



# Egypt Sovereign Sustainable Panda Bond Impact Report [2024]



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Content



|                                                                     | Page Number |
|---------------------------------------------------------------------|-------------|
| Summary                                                             | 3           |
| Geographical Locations                                              | 4           |
| Eligible categories and Project Goals enforce Ministries strategies | 5           |
| Featured Mega projects partially financed:                          |             |
| FTTH/Decent Lives Initiative                                        | 7           |
| G2G Network                                                         | 8           |
| The Light Rail Transit (LRT) project                                | 9           |
| The High-Speed Rail (HSR) project                                   | 10          |

|                                 | Page Number |
|---------------------------------|-------------|
| Allocation Annex                | 11          |
| MOT projects Impact annexes     | 14          |
| MCIT projects Impact annexes    | 16          |
| Sample of end projects pictures | 18          |
| Acronyms                        | 23          |
|                                 |             |

## Summary

This Impact Report demonstrates our commitment to the National Association of Financial Market Institutional Investors (NAFMII), aligned with ICMA Standards and Egypt's Sovereign Sustainable Financing Framework (SSFF).

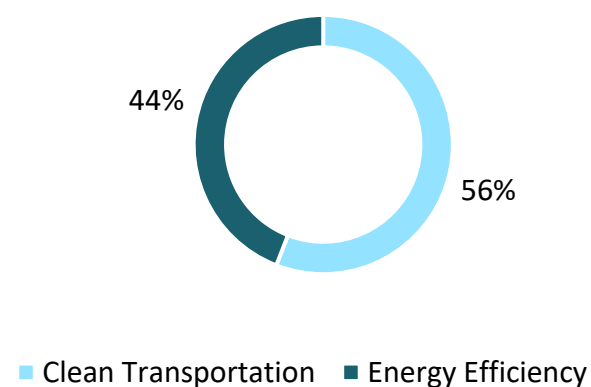
Approximately EGP 14.8billion (3.5 billion in CNY) of Egypt's 2024/2025 national investment plan earmarked to sustainability and the green economy Government projects, reinforcing Egypt's leadership in green & sustainable finance across Africa. Egypt sets a benchmark for other nations, encouraging private sector investment in climate adaptation and mitigation.

Proceeds from the Sustainable Panda Bond (SPB) 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 that is also matching the African Development Bank (AfDB) and Asian Infrastructure Investment Bank (AIIB) two internationally AAA-rated multilateral institutions guaranteed the SPB.

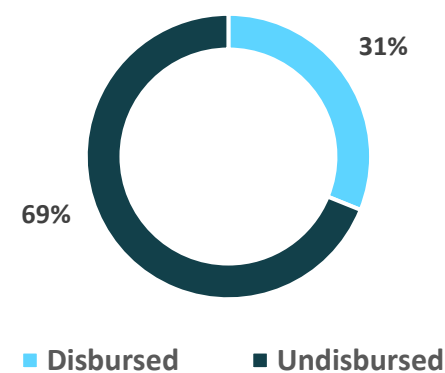
This first year Impact report emphasize heavily on the qualitative impact; to show the social side of the sustainable finance, the report complements the Allocation Report for the (SPB) and will be followed by an SPO review, supporting Egypt's Vision 2030 for sustainable development.

## Allocation Main Figures

% of Sustainable finance per category



Amounts allocated in terms of Disbursed and Undisbursed Amounts



## Awards and Recognition

Sovereign Supra & Agency bond of the year 2024 - Panda Sustainable Bond-



## Impact aggregate Figures

Beneficiaries :

The SPB had been partially financed Mega infrastructure Projects, that target most of Egyptian Citizens



Passengers benefiting through 2 main transport mega projects are 1.5 million passengers per day.



The LRT project has one car of each train set for women only, the MOT is aligned in all transport new project to apply the enabling code for disabled persons, and jobs are equally offered to both genders, Women are represented in different posts (Senior-operation levels)<sup>1</sup>



<sup>1</sup>- 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.

# Geographical approximate Locations of Projects



Clean Transportation



Digital Infrastructure



Affordable basic Infrastructure

| ID  | Project Name                                                                                                                              |
|-----|-------------------------------------------------------------------------------------------------------------------------------------------|
| DI1 | Connecting the fiber optic network to villages "the Decent Life Initiative"                                                               |
| DI2 | Establishing a closed government network                                                                                                  |
| DI3 | Automation of the technological infrastructure of the administrative body                                                                 |
| CT1 | Connecting the electrical supply to the electrical traction stations for the third stage of the Light Rail Transit LRT                    |
| CT2 | Sustainable Electrical supply for the high-speed rail HSR"                                                                                |
| CT3 | Implementing charging stations for electric buses participating in the Cop27 Climate Summit applying green and sustainable transportation |
| ABI | Developing the Cairo/Assiut Western Desert Road and establishing a service road                                                           |

## Eligible Category: Clean Transportation



Environmental Objective: Climate Change Mitigation

Electrified railway for passenger and freight and related infrastructure.  
Electrified public transportation or low-carbon Infrastructure enabling low-carbon road transport, public transport.

Egypt has embarked on a number of sustainable transportation projects based on environment-friendly technologies in passenger transport and green infrastructure, demonstrating the country's stance in maintaining a safe and green environment.

SPB finance stream is directed to the budget Green and Sustainable investment projects included after eligibility screening in the SSFF Sustainable portfolio, whereby 36% of the SPB use of proceeds are earmarked for the sustainable electrical supply to [HSR](#) and Connecting the Electrical supply to the electric traction station for third phase of [LRT](#), which is vital necessity for operating these end projects, the impact on aggregate level is reflected in GOE accumulated efforts towards achieving Clean energy, Energy efficiency and Affordable basic infrastructure goals.

Egypt's energy situation is changing fast, Egypt ([NCCS 2050](#)), also aims to Maximize energy efficiency and Adopting sustainable consumption and production trends to reduce greenhouse gas emissions from other non-energy activities.

The SPB financing directed towards MOT end projects contribute to achieving the set strategies:

### MOT five strategic objectives

**1- Sustain economic growth and improved productivity through reliable and 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.**

**1- High-speed Rail HSR**

**2- Charging stations for electric buses in the Cop27**

**3- Developing the Cairo/Assiut Western Desert Road**

**4- Light Rapid Transit (LRT)**

**Achieve First , Second and Fourth Strategic Objective**

**Meet all Objectives**

Eligible Category Affordable basic infrastructure



Social Objective: Access to Water Services, Access to Energy, Access to Digital Infrastructure, Access to Basic Services, distribution infrastructure to enable population located in rural areas to be connected to the grid

-Deployment of fixed or mobile broadband for internet and mobile connectivity to provide access in areas at risk of digital exclusion

Target Population: Targeted villages in rural areas under the Decent Life Initiative, low-income families , people with disabilities, youths , orphan or children, women G, senior people, displaced persons.

Environmental Objective: Climate Change Mitigation  
Deployment of fiber optic to replace less energy efficient copper-based network,

SPB finance stream is directed to the budget Green and Sustainable investment projects included after eligibility screening in the SSFF Sustainable portfolio, whereby 44% of the SPB use of proceeds are earmarked for Affordable basic infrastructure/digital projects, where by GOE’s accumulate efforts through the MCIT 3 projects selected under the bigger scoop of digital Egypt initiative and each of the project target at set of goals of the [Digital Egypt](#) initiative, that meet MCIT goals.

The SPB financing directed towards MCIT projects contribute to achieving the set strategies:

Digital Egypt

Digital Transformation

Cyber Security

Digital Innovation & upskilling

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

Meet all Objectives

# FTTH/Decent Lives Initiative



The "[Decent Life](#)" presidential initiative - the National Project for the Development of the Egyptian Countryside - is a multi-pronged and integrated initiative, launched by President Abdel Fattah El-Sisi, in 2019.

The Initiative aims at improving the living conditions and daily life of Egyptian citizens, within a framework of integration and unity of efforts among the state institutions, private sector entities, civil society and development partners in Egypt.

Pillars of Work includes: Decent Housing , Infrastructure, Medical Services, Educational Services, Economic Empowerment, Social Service Interventions and Human Development, Environmental Interventions.

The Ministry of Communications and Information Technology (MCIT) plays a significant role in implementing some of the initiative’s pillars, including developing the telecommunications infrastructure, including installing a fiber-optic cable network.

The fiber-optic cable network FTTH installation is vital for all citizens. It gives citizens the opportunity to receive better training, education and employment opportunities.

MCIT aims to develop services and facilities for all the 4,500 Egyptian villages, including government buildings, homes, hospitals, schools, service centers and others. The number of beneficiaries reaches more than 58 million citizens in more than three million households. The buildings in these villages will be connected using a fiber-optic network within three years.

The first phase of this mega project of the "Decent Life" initiative, a network of fiber-optic cables will be installed, aiming to connect 1,400 villages, including one million buildings within one year. In the next phases, the project will cover the entire target villages.

## (DI1) FTTH



Total Number of beneficiaries, 3 Million household, in 4,500 targeted Villages

The First phase of Decent aiming to connect 1,400 villages

### Progress to date

773 Villages

9 INDUSTRY, INNOVATION AND INFRASTRUCTURE



10 REDUCED INEQUALITIES



16 PEACE, JUSTICE AND STRONG INSTITUTIONS



### Allocation

Total Eligible Amount of EGP 2.4 billion an equivalent of RMB 568 Million

100% of total eligible amount is new Finance FY 2024/2025

### The Qualitative Sustainable Impact of the project

| Environmental Impact | Reducing carbon emissions                                             | Environmental protection                                                                                                                 |
|----------------------|-----------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|
| Social Impact        | Improving access to education<br><br>Saving citizens' time and effort | Making it easier for citizens to keep pace with technological progress<br><br>Making the most of achieving an integrated digital society |

## G2G Network



Egypt has been adopting a robust strategy and strong course of action in transforming the existing government services and community ecosystem to an entirely digital and data driven ecosystem, to provide public services in a faster and simpler way.

The Ministry of Communications and Information Technology (MCIT) seeks to create public value, in terms of value for individuals through easy access to government transactions and information, and value for government in terms of doing more for less.

Achieving digital transformation starts with building and upgrading the national information infrastructure. State agencies have cooperated with the Administrative Control Authority (ACA) to build the information infrastructure, helping form a full digital image of citizens’ entitlements.

Big data centers have been also built to host, protect, preserve, and secure data. The centers have been built following the highest technical and insurance standards.

All public services are to be provided to citizens digitally, nationwide. Egyptian citizens, anywhere in the country, will be able to receive these services in a digital format. Several methods of online payment of service fees have been made available.

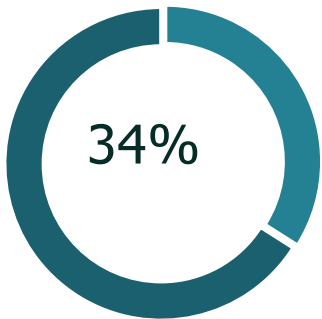
A government intranet has been created connecting government buildings nationwide. More than 33,000 buildings are being connected. In addition, the Government-to-Government (G2G) system, which facilitates electronic sharing of data and/or information systems between government agencies, departments or organizations., has been optimized. State agencies communicate through the system and coordinate operations to deliver services to citizens through a single entity.



### (D12) G2G

Total Number of beneficiaries approximately 50,000 of the Employees of The state's administrative apparatus

#### Progress % to date



#### Allocation

Total Eligible Amount of EGP 4,095 Million,  
Finance from SPB Use of proceeds of EGP 3,418 Million “RMB 809 Million”  
100% of Financed amount is new Finance FY 2024/ 2025

#### Production Capacity / coverage

33,000 Building

#### The Qualitative Sustainable Impact of the project

|                      |                                                      |                           |
|----------------------|------------------------------------------------------|---------------------------|
| Environmental Impact | Energy saving                                        | Reducing electronic waste |
| Social Impact        | Improving citizen services<br>Enhancing transparency | Strengthening management  |

# The Light Rail Transit (LRT) project



The Light Rail Transit (LRT) project is 103 km long and has 19 stations, serving about a million passengers on a daily basis. The project was implemented over three phases.

The total number of trains is 22 trains, each composed of 6 carts. The frequency of trains is 2.5 minutes, and the speed of operation is 120 km/h.

LRT interchanges service with Metro Line 3 at Adly Mansour Central Station, the East Nile Monorail (the Administrative Capital at the City of Arts and Culture station) and the first line of the high-speed electric rail network at the Capital's Central Station.

The project aims to serve the new cities along the track such as El Obour City, Al Shorouk, Mostakbal City, Badr City, 10th of Ramadan and the Administrative Capital. It saves fuel worth 1.7 billion EGP on an annual basis, and will serve about 500 thousand passenger/day,

The LRT is a sustainable means of green mass transportation since it runs on electricity instead of diesel.

## (CT1) LRT

Total Number of beneficiaries around 500 Thousand Beneficiaries

### Total Capacity/Coverage

103

Km

Expected CO2 emmission to be reduced

149,500

Ton Equivalent annum CO2

passengers.

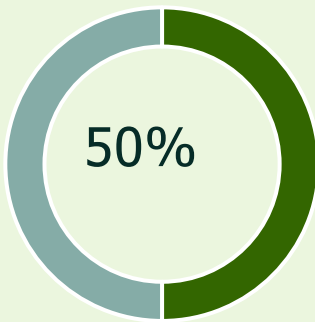
47,024

/Passenger /km/hr

### Allocation

Total Eligible Amount of EGP 238 million, 44% of Capital of the Connecting the electrical supply to the electrical traction stations for the third stage of the Light Rail Transit LRT mega infrastructure project is Financed from SPB all amount is new Finance FY 2024/2025

### Progress to date



### Total Number of Job Creations:

Construc  
tion

2300  
person

Operation

around 450 person

# The High-Speed Rail (HSR) project



The High-Speed Rail (HSR) is a new type of rail passenger transportation that is faster and more comfortable than a regular train by making a design that allows trains to run at speeds of 250 km/h.

The project will cover all parts of the Republic, besides being development arteries serving new and existing urban and industrial areas, will help reduce and shorten travel time between governorates in more than half.

linking the New Administrative Capital and the new cities with the railway network to transport passengers and goods through a fast, modern and safe means of transportation.

Implementation of a fast electric train line (passengers & goods) linking the city of Ain Sukhna on the Red Sea coast to the city of Matrouh on the Mediterranean coast

reduces traffic congestion, achieves higher passenger safety, a better impact on the environment, aids in economic development, enhances the infrastructure of the area and helps contain urban sprawl.

The project aims to serve 1 million passengers/day and 8,500 tons of goods/day.

## (CT2) HSR

passengers.

1 million

Passenger /day

Tons of goods Transported.

8,500

Tons of goods /day

Total Capacity/Coverage

2,000

Km

## Allocation

Total Eligible Amount of Providing the electric train project with the sustainable electrical energy necessary for HSR end project operation of EGP 5,000 billion, out of EGP 16,500 billion capital.

50% disbursed in 2023/2024 and the other 50% is New Finance FY 2024/2025

Speed of the Rail

250

Km/h

# Annex 1: Allocation of Proceeds\*

| Eligibility Criteria                                   | Responsible Ministry                                                                    | Project capital | Eligible amount | SPB Use of Proceeds | Financed Disbursed Amount as of FY 2023/2024 |     | New Finance Expected FY 2024/2025 |      | Sustainable Panda bond from project capital | % of Eligible criteria Finance from total SPB Use of proceeds | Disbursed from Total SPB Use of proceeds | New Finance from Total SPB Use of proceeds |
|--------------------------------------------------------|-----------------------------------------------------------------------------------------|-----------------|-----------------|---------------------|----------------------------------------------|-----|-----------------------------------|------|---------------------------------------------|---------------------------------------------------------------|------------------------------------------|--------------------------------------------|
|                                                        |                                                                                         |                 |                 |                     | Amount                                       | %   | Amount                            | %    |                                             |                                                               |                                          |                                            |
| Affordable Basic Infrastructure & Energy Efficiency    | Ministry of Communication and Information Technology (MCIT)                             | 24,313          | 9,004           | 6,518               | -                                            | 0%  | 6,518                             | 100% | 27%                                         | 44%                                                           | 0%                                       | 44%                                        |
| Affordable Basic Infrastructure & Clean Transportation | Ministry of Electricity and Renewable Energy (MOERE) / Ministry of Transportation (MoT) | 57,881          | 8,264           | 8,264               | 4,598                                        | 56% | 3,666                             | 44%  | 14%                                         | 56%                                                           | 31%                                      | 25%                                        |
| Total                                                  |                                                                                         | 82,194          | 17,268          | 14,782              | 4,598                                        | 31% | 10,184                            | 69%  | 18%                                         | 100%                                                          | 31%                                      | 69%                                        |

\* FX Rate used as at 16<sup>th</sup> of October 2023 being the issuance date

|            |         |
|------------|---------|
| CNY to EGP | 4.2255  |
| CNY to USD | 7.3110  |
| USD to EGP | 30.8966 |

Annex 2 Table: Allocation of Proceeds Finance & New Finance



Amounts In EGP Million

| ID    | Project Budget ID    | Project name                                                                                                                              | Eligible amount | SPB Use of Proceeds | Financed Disbursed Amount as of FY 2023/2024 |     | New Finance Expected FY 2024/2025 |      | % of sub-project Finance from total SPB Use of proceeds | Disbursed from Total SPB Use of proceeds | New Finance from Total SPB Use of proceeds |
|-------|----------------------|-------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------------------|----------------------------------------------|-----|-----------------------------------|------|---------------------------------------------------------|------------------------------------------|--------------------------------------------|
|       |                      |                                                                                                                                           |                 |                     | Amount                                       | %   | Amount                            | %    |                                                         |                                          |                                            |
| DI1   | 10290692<br>10282793 | Connecting the fiber optic network to villages "the Decent Life Initiative"                                                               | 2,400           | 2,400               | -                                            | 0%  | 2,400                             | 100% | 16%                                                     | 0%                                       | 16%                                        |
| DI2   | 10267385             | Establishing a closed government network                                                                                                  | 4,095           | 3,418               | -                                            | 0%  | 3,418                             | 100% | 23%                                                     | 0%                                       | 23%                                        |
| DI3   | 10267362             | Automation of the technological infrastructure of the administrative body                                                                 | 2,509           | 700                 | -                                            | 0%  | 700                               | 100% | 5%                                                      | 0%                                       | 5%                                         |
| CT1   | 10283467             | Connecting the electrical supply to the electrical traction stations for the third stage of the Light Rail Transit LRT                    | 238             | 238                 | -                                            | 0%  | 238                               | 100% | 2%                                                      | 0%                                       | 2%                                         |
| CT2   | 10276176             | Sustainable Electrical supply for the high-speed rail HSR”                                                                                | 5,000           | 5,000               | 2,500                                        | 50% | 2,500                             | 50%  | 34%                                                     | 17%                                      | 17%                                        |
| CT3   | 10273859             | Implementing charging stations for electric buses participating in the Cop27 Climate Summit applying green and sustainable transportation | 326             | 326                 | 198                                          | 61% | 128                               | 39%  | 2%                                                      | 1%                                       | 1%                                         |
| ABI   | 10225513             | Developing the Cairo/Assiut Western Desert Road and establishing a service road                                                           | 2,700           | 2,700               | 1,900                                        | 70% | 800                               | 30%  | 18%                                                     | 13%                                      | 5%                                         |
| Total |                      |                                                                                                                                           | 17,268          | 14,782              | 4,598                                        | 31% | 10,184                            | 69%  | 100%                                                    | 31%                                      | 69%                                        |



# Annex 3 Table : Allocation of Proceeds/ overview of the Sub- Projects

| Amounts In EGP Million |                      |                                                                                                                                           |                                                                                                                                                                                                                          |                                                        |                 |                 |                     |                                        |
|------------------------|----------------------|-------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|-----------------|-----------------|---------------------|----------------------------------------|
| ID                     | Project Budget ID    | Project name                                                                                                                              | Goals                                                                                                                                                                                                                    | Eligibility Criteria                                   | Project capital | Eligible amount | SPB Use of Proceeds | Percentage of SPB from project capital |
| DI1                    | 10290692<br>10282793 | Connecting the fiber optic network to villages "the Decent Life Initiative""                                                              | Alleviating the burden on citizens and the Comprehensive development of communities                                                                                                                                      | Affordable Basic Infrastructure & Energy Efficiency    | 5,559           | 2,400           | 2,400               | 43%                                    |
| DI2                    | 10267385             | Establishing a closed government network                                                                                                  | One of the axes of electronic government, developing the relationship between government departments (Government To Government (GTG)) reflecting on the performance of the government.                                   | Affordable Basic Infrastructure & Energy Efficiency    | 12,000          | 4,095           | 3,418               | 28%                                    |
| DI3                    | 10267362             | Automation of the technological infrastructure of the administrative body                                                                 | Developing the infrastructure and technology of the state’s administrative apparatus, including establishing information networks, linking the various sites of a single institution, and equipping information centers. | Affordable Basic Infrastructure & Energy Efficiency    | 6,755           | 2,509           | 700                 | 10%                                    |
| CT1                    | 10283467             | Connecting the electrical supply to the electrical traction stations for the third stage of the Light Rail Transit LRT                    | Connecting the electrical supply to the electrical traction stations for the third stage of the Light Rail Transit LRT                                                                                                   | Affordable Basic Infrastructure & Clean Transportation | 538             | 238             | 238                 | 44%                                    |
| CT2                    | 10276176             | Sustainable Electrical supply for the high-speed rail HSR”                                                                                | Providing the electric train project with the sustainable electrical energy necessary for its operation.                                                                                                                 | Affordable Basic Infrastructure & Clean Transportation | 16,500          | 5,000           | 5,000               | 30%                                    |
| CT3                    | 10273859             | Implementing charging stations for electric buses participating in the Cop27 Climate Summit applying green and sustainable transportation | Providing sustainable green transportation services.                                                                                                                                                                     | Affordable Basic Infrastructure & Clean Transportation | 400             | 326             | 326                 | 81%                                    |
| ABI                    | 10225513             | Developing the Cairo/Assiut Western Desert Road and establishing a service road                                                           | National Road network projects                                                                                                                                                                                           | Affordable Basic Infrastructure & Clean Transportation | 40,443          | 2,700           | 2,700               | 7%                                     |
|                        |                      |                                                                                                                                           |                                                                                                                                                                                                                          |                                                        | 82,194          | 17,268          | 14,782              | 18%                                    |



## Annex 4: MOT Projects Affordable Basic Infrastructure & Clean Transport Aggregate Environmental & Social Qualitative Impact

| Project ID | Project name                                                                                                                              | Goals                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Eligibility Criteria                                   | If Gender elements / analysis applied                                                                                                 |
|------------|-------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|
| CT1        | End project Light Rail Transit LRT (MOT)                                                                                                  | <p>Providing sustainable green transportation services.</p> <p>Reducing accidents, reducing traffic congestion, and opening up opportunities for applications and job opportunities for young people.</p> <p>A. 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.</p> <p>B. 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.</p> <p>C. Serving residential and industrial areas in both the New Administrative Capital and 10th of Ramadan City.</p> <p>D. Transporting the audience visiting the sports city to attend sports tournaments.</p> <p>E. Integration between all electric traction projects (high-speed train, monorail, Metro) through interchange stations along the light rail route as follows:</p> <p>1-Adly Mansour interchange station between the LRT and metro line 3.</p> <p>2-Arts and Culture Interchange Station between the LRT and the East of Nile Monorail.</p> <p>3-Capital Central Station is the interchange station between the LRT and the High-Speed Rail.</p> | Affordable Basic Infrastructure & Clean Transportation | <p>- One car of each train is set for women use only.</p> <p>- Providing job opportunities for all levels for women for operating</p> |
| CT2        | End Project high-speed Rail HSR (MOT)                                                                                                     | Providing the electric train project with the sustainable electrical energy necessary for its operation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Affordable Basic Infrastructure & Clean Transportation |                                                                                                                                       |
| CT3        | Implementing charging stations for electric buses participating in the Cop27 Climate Summit applying green and sustainable transportation | <p>Providing sustainable green transportation services.</p> <p>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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Affordable Basic Infrastructure & Clean Transportation | Providing job opportunities in design and operation for all levels for women                                                          |
| ABI        | Developing the Cairo/Assiut Western Desert Road and establishing a service road                                                           | <ul style="list-style-type: none"> <li>Reducing accidents</li> <li>Reducing traffic congestion</li> <li>Opening opportunities for applications and job opportunities for young people.</li> <li>Connecting Egypt with African countries , As a main part of (Cairo-cape town) corridor.</li> <li>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).</li> <li>Serving the agricultural and urban communities expected to be established</li> <li>Establishing logistical areas</li> <li>Ease of transporting agricultural products to reclamation lands and rural areas of Egypt</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Affordable Basic Infrastructure & Clean Transportation | Providing job opportunities in planning, design, supervision and operation for women                                                  |

## Cont. Annex 4: MOT Projects Affordable Basic Infrastructure & Clean Transport Aggregate Environmental & Social Quantitative Impact

| Project name                                                                                                                              | Project Capital | Percentage of SPB from project capital | targeted Number of beneficiaries                                                                                                                                                 | Project Life (years)                                                                          | Capacity or Coverage | Units          | Expected Production or Improvement from Baseline                                                                                                                                                                                                                                                                                                                                                                                                                                  | Expected Emissions reduced per annum | Progress to Date (%)                     | SDGs served                                      |
|-------------------------------------------------------------------------------------------------------------------------------------------|-----------------|----------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|----------------------|----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|------------------------------------------|--------------------------------------------------|
| End project Light Rail Transit LRT                                                                                                        |                 |                                        | - 500,000 passengers/day                                                                                                                                                         | Construction Period 15 months.<br>Project life 30 years for E&M and 100 years for civil works | 103                  | Km             | "Improve the environmental performance<br>Strengthen the safety and security of transport.<br>Enhance access to jobs, services and social networks.<br>Sustain economic growth and improved productivity through reliable and efficient transport networks.<br>Encourage investment in the transportation sector."                                                                                                                                                                | 149,500 Ton Equivalent t annum CO2   | %50                                      | Goal 3<br>Goal 8<br>Goal 9<br>Goal 11<br>Goal 13 |
| End Project high-speed Rail HSR                                                                                                           |                 |                                        | 1million passengers/day<br><br>8,500 tons of goods/day                                                                                                                           |                                                                                               | 2000 kilometer       | km             | The new network will:<br>-Enable millions of journeys a year .<br>-Save passengers up to 50 percent on travel time.<br>-Cut carbon and reduce air emissions by more than 70 percent compared to car or bus traffic.<br>-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.<br>-Positively impact the economy and increase the quality of life for people in Egypt |                                      |                                          | Goal 3<br>Goal 8<br>Goal 9<br>Goal 11<br>Goal 13 |
| Implementing charging stations for electric buses participating in the Cop27 Climate Summit applying green and sustainable transportation | 400             | 81%                                    | *approximately the participants in Cop 27 of 33,449 as part of the Passengers/day, benefitted from the project as it is an ongoing benefit through re-use in different purposes. |                                                                                               | 55 ,200              | Square meters. | Improve the environmental performance<br>- Enhance access to jobs, services and social networks.<br>- Sustain economic growth and improved productivity through reliable and efficient transport networks.                                                                                                                                                                                                                                                                        |                                      |                                          | Goal 3<br>Goal 8<br>Goal 9<br>Goal 11<br>Goal 13 |
| Developing the Cairo/Assiut Western Desert Road and establishing a service road                                                           | 40,443          | 7%                                     | *36,000 veh/ day for Main road in year 2035 .<br>* 7000 veh/day for service road in year 2040.                                                                                   | 15years (main road) 20 years (service road)                                                   | 354 Kilometer        | KM             | -Developing of the main road to be a freeway without any surface intersection.<br><br>-Constructing a service road of concrete pavement to separate truck traffic from the main road.                                                                                                                                                                                                                                                                                             |                                      | 85% ( expected completion date : 6/2025) | Goal 8.<br>Goal 9.<br>Goal 11<br>Goal 12         |

## Annex 5: MCIT Projects Affordable Basic Infrastructure &amp; Energy Efficiency Aggregate Environmental &amp; Social Qualitative Impact



| Serial | Project name                                                                | Goals                                                                                                                                                                                                                                                                                                                                                                                                    | Eligibility Criteria                                | Who are the beneficiaries of the project               | Environmental Impact                                                                                                                 | Social Impact                                                                                                                                                                                                                                                                 |
|--------|-----------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|--------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DI1    | Connecting the fiber optic network to villages "the Decent Life Initiative" | <ul style="list-style-type: none"> <li>-Reducing the digital gap between urban and rural areas.</li> <li>-Improving the Internet infrastructure in rural areas.</li> <li>-Supporting the digital transformation of education, health and government services.</li> <li>-Promoting economic development by enabling rural areas to access high-speed Internet.</li> </ul>                                 | Affordable Basic Infrastructure & Energy Efficiency | citizens of 1st phase of the decent life initiative    | <ul style="list-style-type: none"> <li>Reducing carbon emissions</li> <li>Environmental protection</li> </ul>                        | <ul style="list-style-type: none"> <li>Improving access to education</li> <li>Saving citizens' time and effort</li> <li>Making it easier for citizens to keep pace with technological progress</li> <li>Making the most of achieving an integrated digital society</li> </ul> |
| DI2    | Establishing a closed government network                                    | <ul style="list-style-type: none"> <li>-Enhancing cybersecurity and protecting government data.</li> <li>-Achieving integration between government agencies through a unified network.</li> <li>-Improving the provision of government services through a safe and effective network.</li> <li>-Supporting digital transformation and facilitating data exchange between government agencies.</li> </ul> | Affordable Basic Infrastructure & Energy Efficiency | The state's administrative apparatus and its employees | <ul style="list-style-type: none"> <li>Energy saving</li> <li>Reducing electronic waste</li> </ul>                                   | <ul style="list-style-type: none"> <li>Improving citizen services</li> <li>Enhancing transparency</li> <li>Strengthening management</li> </ul>                                                                                                                                |
| DI3    | Automation of the technological infrastructure of the administrative body   | <ul style="list-style-type: none"> <li>-Achieve Digital transformation for the administrative apparatus.</li> <li>-Improving administrative efficiency using technological systems.</li> <li>-Facilitating access to government services via the Internet.</li> <li>-Enhancing transparency and cybersecurity in government transactions.</li> </ul>                                                     | Affordable Basic Infrastructure & Energy Efficiency | The state's administrative apparatus and its employees | <ul style="list-style-type: none"> <li>-Reducing resource consumption.</li> <li>Improving the efficiency of resource use.</li> </ul> | <ul style="list-style-type: none"> <li>Increase efficiency</li> <li>Improving access to information</li> <li>Enhancing citizen satisfaction</li> </ul>                                                                                                                        |



Cont. Annex 5: MCIT Projects Affordable Basic Infrastructure & Energy Efficiency Aggregate  
Environmental & Social Impact: Quantitative Impact



| Project name                                                                    | Project capital                  | Percentage of SPB from project capital   | Production Capacity / coverage | Unit of measurement | Progress to Date | SDGs served                  |
|---------------------------------------------------------------------------------|----------------------------------|------------------------------------------|--------------------------------|---------------------|------------------|------------------------------|
| Connecting the fiber optic and the network to villages "Decent Life Initiative" | Total FTTH project capital 5,559 | % from the total FTT project capital 43% | 4,500                          | Village             | 773 village      | Goal 9                       |
|                                                                                 | The Decent Life initiative 2,400 | % from The Decent Life initiative 100%   | 3 Mn                           | households          |                  | Goal 16<br>Goal 10           |
| Establishing a closed government network                                        | 12,000                           | 28%                                      | 33,000                         | Buildings           | 34%              | Goal 9<br>Goal 16<br>Goal 10 |
| Automation of the technological infrastructure of the administrative body       | 6,755                            | 10%                                      |                                |                     | 58%              | Goal 9<br>Goal 16<br>Goal 10 |

## Annex 6. 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:

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

## SFWG Projects Site Visits



LRT Arts & Knowledge Station in the New capital City



HSR New Administrative Capital Station



COP 27 Electric Busses



FTTH



# ANNEX 7: Summary of Egypt’s National Climate Change Strategy 2050

The Egypt’s NCCS aims to address the impacts of climate change while improving the quality of life for Egyptian citizens, achieving sustainable development and sustainable economic growth, preserving natural resources and ecosystems, and strengthening Egypt’s leadership at the international level in the field of climate change.

Five main goals were identified in the NCCS. The 5 goals are (1) Achieve sustainable economic growth and low-emission development in various sectors; (2) Build resilience and adaptive capacity to tackle climate change and alleviate the negative impacts associated with climate change; (3) Improve climate action governance; (4) Enhance climate financing infrastructure and (5) Enhance scientific research, technology transfer, knowledge management and awareness to combat climate change. These goals are followed by several objectives and specific directions for achieving the objectives, in addition to performance indicators for each goal, and the proposed enabling policies and tools. The strategy also includes eight general directions to be adopted by the Egyptian government to promote and underpin the achievement of the strategy's goals.



## ANNEX 8: Summary of Egypt's Nationally Determined Contribution

Egypt submitted its first Nationally Determined Contribution (NDC) in 2015 to the UNFCCC, the first biennial update report in 2019 and updated its first NDC in July 2022, covering the period between 2015 till 2030. The NDC update is aligned with Egypt's sustainability strategies including Egypt Vision 2030, National Climate Change Strategy 2050, National Strategy for Disaster Risk Reduction 2030 and National Strategy for Adaptation to Climate Change, amongst other sectoral strategies.

Egypt's first NDC report acknowledged the need for Egypt to develop and implement a strong and economically feasible mitigation program in the near future, which would achieve the proposed emission reductions for 2030 at the lowest cost to the national economy. Hence, a comprehensive emission reduction program for Egypt should be based on three main initiatives:

1. Stimulate mitigation actions through a portfolio of strong and coordinated policies for the efficient reduction of GHGs across industry sectors and different geographic areas
2. Pursue energy efficiency and low-cost options through fast development of the infrastructure required for low-carbon energy systems; and encouraging research and development in promising technologies, which are suitable for the local context and stimulate their deployment.
3. Develop a national monitoring, reporting, and verification system

Egypt updated its first NDC in July 2022 and for the first time, provided projections of business as usual (BAU) GHG emissions by 2030 for three sectors and quantification of GHG emissions reductions from the implementation of its mitigation projects/programs.

In June 2023 The [NDC](#) update is aligned with Egypt's developmental and climate change policies, including Sustainable Development Strategy, [Egypt's Vision 2030](#)

The updated NDC also includes a review of the climate mitigation and adaptation measures reported in the first NDC and an update on progress since 2015 across the following areas:

|                                                                    |                                                                                                                                                                                                                                                                                                                                                                |
|--------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Energy policy reforms</b>                                       | <ul style="list-style-type: none"> <li>• Energy subsidy phase-out and comprehensive reforms for electricity and oil &amp; gas sectors initiated in July 2014 which are expected to complete in FY2024/25. The energy reforms included substantial renewable energy and energy efficiency programs reflected in the Integrated Energy Strategy 2035.</li> </ul> |
| <b>Renewable energy</b>                                            | <ul style="list-style-type: none"> <li>• Total installed wind and solar power plants is 3,016MW in FY2019/20 which is a 340% increase from FY2015/16 while total renewable energy (including hydropower) in FY2019/20 is 5,848 MW.</li> </ul>                                                                                                                  |
| <b>Energy efficiency in electricity sector</b>                     | <ul style="list-style-type: none"> <li>• A set of measures were implemented on both supply and demand side to improve energy efficiency leading to significant drop-in generation fuel consumption rate in 2017/18 to 2019/20.</li> </ul>                                                                                                                      |
| <b>Energy efficiency and low carbon fuels in petroleum sector:</b> | <ul style="list-style-type: none"> <li>• The 2016 Egypt's oil and gas sector modernization project was implemented to improve energy efficiency in the sector while Egypt continue to support promotion of cars operating on low carbon fuels</li> </ul>                                                                                                       |
| <b>Energy efficiency on demand side</b>                            | <ul style="list-style-type: none"> <li>• Measures and programs have been implemented leading to reduction in electricity consumption in FY2019/20 compared to FY2018/19 despite a growing population and large development initiatives</li> </ul>                                                                                                              |
| <b>Low carbon transport</b>                                        | <ul style="list-style-type: none"> <li>• Further expansion of underground metro and high-quality service buses to achieve modal shift to low carbon mass transit</li> </ul>                                                                                                                                                                                    |
| <b>Solid waste management</b>                                      | <ul style="list-style-type: none"> <li>• Policy reforms supporting waste-to-energy and waste management programs as well as air pollution management programs to reduce vehicle emissions, improve management of solid waste.</li> </ul>                                                                                                                       |
| <b>Green finance</b>                                               | <ul style="list-style-type: none"> <li>• Launch of Sovereign Green Bond in 2020, environmental sustainability criteria guideline and other policies supporting the development of green finance.</li> </ul>                                                                                                                                                    |
| <b>Climate adaptation action</b>                                   | <ul style="list-style-type: none"> <li>• Several sectoral adaptation projects implemented through pilot projects financed by national and international sources</li> </ul>                                                                                                                                                                                     |

## ANNEX 9: Summary of Egypt's Sovereign Sustainable Financing Framework

Aligned with the best market practices and compliant with the ICMA Green Bond Principles (GBP) 2021 , ICMA Social Bond Principles (SBP) 2021, ICMA Sustainability Bond Guidelines (SBG) 2021, LMA Green Loan Principles (GLP) 2021 and Social Loan Principles (SLP) 2021.

Under which Egypt can issue Green, Social, Sustainability or Thematic Bond(s), Sukuk(s), Loans.

### Use of Proceeds

- Financing new or re-financing existing projects/expenditures, in part or in full, which qualify under as an Eligible project category as set in the next slides
- direct/indirect investment expenditures, subsidies, tax expenditures and selected operating expenditures which may include R&D, education and training
- are limited to those that have been undertaken up to three budget years before issuance of any Sustainable Debt Instrument, the budget year of issuance and two budget years following issuance.
- Eligible Projects exclude any state disbursements to a local agency or local authority that participates in capital markets to raise financing, such as the issuance of Green, Social, Sustainability or Thematic ESG-related financing

### Process for Project Evaluation and Selection

- Egypt will establish a Sustainable Finance Working Group (SFWG) to carry out the evaluation and selection process
- On a semi-annual basis, the SFWG will consult with other Government departments to identify and recommend Eligible Expenditures.
- On a semi-annual basis, the SFWG will review all proposed Eligible Use of Proceeds to determine their compliance with the Egypt Sovereign Sustainable Financing Framework
- On a semi-annual basis and as and when required, the SFWG will review the allocation of the proceeds to the Eligible Use of Proceeds and determine if any changes are necessary

### Management of Proceeds

- The net proceeds of each Sustainable Debt Instrument will be deposited in the general funding accounts and earmarked for allocation in the Sustainable Financing Register.
- Pending its allocation to Eligible Expenditures, Egypt will temporarily hold an amount equal to the unallocated proceeds of any Sustainable Debt Instrument in cash in its Treasury.

### Reporting

- An annual allocation report will be made publicly available within one year of issuance of any Sustainable Debt Instrument, which details the allocation of the net proceeds from any outstanding issuance
- In addition, impact reporting on the expected environmental impacts of the Eligible Green and Social Projects will be provided and will be made available on at least an annual basis, subject to the availability of the relevant data.

### External Review

- Egypt has engaged Moody's Investors Service to provide an External Review in the form of a Second Party Opinion on the Egypt Sovereign Sustainable Financing Framework, and confirm alignment with GBP 2021, SBP 2021, SBG 2021, GLP 2021 and SLP 2021.
- Egypt is committed to engage an External Reviewer to assess the allocation of net proceeds to eligible expenditures and impact reporting, on an annual basis until full allocation.

## ANNEX 10: The second Party Opinion provided for the Sovereign Sustainable Financing Framework

The Second Party Opinion obtained from Moody's Investor Services for the Arab Republic of Egypt's Sustainable Financing Framework dated 8 November 2022.

The Arab Republic of Egypt has established its use-of-proceeds framework to finance projects across seven eligible green categories and seven social categories, demonstrates a significant contribution to sustainability, with Very Good Sustainability Quality Score SQS :



Overall alignment  
Aligned with  
Principles



Overall contribution  
Significant  
contribution to  
Sustainability



### ASSESSMENT 9 November 2022



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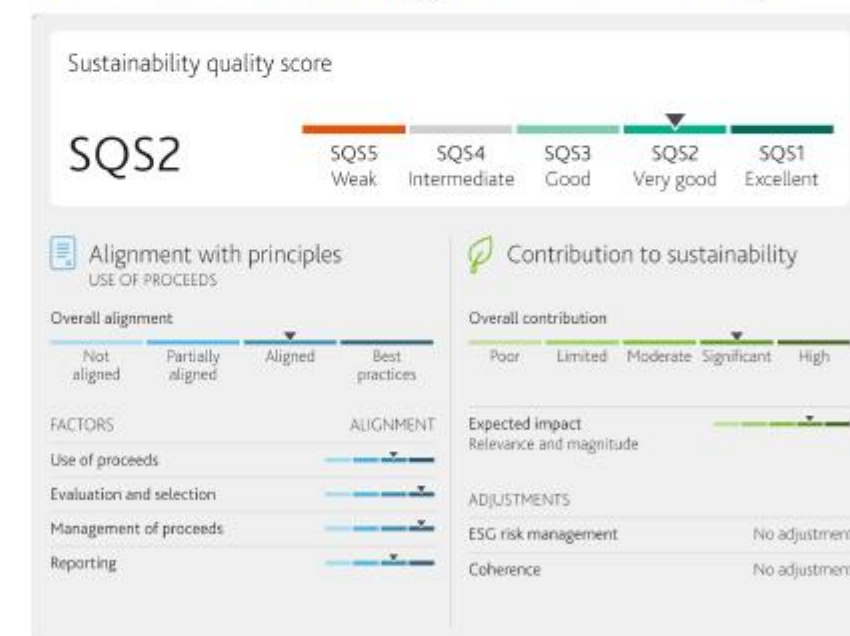
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### Government of Egypt

Second Party Opinion – Sustainable Financing Framework  
Assigned SQS2 Sustainability Quality Score

#### Summary

We have assigned an SQS2 sustainability quality score (very good) to the Arab Republic of Egypt's sustainable financing framework dated 8 November 2022. The Arab Republic of Egypt has established its use-of-proceeds framework to finance projects across seven eligible green categories and seven social categories. The framework is aligned with the four core components of the International Capital Market Association's (ICMA) Green Bond Principles 2021 (including June 2022, Appendix 1), Social Bond Principles 2021 (including June 2022, Appendix 1) and Sustainability Bond Guidelines 2021, and the Loan Market Association's, the Asia Pacific Loan Market Association's and the Loan Syndications & Trading Association's (LMA/APLMA/LSTA) Green Loan Principles 2021 and Social Loan Principles 2021. The framework also demonstrates a significant contribution to sustainability.





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               |
| 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                                       |
|           |                                                                  |
|           |                                                                  |
|           |                                                                  |