem quite far from achieving their convergence goals.

				WEAMU Countries [2013 data]								WAMZ Countries [2013 data]						
PRIMARY CONVERGENCE CRITERIA				Benin	Burkina Faso	Côte d'Ivoire	Mali	Niger	Guinea Bissau	Senegal	Togo	Gambia	Ghana	Guinea	Liberia	Nigeria	Sierra Leone	Cabo Verde
Inflation	WAMZ ≤10% (Single Digit) End-period	ECOWAS ≤5% End-period	UEAMOA ≤3% Annual -average	3	3	2.8	3	2	1	0.7	3	5.3	11.7	11.9	7.7	8.5	9.9	1.5
Fiscal balance/ GDP	≤4% Excluding grants	≤4% Excluding grants	≥0 Basic balance	0.4	-0.2	-1.5	-0.9	1.3	-1	-2.4	0.7	-3.3	-7.8	-5.2	-2.6	-1.8	0.0	-7.9
Central Bank Financing	≤10% Previous year's tax revenue	≤10% Previous year's tax revenue	Not Applicable									0.4 (2012)	9.4 (2012)	6.8 (2012)	0.0 (2012)	0.0 (2012)	0.0 (2012)	N/A
Gross External Reserves	≥3 Months (Months of import cover)	≥6 Months (Months of import cover)	Not Applicable									4.8 (2012)	3.4 (2012)	3.1 (2012)	3 (2012)	9.5 (2012)	3.1 (2012)	N/A
Public Debt/GDP	Not Applicable	Not Applicable	≤70% Domestic & External Debt	20.6	26.3	31.7	29.7	24.1	35.5	45.2	46.3							
Payment Arrears	Not Applicable	Not Applicable	Non-accumulation Arrears	0	0	0	0	0	0	0	0							
Number of Criteria	4	4	4	4	3	3	3	4	3	3	4	3	3	2	3	3	2	N/A

SECONDARY CONVERGENCE CRITERIA																		
	WAMZ	ECOWAS	UEMOA															
Arrears	Non-accumulation & liquidation of Domestic arrears	Non-accumulation & Settlement of all arrears	Not Applicable															
Tax Revenue /GDP	≥20%	≥20%	≥17%	16.6	16.5	17.2	15.6	15.6	8.2	19.1	16.8	14.5	16.3	18	20.1	2.8	9.9	N/A
Salary Mass/Tax Revenue	≤35%	≤35%	≤35%	43.6	34.8	43.1	35.7	30.9	60.2	32.7	34.4	42	54.6	25	54.7	89.3	48.9	N/A
Public Investment From Domestic Receipts / Tax Revenue	≥20% (Domestic Receipts)	≥20% (Tax Revenue)	≥20% (Tax Revenue)	23.3	48	27.9	18.7	41.8	12	36.4	20.4	85	58.3	36	37.7	21.8	39.2	11.3 (public investment)
Real Interest Rate	>0 Savings deposits less inflation (Positive)	>0 Savings deposits less inflation (Positive)	Not Applicable									22.5	N/A	N/A	9	14.9	8.1	6.3
Exchange Rate Stability	±15 (WAMZ ERM II)	±15 (Real Exchange Rate)	Not Applicable									8.7 (2012)	52.9 (2012)	71.3 (2012)	N/A	12.9 (2012)	40.9 (2012)	N/A
Current Account Balance/GDP	Not Applicable	Not Applicable	≥ -5% (Excluding grants)	-8.7	-5.6	-3.6	-5.1	-23.5	-7.7	-9.4	-9.6							
Number of Criteria	6	6	4	0	1	2	1	1	1	3	1	2	0	2	1	3	2	N/A

Sources: WAEMU Commission, West African Monetary Institute, African Development Bank.

Annex 2: Indicative Program of Regional Operations and Economic and Sector Work as per the WA RISP 2011-2015 and its effective implementation

Project Name	Sector	Est. Cost (in million)	Co-financing (UA in million)	Status
PILLAR I: LINKING REGIONAL MARKETS				
1. Rehabilitation of the Lomé - Cotonou Road and Transport Facilitation on the Abidjan-Lagos Corridor Project	Road Transport	UA 132	0.9 (WAEMU)	Approved (2011)
2. Construction of the Trans-Gambia Bridge and Transport Facilitation on the Trans-Gambian Corridor	Road Transport	UA 90	0.63 (Governments)	Approved (2011)
3. Boke-Kebo Road Rehabilitation Project	Road Transport	UA 60		Stand-by
4. Rehabilitation and Transport Facilitation of the Lomé - Ouagadougou Corridor	Road Transport	UA 252	9.46 (IsDB), 7.92 (KFW), 2.06 (EU), 3.6 (Prives), 23.95 (BOAD), 13.56 (EBID), 0.93 (WAEMU), 0.17 (UNFPA)	Approved (2012)
5. Integrated System of Multimodal Transport	Transport	UA 40	N/A	Project done without the Bank
6. Côte d'Ivoire-Liberia-Sierra-Leone-Guinea Power Interconnection Project	Energy	UA 331,51	88.57 (WB), 61.98 (IsDB), 8.55 (EU), UA 26.27 (KFW)	Approved (2013)
7. OMVG Energy Project, Phase I (Gambia, Guinea, Guinea Bissau and Senegal)	Energy (production)	UA 101	113 (WB), 34 (BOAD), 107 (IsDB), 74 (EIB), 22 (KFW), 241 (China Exim), 33 (AFD), 19.5 (Governments)	In process (2014)
8. Ghana-Burkina-Faso-Mali Power Interconnection Project	Energy	UA 70	N/A	Postponed to 2016
9. FOMI Power Interconnection Project (Guinea and Mali)	Energy	€ 165	N/A	In process (study completed, project under review)
10. Adjaralla Hydroelectric Development Project	Energy (production)	€ 247	N/A	Stand-by
11. Emergency Power Supply Security Plan (400MW Plan at Maria Gleta in Benin, 400MW Plan in Aboadze in Ghana and 150MW Plan in OMVS System)	Energy (production)	N/A	N/A	Stand-by

PILLAR II: CAPACITY BUILDING				
12. Strengthening ECOWAS/WAEMU Commission Capacity	Capacity Building	UA 30	N/A	Under review
13. Program for Building Statistical Capacity in RMCs	Capacity Building	UA 40	N/A	In process
ECONOMIC AND SECTOR WORK				
14. A Role for Senegal in Regional Integration	Multisector (Flagship)		Completed	
15. Study on Regional Integration and Stability: Integrated Infrastructure Action Plans for Fragile States	Infrastructure (Flagship)		Converted into 2 country studies on Liberia and Sierra Leone and completed	
16. Flagship Report- Nigeria Infrastructure	Infrastructure (Flagship)		Completed	
17. A Regional Success Story: The Case of Cape Verde	Multisector (Flagship)		Completed	
18. Study for the Creation of the ECOWAS Fund for the Development of Transport and Energy (FODETE)	Energy		In process (2014)	

Annex 3: New Indicative Regional Operations and ESW In Addition to Those Identified in the WA RISP 2011-2015

New Regional Operations	Sector	Est. Funding*	Co-financing	Status
PILLAR I: REGIONAL INFRASTRUCTURE DEVELOPMENT (former Linking Regional Market)				
1. Trans-Saharan Road (Chad, Niger, Algeria)	Road Transport	UA 120 M	N/A	Approved (2013)
2. Mali - Côte d'Ivoire Cross-Border Road	Road Transport	UA 98.8 M	UA 22.5 M IsDB UA 0.8 M WAEMU	In pipeline (2015)
3. Mano River Union Road Transport Program (Phase 1): Cross-Border Road Corridors Project (Côte d'Ivoire, Guinea) and Fish Town - Harper Road Project Phase 2 (Côte d'Ivoire, Liberia)	Road Transport	Phase 1: UA 265 M Phase 2: UA 75 M	UA 18 M (Governments) USD 80 M WB	In the pipeline (2014)
4. Mano River Union Road Transport Program (Phase 2) : Trans-West African Coastal Highway – Bo - Bandajuma – Zimmi-MRU Bridge (Liberia Border) [150 km] & MRU Bridge – Klay - Monrovia [117km]	Road Transport	UA 178 M	€ 107 M (EU) and UA 10 M (OFID)	In the pipeline (2015)
5. Program to Strengthen Resilience to Food Insecurity (Burkina Faso, Chad, Gambia, Mali, Mauritania, Niger, Senegal)	Agriculture Infra. & Food security	UA 155 M	UA 27 M (Governments)	In process (2014)
6. Construction Project of Rosso Bridge (Senegal, Mauritania)	Road Transport	UA 50 M	€ 40 M (EU)	In the pipeline (2015)
7. Program to Support the Air Transport Sector in Central and Western Africa (PASTA-CO)	Air Transport	UA 22,3 M	N/A	In process (2014)
8. WAEMU Transport and Trade Facilitation	All Transport and trade	UA 7 M	UA 1 M (WEAMU)	In the pipeline (2014)
PILLAR II: CAPACITY BUILDING				
9. Senegal Customs Modernization & Corridor Management Program	All Transport and trade	UA 300,000	USD 260,000 (Senegalese customs / Gaiende 2000)	Pre-approved by AfTRA (2014)
10. WAEMU Transport and Trade Facilitation Project – Phase I	All Transport and trade	UA 361,000	USD 50,000 (WAEMU)	Pre-approved by AfTRA (2014)
11. Preparation of Establishing Continental PKI Infrastructure and Trade Portal for electronic verification and digital signature	All Transport and trade	UA 271,000	USD 479,000 (Africa Alliance for eCommerce)	Pre-approved by AfTRA (2014)

*Total Bank financing, subject to availability of funding

ECONOMIC AND SECTOR WORK	Sector	Est. Cost	Funding	Key Dept.	Key partner
1. Unlocking the Potential for Mano River, Infrastructure Study for Mano River	Road Transport, Energy	UA 80 K	Canadian TF	ORWA/ OICT/ ONEC/ ONRI	Mano River Union
2. Fragility Assessment for Mano River	Multi-Sector	UA 16 K	Admin	ORFS	Mano River Union
3. Feasibility Study on Road Corridors under the MRU Initiative	Road Transport	USD 1,5 M	IPPF	ONRI	
4. Fiscal Regime on Mineral Taxation Harmonization Study	Governance	UA 80 K	FSF Pillar 3	OSGE	
5. Gender Study in the Sahel	Gender	UA 70 K	NTF	ORWA/ORQR / SEOG/ ORFS	
6. Feasibility Study Abidjan/Lagos Highway	Transport	UA 5 M	FAPA, IPPF	ONRI	ECOWAS
7. Study on “Sustainable Market Access for African Road Transport” (SMART)	Road Transport	UA 400 K		OITC	
8. Technical, Economic, and Financial Study for the Abidjan- Yamoussoukro-Ougadougou Highway (Phase 2)	Road Transport	USD 6,5 M	IPPF	ONRI	WAEMU USD 12 M
9. Benin – Nigeria Interconnection Study	Energy	USD 3,6 M	IPPF	ONRI	

Annex 4a: Status of RISP Outputs at Mid-term (IOP 2011-2015 and ongoing projects)

A= Achieved; OT= On-Track; BS= Behind Schedule

Pillars		Mid-term Outputs Indicators (by RISP)	Status of Mid-term Outputs Indicators by April 2014	Status	Remarks
PILLAR I LINKING REGIONAL MARKETS	(i) Investments in roads corridors and transport and trade facilitation	Construction works on the Lomé-Cotonou, the Lomé – Ouagadougou, and the Trans-Gambia bridge have commenced and are on-going	Lomé-Cotonou under construction	OT	Execution rate at 40%, slightly behind schedule due to a delay in disbursing but the works are catching up
			Lomé-Ouagadougou under construction\	BS	Construction works scheduled to start in September 2014, due to procurement difficulties
			Trans-Gambia study completed, procurement process ongoing	BS	Delays in signatures, causing delays in procurement and study completion. Since 2013, significant progress has been made
		Draft reports of the EU-funded detailed engineering design studies available	3 studies completed (one market study, one on economic and financial profitability, one on institutional arrangements for the railway project)	A	Studies completed in 2012 and submitted to ECOWAS
	(ii) Regional energy production and markets integration	Construction works on the OMVG, CLSG projects commenced and are on-going.	OMVG under evaluation	BS	Evaluation to be completed in 2014
			CLSG under bidding process	OT	
PILLAR II: CAPACITY BUILDING FOR EFFECTIVE IMPLEMENTATION OF REGIONAL INTEGRATION AGENDA	(i) Capacity building for financial sector integration	Installation of the Real Time Gross Settlement, Automated Clearing House, Automated Check Processing, and Scriptless Securities Settlement systems, in the Gambia, Guinea, Liberia, and Sierra-Leone about 90% complete		A	These outputs were achieved with the completion of the WAMZ 2007 and 2010 projects
	(ii) Capacity building for effective policy and regional projects implementation	Training and consultancy services provided to WAPP		BS	WAPP project approved last quarter 2013
	(iii) Support to Regional Centers of Excellence	Support provided to strengthen ECOWAS identified centers of excellence.			Evaluation to be completed in 2014
	(iv) Statistical support to ECOWAS Institutions	Bank Group's Program for Building Statistical Capacity in RMCs.		OT	Evaluation to be completed in 2014

Annex 4b: Status of RISP Outcomes at Mid-term (IOP 2011-2015 and ongoing projects)

A= Achieved; OT= On-Track; BS= Behind Schedule

Pillars		Mid-term Outcomes Indicators (by RISP)	Status of Mid-term Outcomes Indicators by end 2013	Status	Remarks	
PILLAR I: LINKING REGIONAL MARKETS	(i) Investments in roads corridors and transport and trade facilitation	About 750 jobs created in the road infrastructure development related to Lomé-Cotonou, the Lomé – Ouagadougou, and the Trans-Gambia bridge works	750 jobs created	OT	Will be exactly measured upon project completion report	
		Progress on consultations with donors for the mobilization of resources for the railways sector	Consultations were held in Niger with ADB, further consultations to be organized	BS	Meeting between Ministries of Transport in 2014, with ADB and EU as interested partners	
	(ii) Regional energy production and markets integration	About 2000 and 500 direct and indirect jobs respectively are created during construction phase of the OMVG energy project		BS	Project under evaluation	
		5000 jobs created during implementation of the CLSG Project		BS	CLSG Project only approved in 2013	
PILLAR II: CAPACITY BUILDING	(i) Capacity building for financial sector integration	Not applicable				
	(ii) Capacity building for effective policy and regional projects implementation	Improvement in implementation of WAPP priority projects		BS	WAPP project approved last quarter 2013	
	(iii) Support to Regional Centers of Excellence	Use of science and technology to develop other sectors, social infrastructure, industry, environment and climate change, makes progress in ECOWAS				Project under evaluation
		Strengthened culture of science and technology in the region Agents of regional integration trained with shared approach on integration Enhanced capacity in technological skills for economic transformation				
(iv) Statistical support to ECOWAS Institutions	Bank Group's Program for Building Statistical Capacity in RMCs				Project under evaluation	

Annex 5: List of Multinational Operations in West Africa

Long name	Sector Name	Appr. Date	Closing Date	Net loan	Disb. Ratio
Projet appui filliere coton -WAEMU	Agriculture	29.11.2006	30.06.2014	2,000,000.00	75.75
Projet de gestion durable du betail rumi	Agriculture	25.01.2006	31.12.2014	10,240,000.00	83.22
Projet de reforestation et de réhabilita	Environment	29.11.2011	31.12.2016	173,435.61	59.32
Apiculture améliorée et reforestation	Environment	30.11.2011	31.12.2016	204,261.48	57.22
Conservation international foundation	Environment	09.06.2010	30.06.2015	900,462.48	12.78
Appui au programme élargi de formation	Environment	15.05.2011	31.12.2016	5,862,832.40	69.09
Appui à la participation multi acteurs	Environment	13.12.2011	31.12.2016	1,463,150.55	64.22
FAPA technical assistance to EBID-BIDC	Finance	26.02.2013	31.12.2018	405,196.75	0
BOAD ligne de credit	Finance	30.01.2008	31.12.2014	30,755,902.58	100
BOAD FAPA TA	Finance	04.02.2008	31.12.2014	409,078.19	26.06
BOAD- LDC II augmentation de capital	Finance	23.02.2011	31.12.2016	49,209,444.13	100
Payments systems dev project in WAMZ	Finance	09.07.2008	30.06.2014	14,000,000.00	82.21
Supplementary grant to WAMI for the mult	Finance	09.11.2010	30.06.2014	5,000,000.00	20.62
Institutional support - Mano River Union	Multi-Sector	01.10.2013	30.12.2018	942,640	0
CLSG - WAPP- Sierra Leone	Power	06.11.2013	30.12.2018	703,000	0
CLSG - Côte d'Ivoire	Power	06.11.2013	30.12.2018	26,173,000	0
CLSG Liberia	Power	06.11.2013	30.12.2018	8,102,000	0
CLSG Sierra Leone	Power	06.11.2013	30.12.2018	88,355,000	0
CLSG Guinee	Power	06.11.2013	30.12.2018	28,910,000	0
CLSG Guinee	Power	06.11.2013	30.12.2018	834,000	0
CLSG - WAPP- Côte d'Ivoire	Power	06.11.2013	30.12.2018	721,000	0
CLSG - WAPP- Guinee	Power	06.11.2013	30.12.2018	781,000	0
CLSG - électrification rurale	Power	06.11.2013	30.12.2018	6,106,000	0
CLSG-rural électrification -Liberia	Power	06.11.2013	30.12.2018	16,838,000	0
CLSG-rural électrification -Liberia	Power	06.11.2013	30.12.2018	1,120,000	0
CLSG- rural électrification Sierra Leone	Power	06.11.2013	30.12.2018	13,432,000	0
CLSG-rural électrification Guinea	Power	06.11.2013	30.12.2018	10,275,000	0
Assistance à l'OMVG- réalisation énergie	Power	18.04.2007	31.12.2013	343,402.47	100
WAEMU appui à l'enseignement supérieur	Social	24.07.2006	15.12.2014	20,000,000.00	55.82
Support to AUST & ZIE project	Social	18.03.2009	15.12.2014	12,000,000.00	44.68
Railways loop Coto-Niam-Ouaga-Abid	Transport	16.06.2013	31.12.2018	1,315,789.47	0
Port autonome de San Pedro Phase II	Transport	27.12.2012	31.12.2017	852,686.76	0
WAEMU -Ghana -programme routier 1	Transport	19.11.2003	30.12.2013	62,680,078.37	91.48
WAEMU -Ghana -programme routier 1	Transport	19.11.2003	30.12.2013	3,500,000.00	74.46
Burkina-Faso facilitation corridor	Transport	27.06.2012	31.12.2018	84,600,000.00	0
Togo – facilitation	Transport	27.06.2012	31.12.2018	30,230,000.00	0
Togo – facilitation	Transport	27.06.2012	31.12.2018	21,500,000.00	0
Projet d'aménagement de la route Labe-Se	Transport	04.12.2006	31.12.2013	5,580,000.00	28.62
Projet d'aménagement de la route Labe-Se	Transport	04.12.2006	31.12.2013	30,320,000.00	99.51
Programme d'aménagement routier et de fa	Transport	21.12.2005	31.12.2013	56,213,265.19	100
Programme d'aménagement routier et de fa	Transport	21.12.2005	30.06.2014	7,900,000.00	5.82
Programme d'aménagement routier et de fa	Transport	31.03.2006	31.10.2014	5,980,190.62	0
Appui mise en place observ. Eau CEDEAO	WAS	22.11.2013	31.12.2018	523,487.61	0

667,455,305

31

Annex 6: Overview of Regional Operations Directly Managed by the RECs

Bank's Active Portfolio at the ECOWAS Commission – March 2014

Project	Approbation Date	End of Commitments	Convention Closing	Age	Disbursement Rate	Amount in UA
ECOWAS PEACE AND DEVELOPEMENT	5/11/2004			8.9	87%	10 000 000
COSCAP PROGRAM	19/5/2005			7.8	46%	4 600 000
REGIONAL PROGRAM OF MARKETS REFORMS	5/1/2007			6.1	90%	4 000 000
ROAD BAMENDA-MAMFE-EKOK-MFUM-ABAKALIKI	13/5/2009			5.8	2%	16 160 000
TOTAL ECOWAS				7.15	56%	34 760 000

Bank's Active Portfolio at the WAEMU Commission – March 2014

Project	Approbation Date	End of Commitments	Convention Closing	Age	Disbursement Rate	Amount in UA
PAES	24/07/2006	June 2014	15/12/2014	7.6	59.29%	20 000 000
PAFICOT	29/11/2006	December 2013	30/06/2014	7.3	75.75%	2 000 000
PR6 Road Rehabilitation and Transport Facilitation of the CU9 Lomé - Ouagadougou Corridor	19/07/2012	31/12/2017	June 2017	1.7	0%	106 130 000
TOTAL WAEMU				5.5	45%	128 130 000

Annex 7: WA Regional Portfolio Improvement Plan

Identified Problems	Problem's Sources	Recommended Actions	Responsible	Timeline
Very late start of operations managed by the RECs (more than two years on average)	Low level of maturity and weak project ownership by the RECs Lack of capacity in RECs	<ul style="list-style-type: none"> • RECs have to be more engaged in project preparations • AfDB's technicians to strengthen local support • Regular training on Bank's procedures for staff at the RECs • Setting up and operationalization of dedicated units for project implementation at REC level 	WAEMU, ECOWAS, OMVS, OMVG	Ongoing
			BFFO, SNFO, ORNG	Dec. 2014
			FFCO, ORPF	Sept. 2014
			WAEMU, ECOWAS, OMVS, OMVG	Ongoing
Weakness in project monitoring	Low frequency of supervision undertaken by the AfDB Inadequate monitoring mechanism at the RECs	<ul style="list-style-type: none"> • Transfer more project management responsibilities to AfDB's offices in the countries • Conduct periodic monitoring missions on projects status 	ORWA, ORNG and Sector Departments	Dec. 2014
			WAEMU, ECOWAS, OMVS, OMVG	June 2014
Inadequate level of communication or exchange between AfDB and the RECs	Lack of regular consultation mechanism between the parties	<ul style="list-style-type: none"> • Establish regular (quarterly) meetings on portfolio implementation status • Share good practices and experiences between institutions 	BFFO, ORNG, SNFO + WAEMU, ECOWAS, OMVS, OMVG)	Ongoing
			RECs	Ongoing
Significant delays in loans/grant signature	Lack of proper follow-up on conditions of signature and effectiveness	<ul style="list-style-type: none"> • Field Offices and RECs to closely monitor on a monthly basis status of signature of loans or grants 	BFFO, ORNG, SNFO RECs	June 2014

Annex 8: Consultative Process and Timeframe for the Preparation of the WA-RISP MTR

The WA-RISP MTR Team was composed of ORWA/ORNG's regional economists and country portfolio officers, as well as of sector experts from ONRI, OWAS, OSAN, OPSM, ORSF and OITC, who carried out the preparation mission.

The Bank has engaged in a close collaboration with the two major regional institutions, namely ECOWAS and WAEMU, as well as with the Governments, DPs, private sector, civil society and other relevant stakeholders to ensure a participatory approach in the assessment of the implementation and performance of the WA-RISP. Discussions have evolved around the effectiveness of this RISP and whether a strategic adjustment is recommended at the mid-term.

A preparation mission has included a major seminar in Abuja (ECOWAS Headquarters) with all stakeholders on the strategic relevance and implementation of regional operations, as well as to collect data and information required to prepare the full MTR report. The seminar was preceded by a portfolio review varied by the field offices of Nigeria, Senegal, and Burkina Faso with key RECs.

Upon return from the preparation mission, the full MTR report was prepared and submitted for review through the Bank's internal review process

Activity	Indicative Date
Submit RISP MTR CN to CT & Readiness Review	07 February 2014
Country Team Review of RISP MTR Concept Note	21 February 2014
Submit RISP MTR CN to VP	25 February 2014
VP Clearance of CN	04 March 2014
Mission/ Abuja workshop	16-20 March 2014
Drafting RISP MTR	21 March - 08 April 2014
ORWA Director Clearance	10 April 2014
Peer Review of RISP MTR	16 April 2014
Submit to CT	18 April 2014
Country Team Review of draft RISP MTR	29 April 2014
VP Clearance of RISP MTR	28 May 2014
RISP MTR submission to PRST	29 May 2014
Translation of RISP MTR (21 days)	30 May 2014
Submit to CODE (4 day lead)	18 June 2014
CODE LOTB	24 June 2014

Annex 9: Conclusions of the Regional Dialogue Mission in Abuja, March 2014

REGIONAL CONSULTATION AND DIALOGUE WORKSHOP

17-18 March 2014

ABUJA, NIGERIA

Participants:

African Development Bank (AfDB), Economic Community Of West African States (ECOWAS), Central Bank of West African States (BCEAO), Union Economique et Monétaire Ouest Africaine (WEAMU), *Comité Inter-Etat de Lutte Contre la Sècheresse au Sahel* (CILLS), Mano River Union (MRU), West African Power Pool (WAPP), *Organisation pour la Mise en Valeur du fleuve Gambie* (OMVG). *Organisation pour la Mise en Valeur du fleuve Sénégal* (OMVS), West African Monetary Institute (WAMI), *Conseil Régional de l'Épargne Publique et des Marchés Financiers* (CREPMF), Economic and Statistical Observatory for Sub-Saharan Africa – *Observatoire économique et statistique d'Afrique subsaharienne* (AFRISTAT), *Organisation du Corridor Abidjan-Lagos* (OCAL). Borderless Alliance, *Fédération des Organisations Patronales de l'Afrique de l'Ouest* (FOPAO), Institute for Security Studies (ISS), African Center for Economic Transformation (ACET).

Highlight of discussions and key recommendations

The objective of the workshop was for the African Development Bank (AfDB or the Bank) to present the current status of implementation of its regional integration strategy for West Africa (2011-2015) to key regional stakeholders, as well as to gather recommendations from the participants for the remaining period 2014/2015.

Following the welcome statement of Mr. DORE, Director of the Nigeria Department, AfDB and the opening remarks of Mrs. TOURE, Representative of the WAEMU Commission, the regional workshop was officially opened by H.E. OUEDRAOGO, President of the ECOWAS Commission.

The discussions focused on the regional strategies of the three major institutions present (ECOWAS, WEAMU, AfDB), with a special attention to the interventions of the Bank in West Africa. The participants shared their observations and comments during the AfDB mid-term review of its West Africa Regional Integration Strategy.

The key recommendations are as follows:

- Fragility in many of West Africa States (8 out of the 15 West African countries are fragile) demonstrates that the challenge is both national and regional; responses to this challenge must take into consideration and propose regional approaches that are adaptable to the national context where need be. Furthermore, there is a clearer need to give a stronger focus on fragility issues within the Bank's strategy and interventions in the region, as well as to strengthen the support to address various vulnerabilities.
- A reference framework should be set up between ECOWAS and the Bank so as to enable more transparent and deeper consultative process of regional project/operations identification. This would help the Bank to have a well-defined outline of the RECs' interests and priorities when formulating and selecting projects.
- Coordination mechanisms and alignment of procedures between the ECOWAS and the Bank can be further improved and strengthened. As such, regional integration efforts are even more valuable when supported by capacity building and knowledge transfer mechanisms.

- ECOWAS has recognized the need to work closely with its Member States in the implementation of regional integration reforms, which are agreed at ECOWAS level but lack operationalization at national level.
- The process of selection of Project Implementation Unit (PIU) staff for regional operations should be further clarified to enable a common understanding of the role of the PIUs.
- Harmonization of procedures of funding agencies and improved coordination among agencies is critical for successful project implementation.
- Regular consultations between the Bank and ECOWAS Commissioners and Directorates should be held along thematic areas e.g. Infrastructure, private sector, agriculture, etc. Also, regular joint portfolio review meetings and improved communication could enable a more coordinated monitoring of project implementation and follow up.
- Potential benefits from effective decentralization and delegation of responsibilities, including at AfDB level, to enhance timely and adequate responses to project identification, implementation and monitoring.
- The Bank should review its own internal procedures with a view to simplify in particular the conditions for first disbursement and granting of "no objection".
- Deepen the support to private sector and cross-country collaboration among companies to enable it to play a more prominent role in regional integration, trade facilitation, knowledge transfer and financing.
- Quality at entry and quality at exit of regional projects need to be monitored more closely, in order to reduce the risks of delays and eligibility of abandon. For instance, regular consultations between the Bank and the implementing partners have proven effective tools of monitoring.
- Increase knowledge generation and sharing, including through the creation of a network of research and effective engagement with ECOWAS macroeconomic policy and research department.
- Key areas were identified that need strengthened collaboration between the Bank and the RECs, eg. free movement of persons, labor mobilization, statistics data sharing, alignment of procedures and resources mobilization.
- Capacity building has been highlighted as an area the Bank should emphasize, be it through technical assistance, adequate trainings or support in the pipeline development (preparing, promoting, and mobilizing funding for bankable projects).
- Knowledge studies undertaken by the Bank are a valuable source of knowledge that should be widely disseminated.

Annex 10: Original Indicative Results Matrix of the WA-RISP 2011-2015

Regional integration objectives	Constraints to achieving regional integration objectives	Final Outputs	Final Outcomes	Mid-term Outputs	Mid-term outcomes	Indicative program of new operations (2011-2015) and ongoing projects
		(expected at the end of RISP period in 2015)		(expected at mid-term of RISP period in 2013)		
Pillar I: Linking Regional Markets						
<ul style="list-style-type: none"> Enhance the linkage of regional markets, creating an open and seamless regional market with opportunities for rapid and sustained regional growth, job creation, and poverty reduction 	(i) Investments in roads corridors and transport and trade facilitation					
	<ul style="list-style-type: none"> Poor and inadequate national and regional transport infrastructure; Absence of maintenance culture –dilapidated transport infrastructure, particularly roads. Impediments to cross-border transit. Regionally unconnected and inefficient railway systems 	<ul style="list-style-type: none"> Lomé-Cotonou (77.5 km) on the Abidjan-Lagos Corridor rehabilitated by 2014; 410 km on the Lomé – Ouagadougou Corridor rehabilitated by 2015; Manantali-Tambanga (100 km) and Babaroto-Mahina (6km) of the integrated multimodal OMVS System rehabilitated The Trans-Gambia bridge on the Dakar-Lagos corridor is constructed by 2016 The Hillacondji joint border posts is constructed by 2014; Users of the rehabilitated corridors are sensitized to trade facilitation measures The Trans-Gambia joint border posts is constructed by 2016 Support provided to regional training programs & institutions for trade facilitation and standards. Dialogue with stakeholders to ensure timely completion of the on-going EU-financed detailed engineering design studies for the prioritized B2 and B1 links. High-Level consultations held with potential donors on investments in railways in West Africa. 	<ul style="list-style-type: none"> Creation of 1475 jobs in road infrastructure development works (1250 and 225 jobs on the Lomé – Ouagadougou and Lome-Cotonou corridors works respectively) Creation of about 200 jobs during construction of the Trans-Gambia Bridge by 2016. Travel time on the Atakpame-Kara road reduced from 12 days in 2011 to 8 days in 2015 Travel time between Pahou – Hillacondji on the Abidjan-Lagos corridor road reduced from 115mn in 2010 to 55 mn in 2014 Transit time on the Trans-Gambian Corridor reduced from 34mn before the bridge to 1.5 in 2016 mn after the bridge. Progress on resource mobilization for the railways sector in West Africa 	<ul style="list-style-type: none"> Construction works on the Lomé-Cotonou, the Lomé – Ouagadougou, and the Trans-Gambia bridge have Commenced and are on-going Draft reports of the EU-funded detailed engineering design studies available 	<ul style="list-style-type: none"> About 750 jobs created in the road infrastructure development related to Lomé-Cotonou, the Lomé – Ouagadougou, and the Trans-Gambia bridge works. Progress on consultations with donors for the mobilization of resources for the railways sector 	<ul style="list-style-type: none"> Rehabilitation and transport facilitation of the Lomé-Ouagadougou Corridor Project Rehabilitation of the Lomé-Cotonou Road and transport facilitation on the Abidjan-Lagos Corridor Project OMVS Integrated Multimodal Transport System Project Trans-Gambia Bridge on the Dakar - Lagos Corridor Guinea-Guinea Bissau: Boke-Quebo Road Project None
Regional energy production and markets integration						
<ul style="list-style-type: none"> Deficiency in clean energy supply; Inadequate integration of regional energy markets 	<ul style="list-style-type: none"> Construction of the 240 MW hydroelectric dam and plant at Kaléta in Guinea (OMVG energy Project), Construction of 1700 kilometers of high tension transmission lines (OMVG Project) 1360 km of 225 kV line interconnecting Côte d'Ivoire, Liberia, Sierra Leone and Guinea (CLSG) constructed in 2015 Construction of a 742 km transmission line, three new substations, and extension works for the 225 kV incoming and outgoing transmission lines between 	<ul style="list-style-type: none"> About 4400 and 1400 direct and indirect jobs respectively are created during construction phase of the OMVG energy project, and 250 permanent jobs and 350 indirect jobs created during exploitation of the plant from 2016 Average number of blackouts in the OMVG countries reduced from 600 to between 150 and 200 by 2016. The costs of electricity reduced to Euro 11,5 cents by 2016 from Euro 15 cents in 2016 in OMVG Countries 5000 jobs during implementation and 	<ul style="list-style-type: none"> Construction works on the OMVG, CLSG projects Commenced and are on-going. 	<ul style="list-style-type: none"> About 2000 and 500 direct and indirect jobs respectively are created during construction phase of the OMVG energy project, 5000 jobs created during implementation of the CLSG Project 	<ul style="list-style-type: none"> Côte d'Ivoire-Liberia-Sierra Leone-Guinée, Interconnexion Power Project ; OMVG energy program 1. Gambia-Guinée-Guinée-Bissau-Senegal ; 2. Hydroelectric sites at Kaleta (240 MW) and Sambangalou (128 MW) ; Han (Ghana) – Bobo Dioulasso (Burkina Faso) – Sikasso (Mali) – Bamako 	

Regional integration objectives	Constraints to achieving regional integration objectives	Final Outputs	Final Outcomes	Mid-term Outputs	Mid-term outcomes	Indicative program of new operations (2011-2015) and ongoing projects
		(expected at the end of RISP period in 2015)		(expected at mid-term of RISP period in 2013)		
		Ghana-Burkina-Faso, and Mali.	450 permanent jobs after commissioning of the CLSG Project • Electricity access rate in CLSG increased from 9% in 2010 and 13% in 2015 on average			(Mali)- Interconnection power project • Guinea-Mali – Interconnexion Power Project.
Pillar II: Capacity building for effective implementation of regional integration agenda						
• Strengthen regional capacity to advance the regional integration agenda	(i) Capacity building for financial sector integration					
	• Inadequate capacity to carry out the payments systems integration project of the WAMZ	• Real Time Gross Settlement, Automated Clearing House, Automated Check Processing, and Scriptless Securities settlement systems installed in the Gambia, Guinea, Liberia, and Sierra-Leone to support financial and monetary integration in the WAMZ.	• Progress on financial and monetary integration within WAMZ as measured by: • Same day funds transfers within WAMZ achieved. • Volume of high value funds transfers in the Gambia, Guinea, Liberia, and Sierra-Leone increases by 45% from 2007 level	• Installation of the Real Time Gross Settlement, Automated Clearing House, Automated Check Processing, and Scriptless Securities Settlement systems, in the Gambia, Guinea, Liberia, and Sierra-Leone about 90% complete.	• Not applicable.	• WAMZ Payment System Development Project (the Gambia, Guinea, Liberia, and Sierra Leone).
	(ii) Capacity building for effective policy and regional projects implementation of					
	• Slow process of development and implementation of regional energy projects	• Capacity building provided to the WAPP in the context of the CLSG interconnection project	• Efficient implementation of the WAPP priority projects	• Training and consultancy services provided to WAPP	• Improvement in implementation of WAPP priority projects	• Côte d'Ivoire-Liberia-Sierra Leone-Guinée, Interconnexion Power Project.
	(iii) Support to Regional Centers of Excellence					
• Weak regional capacity to undertake research and copy/adapt/develop science and technology; • Absence of regional SPS standards; • Lack of harmonized regional systems; • Skills shortage for implementation of regional projects.	• Support provided to strengthen ECOWAS identified centers of excellence.	• Use of science and technology to develop other sectors, social infrastructure, industry, environment and climate change, makes progress in ECOWAS; • Strengthened culture of science and technology in the region; • Agents of regional integration trained with shared approach on integration; • Enhanced capacity in technological skills for economic transformation.	• Idem as final outputs.	• Idem as final outcomes.	• Regional Centres of Excellence dealing with infrastructure and public governance.	
(iv) Statistical support to ECOWAS Institutions						
• Weak institutional structure and capacity in West Africa to meet the regional statistical responsibilities.	• Support provided to national and regional statistical structures in line with the Bank Group's Program for Building Statistical Capacity in RMCs.	• See Bank Group's Program for Building Statistical Capacity in RMCs.	• Bank Group's Program for Building Statistical Capacity in RMCs.	• Bank Group's Program for Building Statistical Capacity in RMCs	• Bank Group's Program for Building Statistical Capacity in RMCs.	

Annex 11: Revised Indicative Results Matrix of the WA-RISP 2011-2015 at MTR

Regional integration objectives	Constraints to achieving regional integration objectives	Final Outputs	Final Outcomes	Mid-term Outputs	Mid-term outcomes	Indicative program of new operations (2011-2015) and ongoing projects
		(expected at the end of RISP period in 2015)		(expected at mid-term of RISP period in 2013)		
Pillar I: Regional Infrastructure Development						
<ul style="list-style-type: none"> Enhance the linkage of regional markets, creating an open and seamless regional market with opportunities for rapid and sustained inclusive regional growth, equitable job creation, and poverty reduction 	<p>(iii) Investments in roads corridors and transport and trade facilitation</p> <ul style="list-style-type: none"> Poor and inadequate national and regional transport infrastructure; Absence of maintenance culture –dilapidated transport infrastructure, particularly roads. Impediments to cross-border transit. 	<ul style="list-style-type: none"> Lomé-Cotonou (77.5 km) on the Abidjan-Lagos Corridor rehabilitated by 2014; 410 km on the Lomé – Ouagadougou Corridor rehabilitated by 2015; Manantali-Tambanga (100 km) and Babaroto-Mahina (6km) of the integrated multimodal OMVS System rehabilitated The Trans-Gambia bridge on the Dakar-Lagos corridor is constructed by 2016 The Hillacondji joint border posts is constructed by 2014; Users of the rehabilitated corridors are sensitized to trade facilitation measures The Trans-Gambia joint border posts is constructed by 2016 The Trans-Saharan road works and related works in Chad and Niger are under construction (new) Support provided to regional training programs & institutions for trade facilitation and standards. 	<ul style="list-style-type: none"> Creation of 1475 jobs in road infrastructure development works (1250 and 225 jobs on the Lomé – Ouagadougou and Lome-Cotonou corridors works respectively) Creation of about 200 jobs during construction of the Trans-Gambia Bridge by 2016. Travel time on the Atakpame-Kara road reduced from 12 days in 2011 to 8 days in 2015 Travel time between Pahou – Hillacondji on the Abidjan-Lagos corridor road reduced from 115mn in 2010 to 55 mn in 2014 Transit time on the Trans-Gambian Corridor reduced from 34mn before the bridge to 1.5 in 2016 mn after the bridge. By 2018: Increase of traffic at land borders (87% between Algeria/Niger and 375% between Niger/Chad) By 2018: Reduction of travel time along the Trans-Saharan road from 2 days to 3.5 hours (Assamakka/Arlit) and from 5 days to 5.5 hours (Niger border/Ndjamena) By 2018: Creation of about 75,000 person/days (20% by women and % by young people) (new) 	<ul style="list-style-type: none"> Construction works on the Lomé-Cotonou, the Lomé – Ouagadougou, and the Trans-Gambia bridge have Commenced and are on-going 	<ul style="list-style-type: none"> About 750 jobs created in the road infrastructure development related to Lomé-Cotonou, the Lomé – Ouagadougou, and the Trans-Gambia bridge works. 	<ul style="list-style-type: none"> Rehabilitation and transport facilitation of the Lomé-Ouagadougou Corridor Project Rehabilitation of the Lomé-Cotonou Road and transport facilitation on the Abidjan-Lagos Corridor Project OMVS Integrated Multimodal Transport System Project Trans-Gambia Bridge on the Dakar - Lagos Corridor Guinea-Guinea Bissau: Boke-Quebo Road Project Trans-Saharan Road (Chad, Niger, Algeria)
	<ul style="list-style-type: none"> Regionally unconnected and inefficient railway systems 	<ul style="list-style-type: none"> Dialogue with stakeholders to ensure timely completion of the on-going EU-financed detailed engineering design studies for the prioritized B2 and B1 links. High-Level consultations held 	<ul style="list-style-type: none"> Progress on resource mobilization for the railways sector in West Africa 	<ul style="list-style-type: none"> Draft reports of the EU-funded detailed engineering design studies available 	<ul style="list-style-type: none"> Progress on consultations with donors for the mobilization of resources for the railways sector 	<ul style="list-style-type: none"> None

Regional integration objectives	Constraints to achieving regional integration objectives	Final Outputs	Final Outcomes	Mid-term Outputs	Mid-term outcomes	Indicative program of new operations (2011-2015) and ongoing projects
		(expected at the end of RISP period in 2015)		(expected at mid-term of RISP period in 2013)		
		with potential donors on investments in railways in West Africa.				
(iv) Regional energy production and markets integration						
	<ul style="list-style-type: none"> Deficiency in clean energy supply; Inadequate integration of regional energy markets 	<ul style="list-style-type: none"> Construction of the 240 MW hydroelectric dam and plant at Kaléta in Guinea (OMVG energy Project), Construction of 1700 kilometers of high tension transmission lines (OMVG Project) 1360 km of 225 kV line interconnecting Côte d'Ivoire, Liberia, Sierra Leone and Guinea (CLSG) constructed in 2015 Construction of a 742 km transmission line, three new substations, and extension works for the 225 kV incoming and outgoing transmission lines between Ghana-Burkina-Faso, and Mali.. 	<ul style="list-style-type: none"> About 4400 and 1400 direct and indirect jobs respectively are created during construction phase of the OMVG energy project, and 250 permanent jobs and 350 indirect jobs created during exploitation of the plant from 2016 (% of jobs created for women and young people) Average number of blackouts in the OMVG countries reduced from 600 to between 150 and 200 by 2016. The costs of electricity reduced to Euro 11,5 cents by 2016 from Euro 15 cents in 2016 in OMVG Countries 5000 jobs during implementation and 450 permanent jobs after commissioning of the CLSG Project Electricity access rate in CLSG increased from 9% in 2010 and 13% in 2015 on average 	<ul style="list-style-type: none"> Construction works on the OMVG, CLSG projects Commenced and are on-going. 	<ul style="list-style-type: none"> About 2000 and 500 direct and indirect jobs respectively are created during construction phase of the OMVG energy project, 5000 jobs created during implementation of the CLSG Project 	<ul style="list-style-type: none"> Côte d'Ivoire-Liberia-Sierra Leone-Guinée, Interconnexion Power Project ; OMVG energy program <ol style="list-style-type: none"> Gambia-Guinée-Guinée-Bissau-Senegal ; Hydroelectric sites at Kaleta (240 MW) and Sambangalou (128 MW) ; Han (Ghana) – Bobo Dioulasso (Burkina Faso) – Sikasso (Mali) – Bamako (Mali))- Interconnection power project Guinea-Mali – Interconnexion Power Project.
Pillar II: Capacity building for effective implementation of regional integration agenda						
Strengthen regional capacity to advance the regional integration agenda	(v) Capacity building for financial sector integration					
	<ul style="list-style-type: none"> Inadequate capacity to carry out the payments systems integration project of the WAMZ 	<ul style="list-style-type: none"> Real Time Gross Settlement, Automated Clearing House, Automated Check Processing, and Scriptless Securities settlement systems installed in the Gambia, Guinea, Liberia, and Sierra-Leone to support financial and monetary integration in the WAMZ. 	<ul style="list-style-type: none"> Progress on financial and monetary integration within WAMZ as measured by: <ul style="list-style-type: none"> Same day funds transfers within WAMZ achieved. Volume of high value funds transfers in the Gambia, Guinea, Liberia, and Sierra-Leone increases by 45% from 2007 level 	<ul style="list-style-type: none"> Installation of the Real Time Gross Settlement, Automated Clearing House, Automated Check Processing, and Scriptless Securities Settlement systems, in the Gambia, Guinea, Liberia, and Sierra-Leone about 90% complete. 	<ul style="list-style-type: none"> Not applicable. 	<ul style="list-style-type: none"> WAMZ Payment System Development Project (the Gambia, Guinea, Liberia, and Sierra Leone).

<i>Regional integration objectives</i>	<i>Constraints to achieving regional integration objectives</i>	<i>Final Outputs</i>	<i>Final Outcomes</i>	<i>Mid-term Outputs</i>	<i>Mid-term outcomes</i>	<i>Indicative program of new operations (2011-2015) and ongoing projects</i>
	<i>(expected at the end of RISP period in 2015)</i>		<i>(expected at mid-term of RISP period in 2013)</i>			
(vi) Capacity building for effective policy and regional projects implementation of						
<ul style="list-style-type: none"> • Slow process of development and implementation of regional energy projects 	<ul style="list-style-type: none"> • Capacity building provided to the WAPP in the context of the CLSG interconnection project 	<ul style="list-style-type: none"> • Efficient implementation of the WAPP priority projects 	<ul style="list-style-type: none"> • Training and consultancy services provided to WAPP 	<ul style="list-style-type: none"> • Improvement in implementation of WAPP priority projects 	<ul style="list-style-type: none"> • Côte d'Ivoire-Liberia-Sierra Leone-Guinée, Interconnexion Power Project. 	
(vii) Support to Regional Centers of Excellence						
<ul style="list-style-type: none"> • Weak regional capacity to undertake research and copy/adapt/develop science and technology; • Absence of regional SPS standards; • Lack of harmonized regional systems; • Skills shortage for implementation of regional projects. 	<ul style="list-style-type: none"> • Support provided to strengthen ECOWAS identified centers of excellence. 	<ul style="list-style-type: none"> • Use of science and technology to develop other sectors, social infrastructure, industry, environment and climate change, makes progress in ECOWAS; • Strengthened culture of science and technology in the region; • Agents of regional integration trained with shared approach on integration; • Enhanced capacity in technological skills for economic transformation. 	<ul style="list-style-type: none"> • Idem as final outputs. 	<ul style="list-style-type: none"> • Idem as final outcomes. 	<ul style="list-style-type: none"> • Regional Centres of Excellence dealing with infrastructure and public governance. 	
(viii) Statistical support to ECOWAS Institutions						
<ul style="list-style-type: none"> • Weak institutional structure and capacity in West Africa to meet the regional statistical responsibilities. • Weak sex and age disaggregated data collection system/capacity 	<ul style="list-style-type: none"> • Support provided to national and regional statistical structures in line with the Bank Group's Program for Building Statistical Capacity in RMCs. 	<ul style="list-style-type: none"> • See Bank Group's Program for Building Statistical Capacity in RMCs. 	<ul style="list-style-type: none"> • Bank Group's Program for Building Statistical Capacity in RMCs. 	<ul style="list-style-type: none"> • Bank Group's Program for Building Statistical Capacity in RMCs 	<ul style="list-style-type: none"> • Bank Group's Program for Building Statistical Capacity in RMCs. 	

Annex 12: Alignment Between CSP And WA-RISP Pillars

Country	CSP Pillars	RISP		RI-related national portfolio projects
		Pillar 1	Pillar 2	
		Infrastructure development	Capacity building	
Benin (2012-2016)	Pillar 1: Production and Competitiveness Support Infrastructure: (i) the development of agricultural production infrastructure (ii) infrastructure consolidation to boost competitiveness and ensure greater integration	✓		4/12
	Pillar 2: Enhancement of Good Governance: (i) the improvement of public resource mobilisation; (ii) consolidation of public expenditure efficiency (iii) capacity-building to ensure adequate implementation of policies on gender promotion and adaptation to climate change; and (iv) improvement of the business environment		✓	
Burkina Faso (2012-2016)	Pillar 1: Developing infrastructure and trade facilitation, strengthening the competitiveness of the private sector as an engine of growth	✓		3/15
	Pillar 2: Strengthening the fiduciary framework and management of public finances, improving the business environment and private sector development, strengthening macroeconomic reform, developing promising sectors, and raising the level of inclusion of public policies for solidarity		✓	
Cabo Verde (2014-2018)	Pillar 1: Enhancing and Diversifying Infrastructure for Sustainable Development. (sea ports construction and rehabilitation, strengthening the electricity production and network, supporting investments in renewable energy)	✓		2/8
	Pillar 2: Strengthening Economic Governance in the Public and Private Sectors (enhancing the overall business and investment climate, promoting public investment program prioritization and rationalization, improving and modernizing the management and operations of state-owned enterprises (SOEs))		✓	
Côte d'Ivoire (2013-2017)	Pillar 1: Strengthening Governance and Accountability (creating an environment that will foster socio-economic inclusion and address demands for improved governance)		✓	2/10
	Pillar 2: Infrastructure Development in support of Economic Recovery (promote the optimal use of natural resources through the development of high quality infrastructure in the agriculture, transport and energy sectors, in order to bolster economic recovery)	✓		
Gambia (2012-2015)	Pillar 1: Enhancing Productive Capacity and Competitiveness in order to Strengthen Resilience to External Shocks	✓	✓	2/8
	Pillar 2: Strengthening the Institutional Capacity for Economic Governance and Public Service Delivery		✓	
Ghana (2012-2016)	Pillar 1: Improving productivity in Ghanaian enterprises and in particular in the micro, small and medium agribusiness firms. (investing in infrastructure that supports the growth and development of the private sector and improving skills, thereby supporting government's efforts towards strengthening the productive environment in Ghanaian enterprises)	✓		7/22
	Pillar 2: Supporting economic and structural reforms aimed at improving the business environment (supporting key economic policy-oriented and oversight institutions)		✓	
Guinea (2012-2016)	Pillar 1: economic and financial governance (building public finance management capacity, improving governance in the extractive sector and strengthening the central government's budget)		✓	1/7
	Pillar 2: development supportive infrastructure (reducing the power generation gap and developing transport infrastructure)	✓		
Guinea-Bissau	Pillar 1: Strengthening institutional capabilities and governance (institutional support; targeted budget support; business climate)		✓	0/9

	Pillar 2: Support infrastructure for the internal and external opening up of the country (including transport and energy)	✓		
Liberia (2013-2017)	Pillar 1: Promoting inclusive economic growth through transformative infrastructure investments (focusing on energy and road infrastructure, promoting a competitive private sector, agricultural production and market access, employment creation across age and gender, welfare and public service delivery)	✓		3/13
	Pillar 2: Enhancing governance and the efficient management of resources		✓	
Mali (Transition Support 2013-14)	Outcome 1: Mitigate the impact of the crisis and strengthen the resilience of the population	✓		3/12
	Outcome 2: Consolidate the State's stability and the foundations for economic recovery	✓		
Niger (2013-2017)	Pillar 1: strengthening resilience to food insecurity (by supporting the development of anchor infrastructure focusing on water control and management, transport, and energy)	✓		3/18
	Pillar 2: strengthening governance, particularly of natural resources (strengthening the governance framework to enable the country to take full advantage of its natural resources, ensure sustainable exploitation of these resources, promote and maintain macroeconomic stability and create an enabling environment for private investment)		✓	
Nigeria (2013-2017)	Pillar 1: Supporting the Development of a Sound Policy Environment	✓		8/29
	Pillar 2: Investing in Critical Infrastructure to Promote the Development of the Real Sector of the Economy		✓	
Senegal (2010- 2015) – reviewed in 2012	Pillar 1: support for inclusive growth through diversification and economic integration			3/9
	Pillar 2: sustainable management of natural resources (including water) and resilience.	✓	✓	
Sierra Leone (2013-2017)	Pillar 1: Enhancing Economic Governance and Transparent Management of Natural Resources Revenue (promote the transparent management of natural resource revenues)		✓	1/10
	Pillar 2: Supporting Transformational and Sustainable Infrastructure Development (in energy, roads and water will facilitate inclusive green growth, foster regional integration and enhance private sector development and competitiveness)	✓		
Togo (2011-2015)	Pillar 1: development of economic infrastructure capable of effectively connecting the economic zones within Togo, and connecting the Togolese economy to the regional economic space	✓		1/6
	Pillar 2: the promotion of economic and financial governance reforms		✓	