



Egypt Sovereign Sustainable Panda Bond Allocation & Impact Report [2025]



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Summary

This is the second Allocation & Impact Report, this report demonstrates our ongoing commitment to the National Association of Financial Market Institutional Investors (NAFMII), aligned with ICMA Standards and Egypt’s Sovereign Sustainable Financing Framework (SSFF). which earned SPO of a Very Good sustainability Quality Score & aligned level to principles for use of proceeds.

The report is a complementary report to the first SPB Allocation, and SPB Impact report, which are combined in this reports.

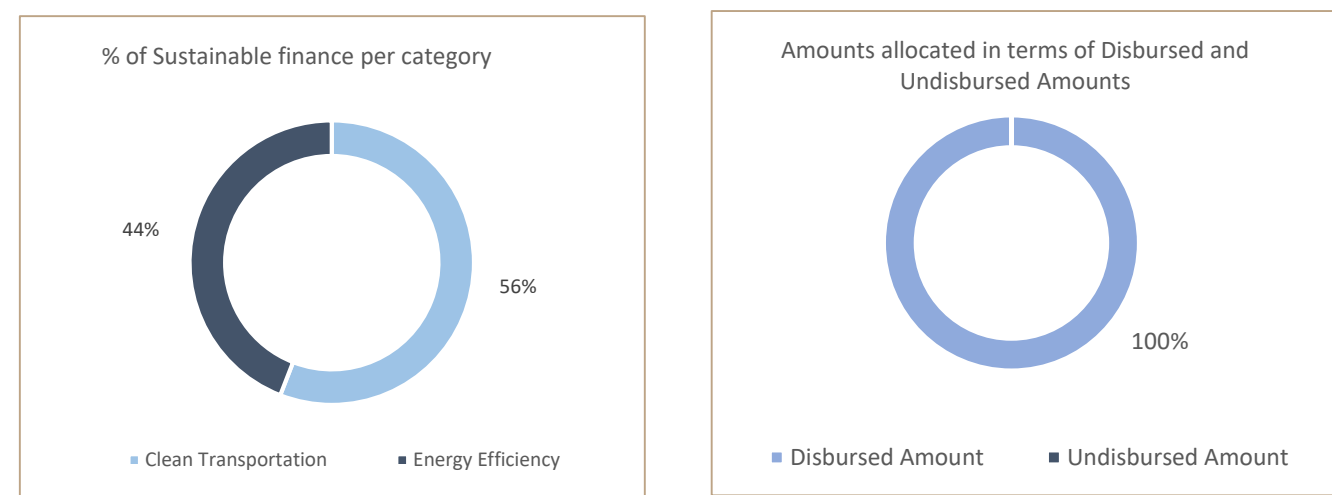
No changes occurred in any of the subprojects financed by the Sustainable Panda Bond, Approximately EGP 14.8billion (3.5 billion in CNY) of Egypt’s 2024/2025 national investment plan earmarked to sustainability and the green economy Government projects, reinforcing Egypt’s leadership in green & sustainable finance across Africa. Egypt sets a benchmark for other nations, encouraging private sector investment in climate adaptation and mitigation. as the 69% of use of proceeds is disbursed in full with respect to budget of FY 2024/2025 by end of June 2025

Following the 1st Year, the 2nd Year allocations of the Sustainable Panda Bond (SPB) continue to supports GOE focus on Affordable basic infrastructure, Clean Energy and Energy Efficiency, with three main Ministries involved Ministry of Transport (MOT), Ministry of Communication & Information Technology (MCIT) & Ministry of Electricity and Renewable Energy (MOERE), aligned with Egypt’s goals.

The SPB is co-guaranteed by the African Development Bank (AfDB) and Asian Infrastructure Investment Bank (AIIB) two internationally AAA-rated multilateral institutions guaranteed the SPB.

SSFF [Egypt Sovereign Sustainable Financing Framework_vF](https://assets.mof.gov.eg/files/2024-01/04dbf460-bdb8-11ee-b3f8-9dc3ae2f33b1.pdf)
 SPO <https://assets.mof.gov.eg/files/2024-01/04dbf460-bdb8-11ee-b3f8-9dc3ae2f33b1.pdf>
 SPB Allocation <https://assets.mof.gov.eg/files/6fd874f0-08a8-11f0-9cd8-4333dd3d0a8d.pdf>
 SPB Impact report <https://assets.mof.gov.eg/files/6fe175a0-08a8-11f0-9cd8-4333dd3d0a8d.pdf>

Allocation Main Figures

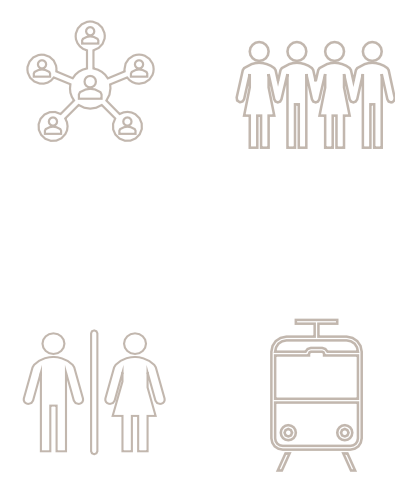


Impact aggregate Figures

Beneficiaries:

Aggregately the 7 projects target to serve almost 1.5 million passengers daily, move 8,500 tons of goods, and cover 2,400 km of networks.

They also expand high-speed internet to 1,400 villages and supported COP27 logistics, enhancing national connectivity and sustainability.



1- as per the National Strategy for the Empowerment of Egyptian Women 2030 the Percentage of female participation in the workforce is targeted to be 35%, by 2030.





Egypt Sovereign
Sustainable Panda Bond
Allocation Report Section
2025



Allocation of Proceeds

On October 16, 2023, Egypt successfully issued a Sustainable Panda Bond valued at CNY 3.5 billion, which is approximately US\$479 million or EGP 14.8 billion*.

This issuance represents a critical component of Egypt's Sustainable Financing Framework, aimed at funding projects that promote sustainable development and address pressing infrastructure needs.

Allocation of Proceeds

The bond proceeds are allocated to support seven sub-projects.

Financial Breakdown:

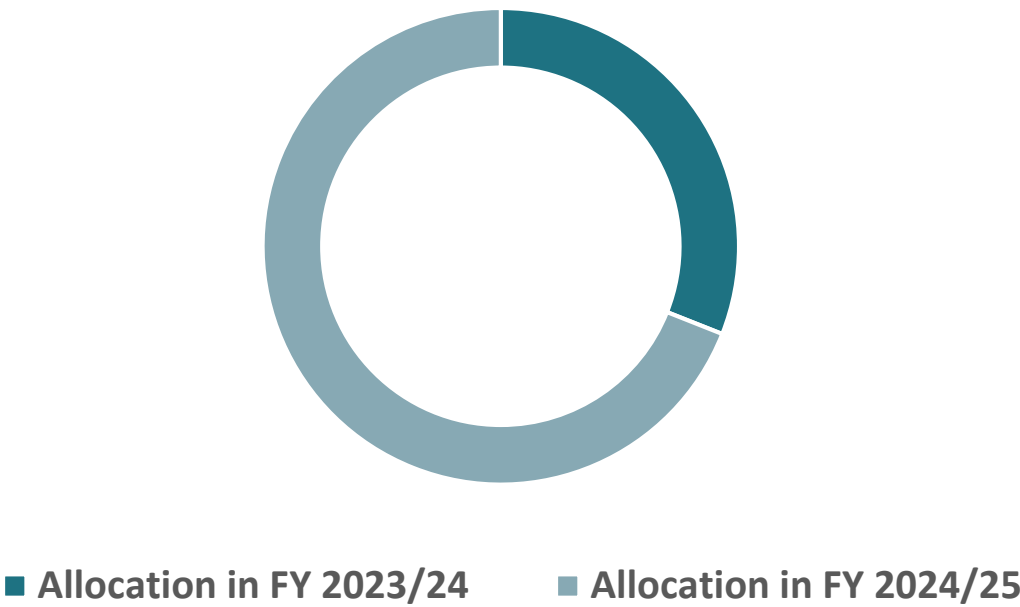
Total Proceeds Raised*: CNY 3.5 billion equivalent to EGP 14.8 billion as at the date of issuance:

- Amounts allocated in FY 2023/24 “Year 1” (as of June 30, 2024): EGP 4.6 billion (31% of total proceeds)
- Amounts allocated in FY 2024/25 “Year 2” (as of June 30, 2025): EGP 10.2 billion (69% of total proceeds)

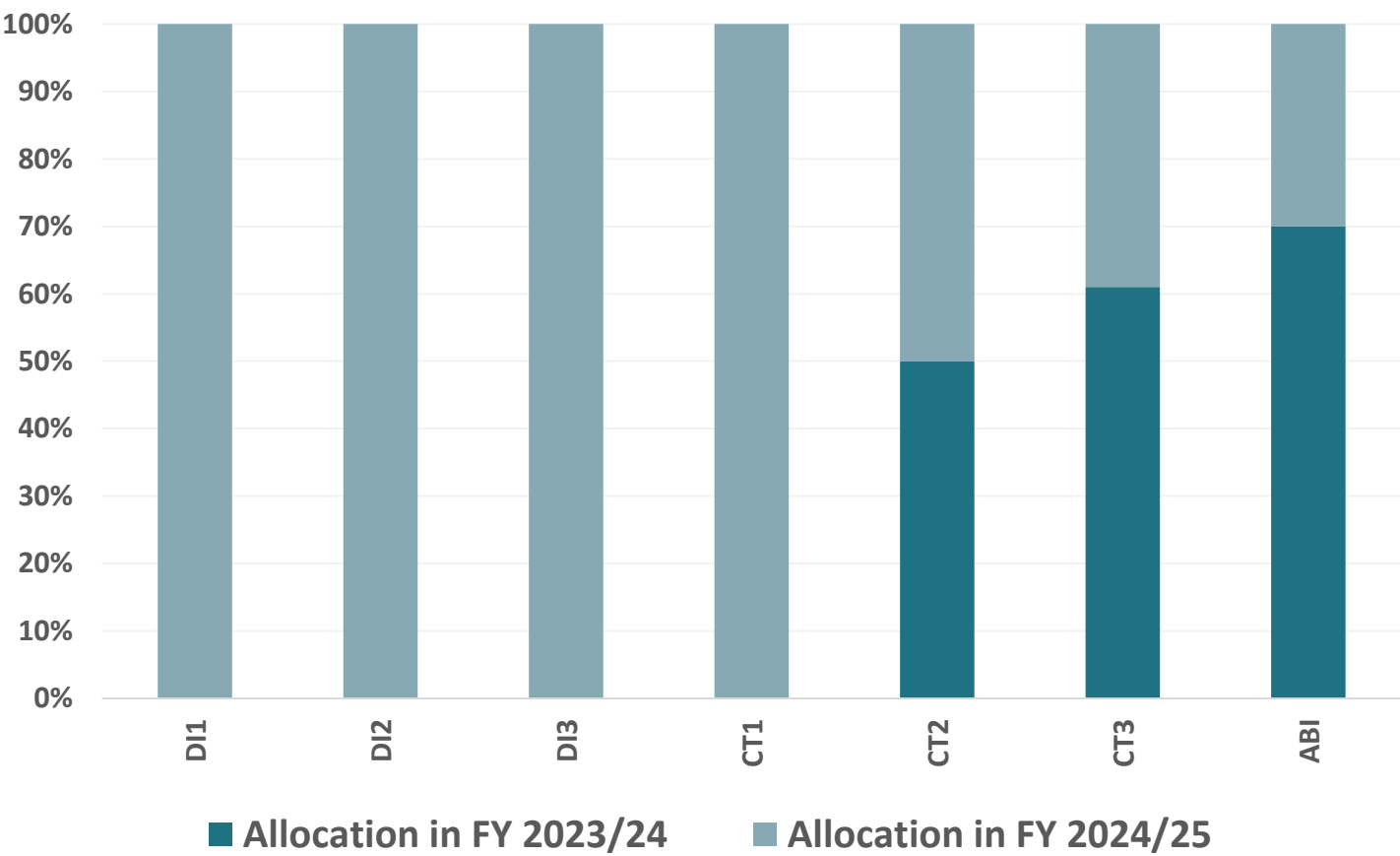
* FX Rate used as at 16th of October 2023 being the issuance date

CNY to EGP	4.2255
CNY to USD	7.3110

Flow of the Allocation of Proceeds



Flow of the Allocation of Proceeds "Per Project"



2024/2025 Full Allocation of Proceeds *

Amounts In EGP Million

Eligibility Criteria	ID	Project Budget ID	Project name	Project capital	Eligible amount	SPB Use of Proceeds	Percentage of SPB from project capital	% of sub-project Finance from total SPB Use of proceeds
Affordable Basic Infrastructure & Energy Efficiency	DI1	10290692 10282793	Connecting the fiber optic network to villages "the Decent Life Initiative"	5,559	2,400	2,400	43%	16%
	DI2	10267385	Establishing a closed government network G2G	12,000	4,095	3,418	28%	23%
	DI3	10267362	Automation of the technological infrastructure of the administrative body	6,755	2,509	700	10%	5%
Affordable Basic Infrastructure & Clean Transportation	CT1	10283467	Connecting the electrical supply to the electrical traction stations for the third stage of the Light Rail Transit LRT	538	238	238	44%	2%
	CT2	10276176	Sustainable Electrical supply for the high-speed rail HSR”	16,500	5,000	5,000	30%	34%
	CT3	10273859	Implementing charging stations for electric buses (EV) participating in the Cop27 Climate Summit applying green and sustainable transportation	400	326	326	81%	2%
	ABI	10225513	Developing the Cairo/Assiut Western Desert Road and establishing a service road	40,443	2,700	2,700	7%	18%
Total				82,194	17,268	14,782	18%	100%

* FX Rate used as at 16 th of October 2023 being the issuance date			Indicators %	
CNY to EGP	4.2255		Allocation	[2023-2024 (31%)]+[2024-2025 (69%)] = 100% by 2025
CNY to USD	7.3110		Use of proceeds % by Category	[Affordable basic Infrastructure & Energy Efficiency (44%)]+[Affordable basic Infrastructure & Clean Transportation (56%)] =100%
USD to EGP	30.8966		Percentage of SPB from project capital	14,782/82,194=18%

Flow of the Allocation of Proceeds *

Amounts In EGP Million

Eligibility Criteria	ID	Project name	SPB Use of Proceeds	FY 2023/2024		FY 2024/2025		% of sub-project Finance from total SPB Use of proceeds
				Amount	%	Amount	%	
Affordable Basic Infrastructure & Energy Efficiency	DI1	Connecting the fiber optic network to villages "the Decent Life Initiative"	2,400	-	0%	2,400	100%	16%
	DI2	Establishing a closed government network G2G	3,418	-	0%	3,418	100%	23%
	DI3	Automation of the technological infrastructure of the administrative body	700	-	0%	700	100%	5%
Category Total			6,518	-	0%	6,518	100%	44%
Affordable Basic Infrastructure & Clean Transportation	CT1	Connecting the electrical supply to the electrical traction stations for the third stage of the Light Rail Transit LRT	238	-	0%	238	100%	2%
	CT2	Sustainable Electrical supply for the high-speed rail HSR”	5,000	2,500	50%	2,500	50%	34%
	CT3	Implementing charging stations for electric buses (EV) participating in the Cop27 Climate Summit applying green and sustainable transportation	326	198	61%	128	39%	2%
	ABI	Developing the Cairo/Assiut Western Desert Road and establishing a service road	2,700	1,900	70%	800	30%	18%
Category Total			8,264	4,598	56%	3,666	44%	56%
Total			14,782	4,598	31%	10,184	69%	100%

* FX Rate used as at 16th of October 2023 being the issuance date

CNY to EGP4.2255

CNY to USD7.3110

USD to EGP30.8966

Indicators %

Allocation[2023-2024 (31%)]+[2024-2025 (69%)] = 100% by 2025

Use of proceeds % by Category[Affordable basic Infrastructure & Energy Efficiency (44%)]+[Affordable basic Infrastructure & Clean Transportation (56%)] =100%





Egypt Sovereign
Sustainable Panda Bond
Impact Report Section
2025



Eligible Category:

Green Projects: Clean Transportation

Social Projects: Affordable Basic Infrastructure



Eligible Category:

Green Projects: Energy Efficiency

Social Projects: Affordable basic infrastructure



Environmental Objective: Climate Change Mitigation / Clean Transportation:
Eligibility Criteria: Electrified railway for passenger and freight and related infrastructure. Electrified public transportation or low-carbon Infrastructure enabling low-carbon road transport, public transport.

Social Objective: Affordable basic infrastructure - Access to Basic Services
Construction, development or improvement of rural roads and public transportation infrastructure focusing on areas which lack connectivity or lack access to key social infrastructure.

MOT’s five strategic objectives:

1-Sustain economic growth and improved productivity through reliable & efficient transport networks, 2-Improve the environmental performance, 3-Strengthen the safety and security of transport, 4-Enhance access to jobs, services and social networks, 5-Encourage investment in the transportation sector.

Projects [High-speed Rail HSR - Charging stations for electric buses in the Cop27 - Developing the Cairo/Assiut Western Desert Road - Light Rapid Transit (LRT)]

Electrified rail transport also aligns with Egypt’s sustainability goals by reducing reliance on road traffic and cutting carbon emissions, supporting environmental responsibility alongside economic development.

HSR – Charging Stations for EV Cop 27 – Developing the Cairo /Assiut Western Desert Road Meet the first four strategic Objectives.

LRT Meet all Objectives

Environmental Objective: Climate Change Mitigation / Energy Efficiency:
Eligibility Criteria: Deployment of Fiber Optic to replace less energy efficient copper-based network.

Social Objective: Affordable basic infrastructure - Digital Infrastructure
Decent Life initiative to provide high speed internet and mobile connectivity

Digital Egypt Pillars:

1-Digital Transformation, 2-Cyber Security, 3-Digital Innovation & upskilling ,4-Digital infrastructure & Economic Growth

Connecting the fiber optic network to villages "the Decent Life Initiative -Establishing a closed government network- Automation of the technological infrastructure of the administrative body

Supports the Ministries Goals of: Digital transformation – Digital justice - Digital infrastructure & Economic Growth

Supports the Ministries Goals of Digital transformation - Cyber security - Digital innovation & upskilling - Digital infrastructure & Economic Growth

Automation Project Meet all Objectives.

The subprojects remain in steady progress and are advancing as planned. The Sustainable Panda Bond (SPB) has partially financed several mega infrastructure projects designed to deliver broad, long-term benefits to the majority of Egyptian citizens.

Clean transportation projects Aggregate Environmental & Social Impact

ID / Project name / Goals	Targeted Number of beneficiaries	Expected Production or Improvement from Baseline Progress
CT1 /End project Light Rail Transit LRT (MOT) • Providing sustainable green transportation services. • Reducing accidents, reducing traffic congestion, and opening up opportunities for applications and job opportunities for young people. • Adding economic returns through the growth and development of new urban communities east of Cairo, serving their residents, and linking them with the New Administrative Capital, Facilitating the transportation of employees to the New Administrative Capital, High-Speed serving citizens coming from various governorates to Adly Mansour Station and facilitating their transportation to the New Administrative Capital, Serving residential and industrial areas in both the New Administrative Capital and 10th of Ramadan City, Transporting the audience visiting the sports city to attend sports tournaments, Integration between all electric traction projects (high-speed train, monorail, Metro) through interchange stations along the light rail route.	500,000 passengers/day coverage of 103 KM, the project will fully transport 1 million passengers per day, upon all phases completion	Improve the environmental performance • Strengthen the safety and security of transport. • Enhance access to jobs, services and social networks. • Sustain economic growth and improved productivity through reliable and efficient transport networks. • Encourage investment in the transportation sector. expected emissions reduction of 149,500 Ton Equivalent annum CO2 The third and fourth phases are underproduction now involving the exchange of passenger transport services with the high-speed electric train (Ain Sokhna - Matrouh) at the central capital station and in the future, with the fourth phase of the fourth metro line at the capital airport station.
CT2/ End Project high-speed Rail HSR (MOT) • Providing the electric train project with the sustainable electrical energy necessary for its operation. • the routes of the first two lines coincide with the “Development Corridor” plan proposed by Egyptian scientist Farouk El-Baz. • The corridor envisions a twelve-hundred-kilometer stretch along which agricultural and urban development will flourish, accommodating up to twenty million residents from Alexandria in the north to Abu Simbel in the south. This ambitious plan reflects Egypt’s commitment to not only improving transport but also fostering sustainable population and economic growth. • The high-speed lines will serve existing cities and emerging urban centers, including New Beni Suef, New Fayoum, New Minya, and New Aswan, integrating new economic hubs into the national framework and supporting regional development.	1million passengers/day 8,500 tons of goods/day Coverage of 2000Km	The new network will: • Enable millions of journeys a year . • Save passengers up to 50 percent on travel time. • Cut carbon and reduce air emissions by more than 70 percent compared to car or bus traffic. • Ensure faster delivery of goods by creating a rail link from the Red Sea to the Mediterranean, a Suez Canal on tracks that will extend through the entire country, & Positively impact the economy and increase the quality of life for people in Egypt . 67% complete for the first line (Ain Sokhna – Marsa Matrouh)
CT3 / Implementing charging stations for electric buses (EV) participating in the Cop27 Climate Summit applying green and sustainable transportation • Providing sustainable green transportation services. • The project aims to implement an electric bus charging station in Sharm El Sheikh, as well as construct an administrative building and a waiting hall for passengers. • The total area of the station, which includes (the charging area and canopies for a capacity of 140 electric buses - the medium voltage transformer area and ring connection panels - the administrative building area and the passenger waiting hall), is estimated at 55200 square meters.	The participants in Cop 27 of 33,449 as part of the Passengers/day, benefitted from the project, a coverage of 55,200 Square meters.	• Improve the environmental performance • Enhance access to jobs, services and social networks. • Sustain economic growth and improved productivity through reliable and efficient transport networks. CoP 27 Busses (EV) are utilized for the transportation of citizens and employees in the new capital city for free.
ABI / Developing the Cairo/Assiut Western Desert Road and establishing a service road. • Reducing accidents & traffic congestion • Connecting Egypt with African countries , As a main part of (Cairo-cape town) corridor. • Opening opportunities for applications and job opportunities for young people. • Development of Upper Egypt governorates with the presence of the high-speed train project (second line) west of the Nile increase level of service of the road from (D)to(B). • Serving the agricultural and urban communities expected to be established • Establishing logistical areas • Ease of transporting agricultural products to reclamation lands and rural areas of Egypt	36,000 veh/ day for Main road in year 2035 . 7000 veh/day for service road in year 2040. coverage Of 354 Kilometer	• Developing of the main road to be a freeway without any surface intersection. • Constructing a service road of concrete pavement to separate truck traffic from the main road.



Information Technology projects Aggregate Environmental & Social Impact

Project name /ID /Goals	Targeted Number of beneficiaries	Expected Production or Improvement from Baseline Progress
DI/ Connecting the fiber optic network to villages "the Decent Life Initiative“ - Reducing the digital gap between urban and rural areas. - Improving the Internet infrastructure in rural areas. - Supporting the digital transformation of education, health and government services. - Promoting economic development by enabling rural areas to access high-speed Internet.	Beneficiaries are citizens of 1st phase of the decent life initiative	Environmental Impact: - Environmental protection Social Impact: - Improving access to education. - Saving citizens' time and effort Making it easier for citizens to keep pace with technological progress Making the most of achieving an integrated digital society. - increase in the number of subscribers to high-speed internet services in the first-phase villages by 45%, with 371,600 subscribers. - the extension of the fiber-optic network to 409 villages.
DI2/ Establishing a closed government network G2G - Enhancing cybersecurity and protecting government data. - Achieving integration between government agencies through a unified network. - Improving the provision of government services through a safe and effective network. - Supporting digital transformation and facilitating data exchange between government agencies.	The state's administrative apparatus and its employees	Environmental Impact: - Managed consumption, Reducing electronic waste. Social Impact: - Improving citizen services. - Enhancing transparency. - Strengthening management.
DI3 / Automation of the technological infrastructure of the administrative body - Achieve Digital transformation for the administrative apparatus. - Improving administrative efficiency using technological systems. - Facilitating access to government services via the Internet. - Enhancing transparency and cybersecurity in government transactions.	The state's administrative apparatus and its employees	Environmental Impact: - Reducing resource consumption. - Improving the efficiency of resource use. Social Impact: - Increase efficiency. - Improving access to information. - Enhancing citizen satisfaction.





Methodology followed

Scope and source of Data

Uncertainty

Impact indications and projected results are based on assumptions. While every effort is made to make sound and conservative assumptions that are reasonable based on the information available at the time, the actual impact of the projects may diverge from initial projections, Reporting is based on “ex-ante” estimates at the time of project appraisal unless otherwise indicated.

Omissions

Projects may display benefits across a much wider range of indicators than those captured in the impact assessment. On the other hand, there may be some projects for which the proposed indicators are either not applicable, or the data is not available, All reported data in this report has been derived from the Egyptian government as well as publicly available sources, and is subject to change at any time without notice, and in case of any discrepancies, please refer to the original source of data

We followed the SSFF selection criteria as the equivalent unallocated proceeds of the SPB will be kept to be allocated in the following year. For avoidance of doubt, unallocated proceeds will not be allocated into any excluded projects.

The excluded projects list:

For each Sustainable Debt Instrument issued including the Sustainable Panda Bond, Egypt asserts that it will not use the proceeds for:

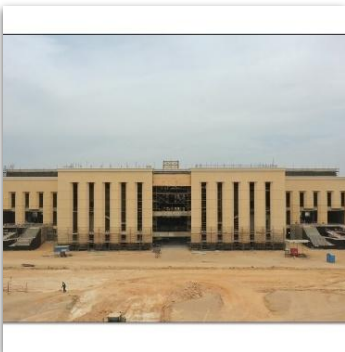
1. Exploration, production, distribution, and transportation of fossil fuels,
2. Burning of fossil fuels for power generation or transportation,
3. Rail infrastructure dedicated for the transportation or storage of fossil fuels,
4. Nuclear power generation,
5. Alcohol, weapons, tobacco, gaming, or palm oil industries,
6. Renewable energy projects generating energy from biomass using feedstock originating from protected areas,
7. Waste incineration activities: Waste to energy facilities that incinerate recyclable or reusable materials or that divert waste from other usage,
8. Landfill projects.

Highlighted Projects Pictures



New Obour station to the industrial areas in 10th of Ramadan City, [LRT](#)

[HSR](#) Wady EL Natron



FTTH (Decent Life)

EV Cop 27 Busses



Report Review Assessment [Sovereign Sustainable Panda Bond Impact And Allocation Report 2024] ISS- CORPORATE



Review Section	Summary	Evaluation
Part I. Alignment with the Issuer’s commitments set forth in the Framework	Egypt’s Sovereign Sustainable Panda Bond Impact Report meets the commitments set forth in its sovereign sustainable financing framework	Aligned
Part II. Disclosure of proceeds allocation and soundness of reporting indicators	The allocation of the bond’s proceeds has been disclosed, with a detailed breakdown across different eligible project categories as proposed in the framework. Egypt’s Sovereign Sustainable Panda Bond Impact Report has adopted an appropriate methodology to report the output and impact generated by providing comprehensive disclosure on data sourcing, calculation methodologies and granularity, reflecting best market practices.	Positive

REPORT REVIEW ASSESSMENT

PART I: ALIGNMENT WITH COMMITMENTS SET FORTH IN THE SOVEREIGN SUSTAINABLE FINANCING FRAMEWORK

The following table evaluates the Egypt Sovereign Sustainable Panda Bond Allocation and Impact Reports against the commitments set forth in Egypt’s Framework, which are based on the core requirements of the Green Bond Principles (GBP), Social Bond Principles (SBP), and Sustainability Bond Guidelines (SBG) and best market practices.

GBP, SBP, SBG	OPINION	ALIGNMENT WITH COMMITMENT
Process for Project Evaluation and Selection	Egypt confirms to follow the Process for Project Evaluation and Selection described in Egypt’s Sovereign Sustainable Financing Framework. The Issuer applied the Eligibility Criteria set in the Framework to determine whether projects fit within the defined categories. However, developing the Cairo/Assiut Western Desert Road and establishing a service road is not in alignment with the Clean Transportation eligibility criteria. ESG risks associated with the project categories are identified and managed appropriately, as defined in the framework.	✓
Management of Proceeds	Egypt confirms to follow the Management of Proceeds described in Egypt’s Sovereign Sustainable Financing Framework. The Issuer allocated 31% of the proceeds collected, with no exceptions. The proceeds are tracked appropriately and attested in a formal internal process. Moreover, the Issuer discloses the temporary investment instruments for unallocated proceeds.	✓
Reporting	The report is in line with the initial commitments set in the Egypt’s Sovereign Sustainable Financing Framework.	✓



Acronyms:

ACA	Administrative Control Authority
AfDB	African Development Bank
AIIB	Asian Infrastructure Investment Bank
BAU	business as usual
CO2	Carbon dioxide
EGP	Egyptian Pound
ESG	Environmental, social and governance
EV	Electric Vehicles
FTTH	Fiber to the Home
FY	Fiscal Year
G2G	Government to government
GBP	Green Bond Principles
GHG	Greenhouse gases
GLP	Green Loan Principles
HSR	High-speed Rail
ICMA	The International Capital Market Association
Km	Kilometers
km/h	Kilometers per hour
LRT	Light Rail Transit
MCIT	Ministry of Communication & information Technology
MDB	Multilateral Development Banks
Mn	Million
MOERE	Ministry of Electricity and Renewable Energy
MOF	Ministry of Finance
MOT	Ministry of Transport

MRV	Monitoring, Reporting and Verification
MW	megawatt
NAFMII	National Association of Financial Market Institutional Investors
NCCS	National Climate Change Strategy
NDC	Nationally Determined Contribution
R&D	Research and development
RMB - CNY	Chinese Renminbi
SBG	Sustainability Bond Guidelines
SBP	Social Bond Principles
SDGs	Sustainable Development Goals
SFWG	Sustainable Finance Working Group
SLP	Social Loan Principles
SPB	Sustainable panda bond
SPO	second party opinion
SSFF	Sovereign Sustainable Financing Framework
UNFCCC	United Nations Framework Convention on Climate Change
UoP	use of proceeds
USD	United stated Dollar
veh	vehicle
NAC	New Administrative Capital

