



Burkina Faso SKBo Basin of Integration Project

The WBG Burkina Faso SKBo Basin Integration Project aims to strengthen multimodal connectivity and bolster sub-regional value chains and trade within the Sikasso-Korhogo-Bobo-Dioulasso (SKBo) region. Phase 1 focuses on infrastructure development, including roadworks along the RN11 Banfora-Sidéradougou-Ouo corridor (115 km) and improvements to the Ouagadougou-Bobo-Dioulasso-Côte d'Ivoire railway, enhancing cross-border mobility and economic integration. The Global Center on Adaptation (GCA) is providing technical assistance to boost climate resilience along this corridor, with a focus on trade and food security.

Adaptation Need

Climate-induced road disruptions in Burkina Faso's SKBo region have severe, cascading effects on trade and food security, particularly for key crops like cotton, mango, rice, and maize. With the region heavily reliant on its road network, extreme weather events, floods and landslides, could shrink road accessibility by up to 90% under worst-case conditions, severely impacting market access and supply chain efficiency. Given that agriculture employs 75% of Burkina Faso's workforce, reduced connectivity could deepen rural poverty, disrupt livelihoods, and worsen food insecurity, especially in conflict-affected areas. Without adaptation measures, the primary climate hazards, such as flooding and landslides, will pose significant risks to the SKBo road network, particularly under RCP 8.5, where the probability of road disruptions increases by 300% compared to RCP 4.5. A total of 333.7 km of roads (primary, secondary, and tertiary) are at risk under RCP 8.5, compared to 110.2 km under RCP 4.5. Vulnerable road segments include RN1, RN2, RN7, RN8, RN9, RN10, and RN11, which are critical for trade, agricultural transport, and cross-border connectivity.

GCA's Added Value

Proposed adaptation measures include the use of higher temperature-rated bitumen, offering substantial risk reduction with a benefit-cost ratio (BCR) of up to 2. Additionally, culverts and stream crossings to be designed to withstand 1:100-year rainfall events, and Nature-Based Solutions (NbS) to mitigate runoff, control soil erosion, and reduce flooding risks, enhancing transport network resilience, particularly in flood-prone areas.

Total Investment Value Influenced

\$216.00M

Beneficiaries

2.00M

IFI Implementation period

2025

Program

Infrastructure and NbS

Partners

World Bank

Status

Completed

Countries



SDG contribution



PROJECT GOALS

Mainstreaming Adaptation and Resilience

Investing in climate-resilient infrastructure is essential to mitigating these risks and ensuring sustainable economic growth and food security. The World Bank Board approved the project on the 30th of April 2025, where it's mentioned that GCA technical support has enhanced climate risks and vulnerability assessment, with a focus on trade and food security and the prioritization of adaptation and resilience investment options for the project's implementation phase, with guidelines for implementation of prioritized options. These adaptation options, backed by cost-benefit analysis, will be incorporated into resilient asset design.

Expected Outcomes

Resulting adaptation and resilience options implemented, which GCA influenced, will deliver the following outcomes:

- 115km of resilient road systems built (RN11 Banfora – Sidéradougou – Ouo) and railways between Ouagadougou and Abidjan, targeting areas with poor current conditions to reduce operational disruptions

- Improved access to transport and services for rural communities

- Support Resilient value chains and industries

TIMELINE

GCA Support Status

Technical Assistance Preparation

GCA Support Implementation

April, 2025

GCA Support Completion

Monitoring

Project Investment Value

Total Investment Value
\$216.00M

IFI INVESTMENT VALUE

\$216.00.00M

OTHER INVESTMENT
VALUE

N/A

IFI partners



THE WORLD BANK

World Bank

CONTACTS

GENERAL MEDIA INQUIRIES

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REQUEST FOR INFORMATION

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