



**African
Capital
Access**

ACAB 2026

AFRICAN CAPITAL ACCESS BLUEPRINT

Continental Development and Capital Access

2026-2046

JULY 2026 REFERENCE EDITION

Authored and inspired by
Dr Fritz Gerald Zephir

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African Capital Access Blueprint 2026

Integrated Data Economic Zones Corridors and Regional Financial Centres

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Continental development and capital access from 2026 to 2046

Framework reference date 31 July 2026

Authored and inspired by
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A strategic journal and implementation reference for public institutions, regional organizations, industry and investors.

Abstract

Africa's access to capital depends on the ability to connect investment with productive activity across borders. A financial centre cannot compensate for an unreliable power supply, an unverified land title or a supply chain interrupted at a frontier. Equally, infrastructure without workable finance can leave a promising industrial site unfinished. The African Capital Access Blueprint therefore treats data, production, infrastructure and finance as one development system.

ACAB proposes a twenty year framework for the entire continent. Its foundation is a federated socioeconomic and geospatial information system, built around nationally governed data and common standards. This system identifies existing economic activity, records the legal and operational status of zones, evaluates expansion opportunities and connects them through transport, energy, water and digital corridors. Regional financial centres then organise trade finance, project preparation, investment funds, insurance and long term capital around those networks. Financial analysis begins during project preparation; expensive financial precincts follow demonstrated demand.

The framework includes country profiles for all 54 African United Nations member states, a separate treatment of Western Sahara and territorial participation, a continental corridor portfolio and a proposed division of financial functions. It makes room for large industrial economies, inland agricultural markets, fragile states and island economies. It does not assign permanent continental leadership to Kenya or any other country.

The principal recommendation is to adopt shared service standards and a verifiable project pipeline before multiplying new zones. Progress should be judged by productive employment, domestic supplier participation, dependable services, lower trade friction and sustainable capital mobilisation. Programme targets and development pathways in this manuscript are proposals, not official commitments or forecasts. The country atlas is a strategic starting inventory; a complete contemporary statutory zone register requires national confirmation.

Keywords Africa capital access integrated data ICT Industry 4.0 economic zones corridors regional finance 2026 to 2046

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Publication Basis And Method

This is an independent strategic manuscript, not an adopted African Union programme or a peer reviewed empirical study. ACAB is intended to complement Agenda 2063, the AfCFTA, PIDA and national development plans. It proposes practical implementation architecture rather than a substitute for their legal mandates. [AU1–AU5]

The July 2026 reference edition uses 31 July 2026 as its policy reference date. This substantially revised manuscript was prepared on 31 August 2026. The reference date does not claim that this document was physically written or published in July. Dated macroeconomic and policy releases used for the reference baseline were published on or before that date. Undated institutional directories consulted during revision establish examples and verification routes; they do not establish a certified July snapshot.

The analysis combines institutional evidence, economic geography and original policy design. The national atlas identifies economic nodes, selected documented zones and proposed relationships. It does not estimate every country's GDP, rank all countries by a fabricated score, or claim that every zone is currently operating. Names such as industrial park, Freeport, financial centre and special economic zone are retained according to their actual category.

Evidence is marked by short reference codes. Recommendations are explicitly described as proposed. The first implementation requirement is a national authority signed zone inventory with legal instruments, coordinates, operational evidence and an update date. Where this manuscript has no adequately verified statutory zone entry, it records an economic node and a verification requirement instead of inventing a zone.

The 54 country atlas follows the five UN M49 geographical groupings for navigation only. Economic corridors and financial service areas cross these groupings and overlapping regional institutions. Western Sahara receives a separate note because the African Union has 55 members while the UN member state coverage used here has 54. Cartographic presentation neither settles territorial disputes nor excludes people from development access. [GEO1; AU5]

The Originator And The Editorial Responsibility

Dr Fritz Gerald Zephir is named by the commissioning editor as the originator and intellectual inspiration of Africa Capital Access. Mr Jo Ibrahim, Malaysia, is credited with rearranging and editing this framework. These credits follow the supplied project attribution and require the named parties' review before external publication.

The most compelling element of the attributed vision is its question: how can African opportunity become accessible to capital without losing the connection to African enterprise and public needs? That question has shaped this revision. A continent rich in potential needs more than publicity. It needs a dependable account of where people work, where production can expand, what infrastructure is missing and how investment can reach viable projects.

The manuscript presents the originator's intended contribution through the ideas themselves: continental reach, practical capital access and a commitment to productive development. It does not invent academic qualifications, institutional appointments, awards or a personal history. A verified biographical interview, approved curriculum vitae and publication record should be added before a factual biography is issued.

The editorial task is to make that ambition usable. This edition moves from a single country emphasis to a continental system, establishes a sequence from evidence to investment, and assigns responsibilities to institutions that already exist. Its authority should ultimately come from the quality of its evidence and the results of implementation.

1. History And The Next Development Task

Africa’s transport geography reflects long periods in which ports and inland routes served outward commodity trade more effectively than integrated regional production. National independence expanded the developmental role of the state, but small markets, financing constraints, uneven administrative capacity and recurrent shocks limited the extent of industrial integration. Infrastructure maintenance and management have remained as important as new construction. [H1]

The continent has since developed broader integration architecture. The Abuja Treaty established a path towards an African Economic Community, with regional communities as building blocks. The AfCFTA was signed in 2018, entered into force in 2019 and began trading in 2021. Agenda 2063’s second implementation decade, 2024–2033, places renewed emphasis on acceleration. These frameworks give ACAB an institutional setting; they do not automatically give it an implementation mandate. [AU1; AU2; AU5]

Economic zones also have a substantial history. UNCTAD’s 2021 work reported an estimated 237 established zones in 38 African Union member states, with many additional single enterprise arrangements. Those are historical counts, not a 2026 inventory. The important lesson is that a zone’s value depends on location, services, governance and its connections to the wider economy. [Z1]

The next task is to turn separate assets into productive networks. A port should serve inland enterprises; an industrial park should develop local suppliers; a financial centre should bring usable capital to both. Technology allows those relationships to be measured and managed with greater precision, provided the underlying records and institutions are trustworthy.



Figure 1 Established integration milestones and the proposed ACAB planning horizon. Historical dates from AU sources; ACAB dates are proposed program windows.

2. The continental investment setting

The 2026 African Economic Outlook estimated continental real growth at 4.4 per cent in 2025 and forecast 4.2 per cent in 2026. These aggregate figures describe a varied economic landscape. They are not a growth promise for individual countries. [E1]

The World Bank's April 2026 assessment projected 4.1 per cent growth for sub Saharan Africa in 2026. It also reported public capital expenditure about one fifth below its 2014 level and external public debt service rising from 9 per cent of revenue in 2017 to 18 per cent in 2025. These figures have a different geographical scope from the continental AfDB estimates. They reinforce the need to protect fiscal space and select infrastructure carefully. [E2]

UNCTAD's July 2026 assessment put African inward FDI in 2025 at about US\$70 billion, compared with a revised US\$94 billion in 2024. Investment in strategic industries can be substantial while remaining concentrated in a few projects or locations. ACAB should therefore measure completed investment, local procurement and productive capacity rather than rely on announcement totals. [E3]

Urbanisation expands demand for electricity, food, housing, sanitation, mobility and public services. OECD analysis projects Africa's urban population at roughly 1.4 billion by 2050. This is a long term projection, not an ACAB target. It points to a large market for well governed infrastructure and enterprise, while also exposing the cost of unplanned urban growth. [E4]

A twenty year strategy must accommodate trade fragmentation, changing technology, climate stress and currency shocks. The appropriate response is a portfolio of regional production networks with several market outlets and finance providers. One corridor, commodity or international sponsor should never carry the whole development proposition.

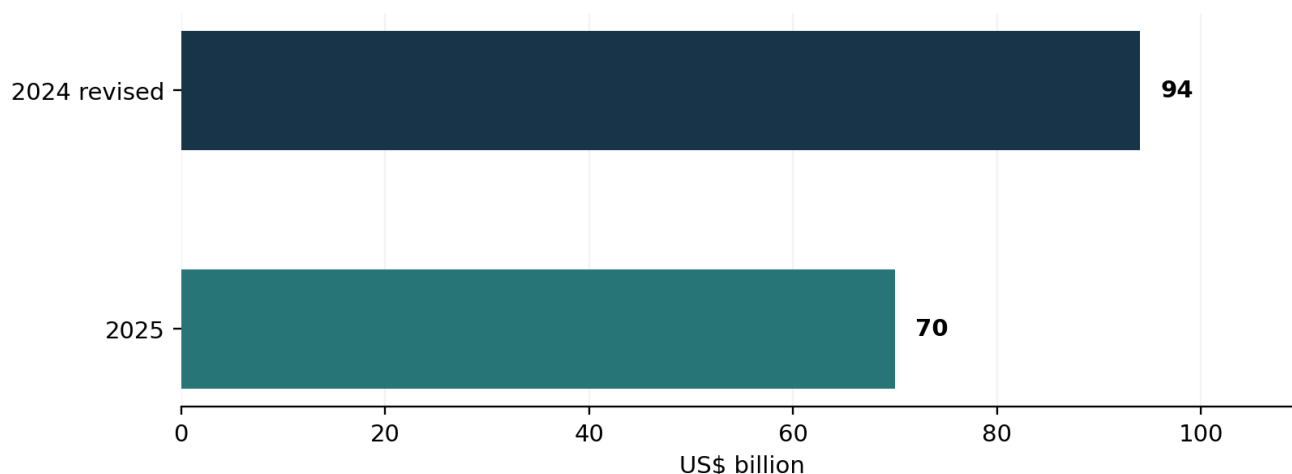


Figure 2 African inward FDI in US\$ billion. UNCTAD July 2026 comparison; 2024 is revised. These are historical flows and do not measure the ACAB pipeline.

3. The Continental Development Architecture

The foundational mechanism is integrated knowledge: population, enterprise, skills, land, infrastructure, production and risk recorded in compatible systems. ICT connects those records and delivers public and commercial services. Industry 4.0 applies sensors, automation, analytics and appropriate manufacturing technology where these improve productivity. The purpose is reliable production and broader participation in economic life.

The development sequence is evidence, spatial planning, economic zones, corridors and regional finance. Each stage feeds the next, while feasibility and financing analysis run throughout. An existing park with viable tenants may receive service improvements immediately; it does not have to wait for a continental database to be complete. Conversely, a weak of evidenced new zone should not gain approval merely because the program seeks fast expansion.

The institutional structure should remain distributed. National authorities retain responsibility for land, statistics, licensing and public finance. Corridor organizations coordinate shared services. Regional financial centers aggregate expertise and transactions. A small continental coordination function maintains interoperability, common reporting and dispute escalation under an agreed mandate.

Every major project must answer four practical questions: what productive demand will it serve; which countries and communities will benefit; what binding constraint will it remove; and how will operating and maintenance costs be paid? Projects with no convincing answers should be redesigned before they enter the investment pipeline.

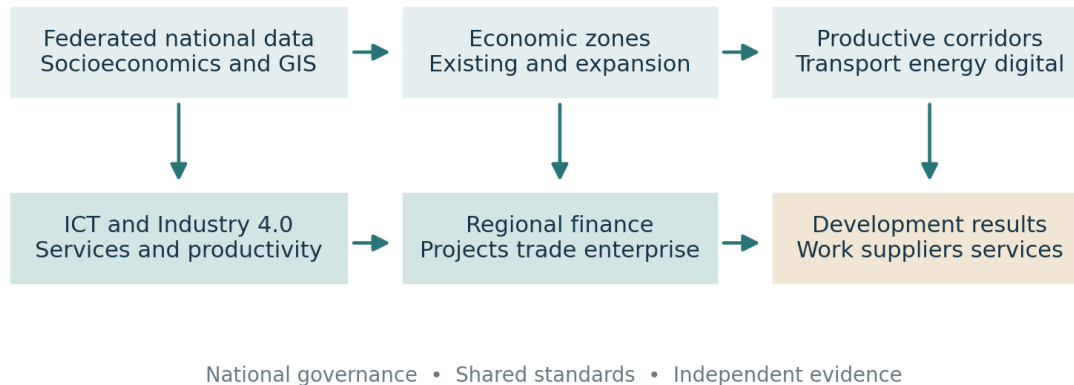


Figure 3 Proposed ACAB architecture. Nationally governed data supports connected production and infrastructure; regional finance serves the resulting project and enterprise networks.

4. The Integrated Socioeconomic Data Foundation

Africa needs an integrated view of its economy without requiring every national record to be held in one central database. ACAB proposes a federated data system. National statistical offices and responsible agencies remain custodians. Shared definitions, identifiers and interfaces allow authorized users to combine comparable information across borders. This follows the direction of the AU Data Policy Framework and Digital Transformation Strategy. [D1; D2]

The minimum layers are population and household conditions; enterprises and employment; land and permitted use; utilities and transport; agricultural and mineral production; public finance and investment projects; education and skills; health capacity; climate exposure; and institutional performance. Each observation needs a date, geographical coverage, source, and quality label and access rule. Data gaps must remain visible.

Public dashboards should use aggregate statistics and appropriately generalized maps. Personally identifiable household records, tax files and commercially sensitive enterprise information require controlled access. A legitimate investment question does not justify unrestricted access to citizens' records. Cross border sharing requires lawful purpose, protection and a clear responsible authority.

The first release should concentrate on the information required for investment decisions: zone boundaries, utility capacity, transport service levels, workforce availability, market access and legal status. Mobile and satellite data can supplement official evidence, but proxy measures must not silently replace censuses or surveys.

Data becomes an economic asset when it improves a decision. The programme should track fewer repeated permit submissions, shorter preparation times, better maintenance scheduling and more accurate market assessments. Database size and the number of dashboard visits are inadequate measures of development.

Layer	National steward	Practical investment use
People and skills	Statistical office and education agencies	Workforce planning and service demand
Enterprise and production	Registries and sector agencies	Supplier networks and market capacity
Land and infrastructure	Land offices and utility operators	Site readiness and maintenance
Finance and risk	Treasuries regulators and authorized providers	Affordability credit assessment and exposure

5. Mapping Economic Space And Expansion

A continental atlas must first identify what already exists. ACAB proposes four separate map layers: established economic activity, legally designated zones, projects under development and potential expansion areas. A fifth layer records corridors, including transport, power, water and fibre systems. Separating these layers prevents a proposed site from appearing as an operating industrial asset.

Expansion should be evaluated against reachable demand, workforce, water availability, energy reliability, transport service, land rights, climate exposure and ecological limits. A flat parcel beside a highway is not sufficient. Steep terrain, seasonal flooding, arid conditions or fragile wetlands can change both construction cost and commercial viability.

The strongest first investments may be modest. A substation, access road, wastewater facility or cold store can unlock activity in an existing cluster more quickly than a new city. ACAB therefore gives service rehabilitation and infill development equal standing with expansion.

Spatial planning also determines how benefits spread. Secondary cities, rural collection centers, dry ports and border markets should connect to the larger hubs. The atlas should show travel time and service availability, not just straight lines. For inland countries, at least two feasible trade routes should be considered where economically and politically possible.

The accompanying continental map is an orientation diagram. Its city points are approximate and its lines are schematic corridor relationships. It is not a cadastral map, construction alignment or complete zone boundary inventory. Precise investment decisions require national GIS and engineering evidence.

Continental Gateways And Inland Economic Nodes

This map supports the preceding analysis. Locations are approximate and the relationships are schematic. Investment appraisal requires national geographical records, dated operational evidence and project specific studies. The country atlas supplies the development route for every African UN member state, with a separate territorial participation note.

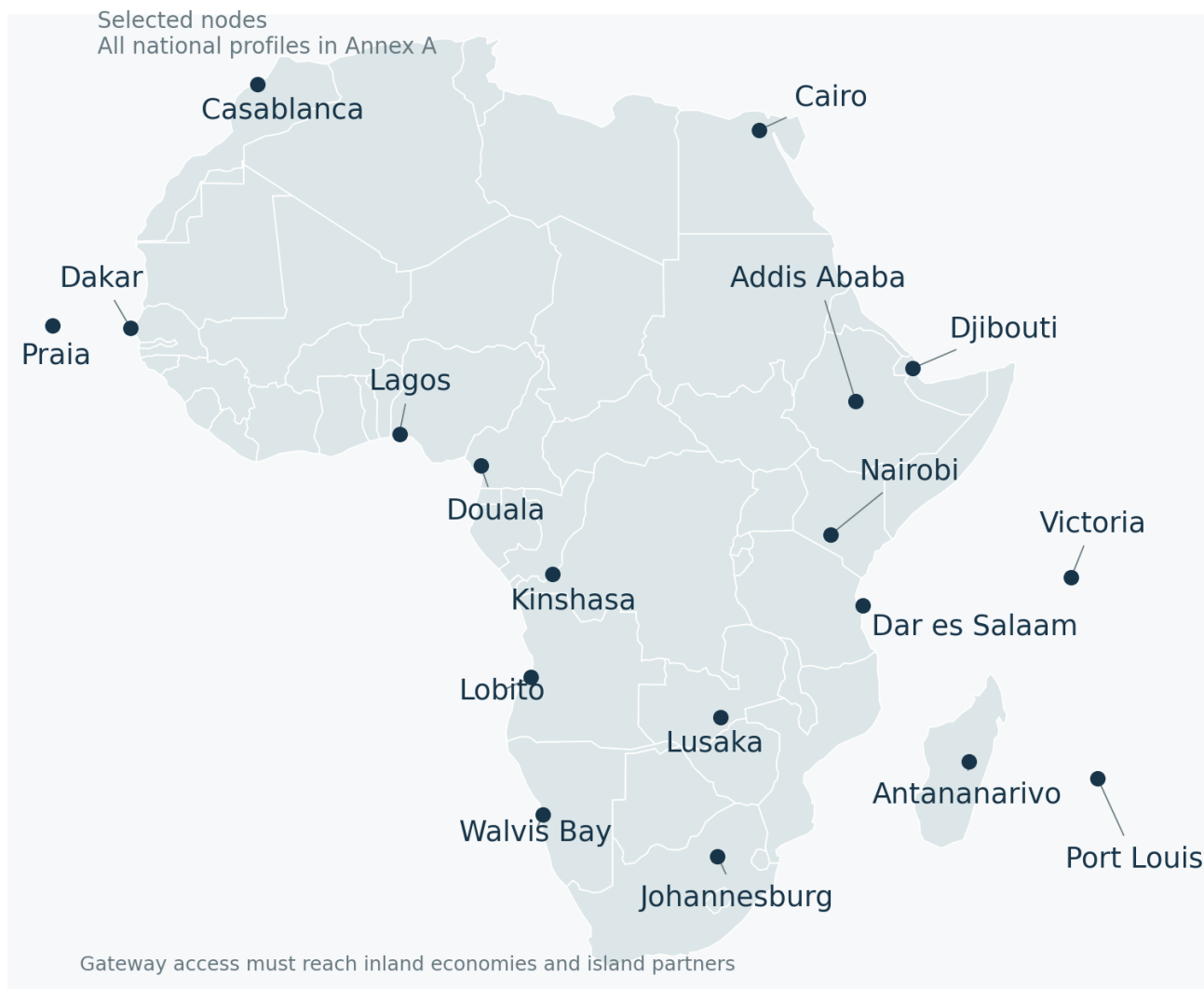


Figure 4 Continental gateways and major inland nodes. All regions participate. Natural Earth public domain base; selected nodes and ACAB interpretation. Territorial boundaries are schematic and neutral.

6. The Economic Zone Register

The user of a capital access reference needs to know whether a zone legally exists, whether its services work and whether enterprises can operate there. These are separate questions. The ACAB register should therefore distinguish legal designation, construction stage and commercial operation, with documentary evidence for each.

The initial examples include industrial and free zone systems in Morocco, Egypt, Tunisia, Nigeria, Ghana, Ethiopia, Kenya, Rwanda, Uganda, Djibouti, Gabon, Zambia, Mozambique, South Africa, Angola, Mauritania and Mauritius. They represent different regimes and development stages. They are not interchangeable, and they are not the continent's complete inventory. [Z2–Z18]

Each national zone authority should submit its complete list, including dormant, cancelled and proposed sites. Independent checks should reconcile gazettes, authority registers and evidence from operators. A national total without named records is insufficient; a directory entry without a status date is provisional.

An eligible zone must demonstrate a contribution outside its boundary. That contribution can take the form of local supplier purchases, training, additional exports, shared utilities, tax revenue or regional logistics services. Fiscal incentives should have a review period and a recorded public cost. An enclave that only imports inputs and exports output with little domestic connection may have a limited development effect.

The published atlas covers every UN member state in Africa and identifies selected economic anchors. Countries without a verified zone entry are explicitly included through their economic nodes and verification tasks. Exhaustive zone coverage becomes a governed deliverable of the first implementation phase, with completeness signed by each national authority.

Required record	Minimum evidence	Publication rule
Legal identity and boundary	Gazette instrument polygon authority	No SEZ label without a legal basis
Operational status	Date utilities tenants and inspection	Separate designation from operation
Economic performance	Jobs production supplier spend public cost	Publish scope and measurement method
Connections and risk	Port routes power fibre water exposure	Show constraints as well as opportunity

7. Regional Production Networks

Northern Africa connects manufacturing, logistics and service capabilities with Mediterranean and Red Sea markets. ACAB proposes stronger links between established industrial platforms and African customers, including components, machinery, pharmaceuticals, food processing and technical services. Sudan requires a conflict sensitive pathway centered on basic services and eventual recovery, rather than an assumption of ordinary project readiness.

Western Africa requires a dual system: coastal production and urban markets connected to inland food, livestock, cotton and mineral economies. Central Africa requires better integration of ports, river systems, energy, forest value chains and mineral processing. In both regions, reliable border processes and supplier finance are as consequential as large construction projects.

Eastern Africa combines Horn logistics, Great Lakes markets, agricultural processing, digital services and links to the Indian Ocean. Southern production networks connect advanced manufacturing and financial services with mining, farming, ports and inland logistics across several UN geographical groups. Island economies participate through maritime services, fisheries, specialist finance, tourism, aviation and digital trade.

Regional specialization should not become a permanent division between countries that export raw material and countries that retain high value services. The proposed network must support upgrading in every participating country. Training, supplier development, technology transfer and realistic local processing opportunities should be built into corridor investment agreements.

Membership of the eight AU recognized regional economic community's overlaps. ACAB should negotiate project arrangements with the relevant countries and institutions rather than assume that a geographical label creates a common legal regime. Trade preferences, customs treatment and membership changes require transaction specific confirmation. [AU5]

Network	Complementary activity	Critical shared service
North and Red Sea	Manufacturing machinery logistics and recovery	Ports standards and technical skills
West coast and Sahel	Food textiles minerals and urban distribution	Border clearance power and inland access
Central basin	Forest products agriculture minerals and services	River logistics reliable energy and safeguards
East and Great Lakes	Agro industry manufacturing and digital trade	Multimodal transit and payment links
Southern and islands	Industrial inputs minerals maritime and finance	Freight maintenance regional grids and shipping

8. Corridors As Economic Systems

A corridor is a service system, not simply a line on a map. It combines freight capacity, predictable border procedures, power, water, communications, storage, urban services and access for nearby enterprises. ACAB's corridor portfolio includes coastal, inland, river and maritime relationships. Route selection must consider redundancy and economic demand.

The Abidjan–Lagos program links Côte d'Ivoire, Ghana, Togo, Benin and Nigeria; the AfDB reported an investment phase and financing mobilization in April 2026. It must not be described as a completed new transnational motorway. The Lobito corridor connects Angola, the DRC and Zambia, with existing and proposed links requiring separate status labels. [C1; C2]

The Northern and Central corridors connect East African ports with inland markets. Southern networks include North–South, Maputo, Beira, Nacala and Walvis Bay routes. Central African port and river connections need site specific assessment. Trans Saharan and Atlantic–Sahel relationships require security and border feasibility, not automatic inclusion in an investable portfolio. [C3; P1]

A corridor contract should publish reliability, clearance time, and maintenance funding and service interruption data. Local access roads and collection centers should be included in the economic design. Where a port competes for the same inland cargo, corridor evaluation should compare total delivered cost rather than subsidies excess capacity in several locations.

Maritime and aviation links are essential for island participation. Small economies cannot be expected to fund infrastructure sized for continental traffic. Shared procurement, regional shipping agreements and resilient communications can provide access without excessive fixed investment.

Continental Corridor Relationships

This map supports the preceding analysis. Locations are approximate and the relationships are schematic. Investment appraisal requires national geographical records, dated operational evidence and project specific studies. The country atlas supplies the development route for every African UN member state, with a separate territorial participation note.



Figure 5 Selected corridor relationships for ACAB assessment. Lines are schematic and do not imply continuous completed railways or highways. Development status must be verified by segment. [C1–C3; P1]

9. How Zones Support One Another

Integration becomes concrete when one location supplies another, and the commercial relationship survives without permanent subsidy. ACAB proposes corridor compacts that specify inputs, outputs, standards, logistics and financing responsibilities. These compacts should begin with demonstrable demand and a small number of suppliers.

One illustrative chain connects agricultural collection and processing in inland West Africa with packaging and manufacturing along the coast. Another connects mineral producing areas of the DRC and Zambia with engineering, logistics and processing capabilities in surrounding countries. A third links East African farms and manufacturers to inland distribution centres and seaports. These are proposed commercial pathways; no agreement or guaranteed demand is asserted.

Shared power and digital capacity can support several industrial clusters. Technical colleges can train workers for a regional manufacturing chain. Testing laboratories can reduce repeated certification costs where regulators recognize their results. A regional insurer or lender can serve enterprises in several zones if it understands their linked cash flows and has lawful market access.

Spillover must be designed and measured. The supplier outside the zone needs access to orders, standards, working capital and transport. The municipality needs a service plan and a fair way to fund additional demand. Workers need skills, housing and safe mobility. Without these connections, a successful tenant may create only narrow benefits.

The network should retain commercial discipline. ACAB does not require every country to manufacture every product. It requires every country to have a credible route towards higher productivity and access to the network's services.

Illustrative chain	Supporting relationship	Finance function
Inland food to coastal markets	Collection cold chain processing and packaging	Seasonal loans warehouse and invoice finance
Minerals to industrial inputs	Mining processing engineering and freight	Equipment finance project debt and insurance
Manufacturing to inland consumers	Components assembly standards and distribution	Working capital and distributor finance
Island services to mainland projects	Shipping digital services funds and tourism links	Trade settlement and suitable investment vehicles

10. Infrastructure That Raises Productivity

Electricity, water, logistics and urban services are core economic infrastructure. Industry cannot depend indefinitely on expensive emergency generation or unreliable water delivery. ACAB proposes to priorities the service improvements that remove the largest constraint on credible productive demand.

Energy planning should combine generation with grids, storage, distribution and appropriate decentralized systems. A renewable resource becomes an industrial advantage only when firms can access dependable and affordable power. Shared regional supply can improve resilience, but transmission, payment discipline and utility finances must be assessed. IEA analysis documents the mismatch between Africa's clean energy opportunity and investment. [S1]

Agricultural development needs storage, irrigation where sustainable, processing, food safety, cold chains and efficient market information. Manufacturing needs wastewater treatment, testing, skilled technicians and reliable materials delivery. Cities need drainage, sanitation, housing and transport that allow people to reach productive work. These systems create investment opportunities while also requiring public oversight.

Mineral value addition should be evaluated process by process. Water, power, reagent supply, logistics, workforce and market access determine whether a refining step is viable. A battery industry cannot be assumed simply because minerals are present. Forest and marine industries must respect ecological limits and traceability requirements.

Maintenance should receive protected budgets and operating contracts. A programme that builds rapidly but allows roads, pumps, substations and fibre systems to deteriorate will lose capital access. ACAB should record lifecycle cost and service continuity alongside construction expenditure.

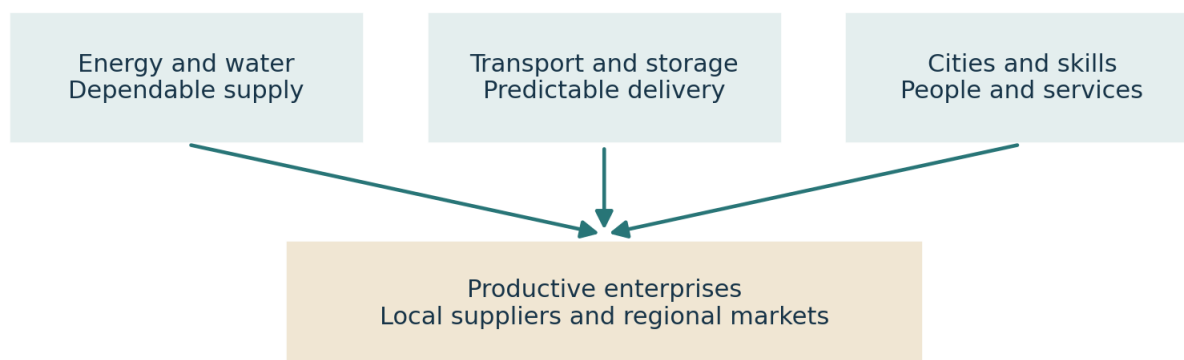


Figure 6 Proposed productive infrastructure links. Each investment should remove a verified constraint and have an operating and maintenance plan.

11. Ict And Industry 4 Point 0

ICT is the operational foundation of ACAB; Industry 4.0 is a set of tools for improving production. Neither replaces institutional competence. Broadband, dependable power, affordable devices and basic digital skills come before sophisticated automation for many enterprises. The AU Digital Transformation Strategy provides an existing continental reference. [D2]

The first digital applications should solve frequent problems: reusable business records, permits, land information, shipment tracking, inventory, payments, utility metering and maintenance. In industry, sensors can detect equipment faults or cold chain failure; manufacturing software can reduce waste; geospatial analysis can support crop and flood risk decisions.

Automation should match firm size and skills. A small processor may need reliable bookkeeping and a production schedule before robotics. A large industrial plant may benefit from predictive maintenance, machine vision or digital twins. Technology procurement should require evidence of cost savings, service improvements or higher quality rather than demonstrations alone.

Artificial intelligence can assist scenario analysis and anomaly detection, but material lending, land and public service decisions need an accountability review. Models must record their inputs, limitations and error rates. Local language support, accessible interfaces and offline alternatives matter where participation would otherwise be limited.

The technology architecture should avoid dependence on a single supplier. Common interfaces, exportable records, cyber-security, backup power and recovery procedures must be procurement requirements. Training local operators and engineers is part of the investment, not an optional addition.

Application	Productivity purpose	Evidence of success
Digital permits and records	Reduce repeated submissions	Time cost and error rates
Sensors and maintenance	Prevent outages and spoilage	Downtime and loss reduction
Production analytics	Improve quality and utilization	Yield rejects and delivery reliability
GIS and risk modeling	Improve site and service decisions	Validated accuracy and avoided losses

12. Regional Financial Centers As The Core Mechanism

After the technological foundation, regional financial centers provide the principal mechanism for organizing capital around the real economy. ACAB proposes a connected network of centers with complementary roles. Each centre must serve a defined pipeline and enable access for neighboring countries, rather than exist principally as a property development.

Existing financial ecosystems include Casablanca, Johannesburg, Nairobi, Kigali and Mauritius; Cairo, Lagos, Accra, Abidjan and Dakar also merit functional assessment. Their inclusion here is a proposed service network, not a ranking or a claim that they share identical legal status. Documented initiatives include Casablanca Finance City, the Nairobi International Financial Centre and the Kigali International Financial Centre. [F1–F3]

The network should cover trade and payment services, project preparation, syndication, domestic capital markets, investment funds, insurance, and custody and dispute resolution. Several centers may share a function. Their cooperation should reduce repeated due diligence, improve information quality and connect local firms to a wider pool of finance.

A regional centre's success is measured by capital reaching productive projects and enterprises, transaction cost, service reliability and local professional capacity. Its number of towers, licensed firms or hosted events is secondary. Financial infrastructure must also serve smaller national markets through local banks and development institutions.

ACAB should establish a common project information standard and a referral system among participating providers. Actual lending, securities, payments and custody remain the responsibility of appropriately authorized institutions under the relevant national rules. A continental brand creates no automatic license.

Regional Financial Service Network

This map supports the preceding analysis. Locations are approximate and the relationships are schematic. Investment appraisal requires national geographical records, dated operational evidence and project specific studies. The country atlas supplies the development route for every African UN member state, with a separate territorial participation note.

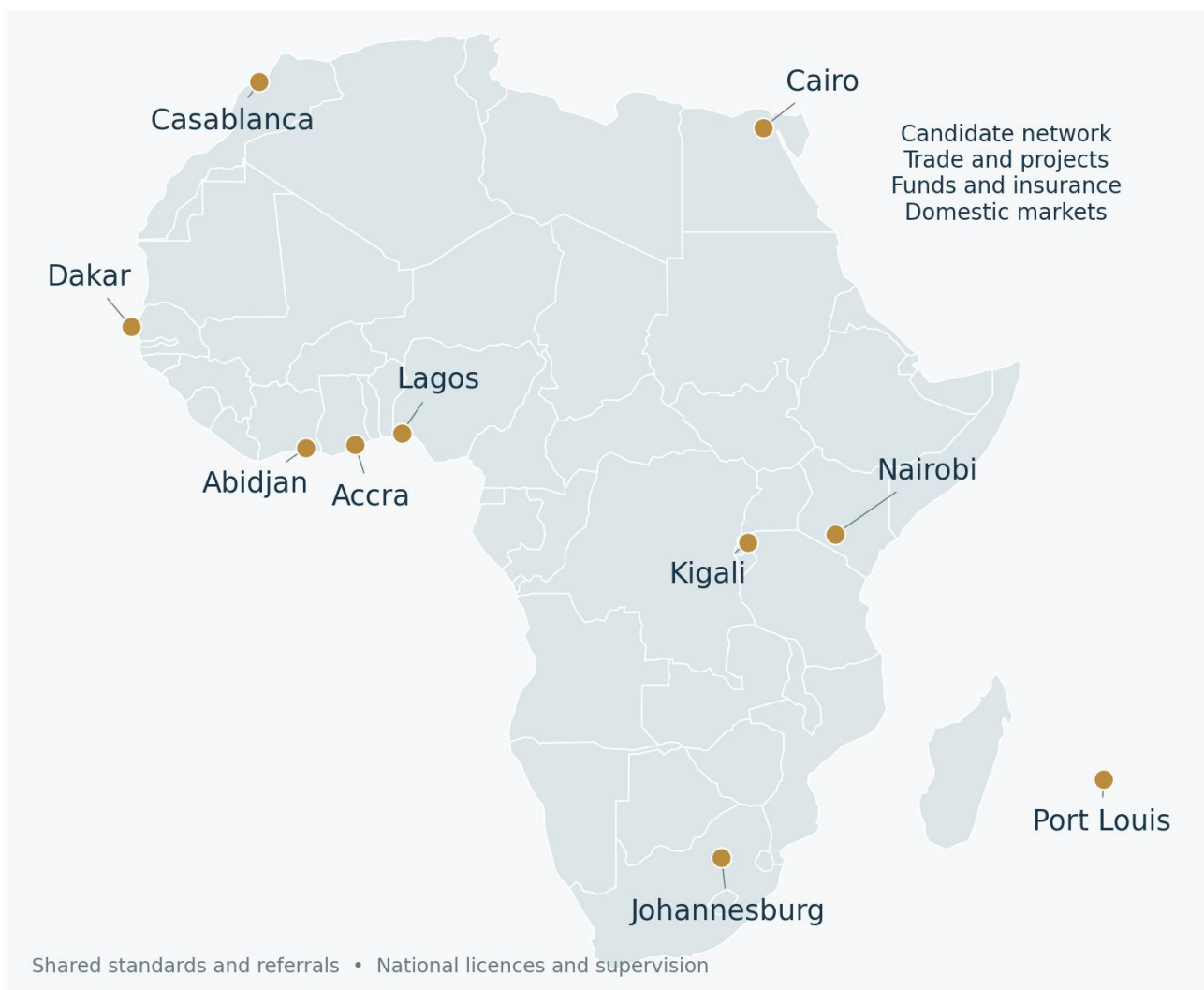


Figure 7 Candidate financial service nodes and regional access routes. All roles are ACAB proposals for assessment; no single location is designated the exclusive continental headquarters.

13. Selecting Financial Functions And Locations

Site selection should follow function. A trade finance desk needs proximity to commercial flows and credible banking partners. A project preparation centre needs engineers, financial analysts and access to public agencies. A fund platform needs dependable regulation, administration and investor confidence. These requirements need not be satisfied in one city.

ACAB proposes competitive assessment of candidate centers using published evidence. Factors include supervisory capacity, legal reliability, currency and funding conditions, professional skills, digital resilience, regional accessibility, operating cost and connection to productive projects. Country size and geographic position matter, but does not settle the decision.

Kenya remains a credible participant through Nairobi's service ecosystem and its East African connections. It is not assumed to be the best location for all continental functions. Morocco, South Africa, Mauritius and other candidates bring different capabilities. Country specific fiscal, currency, regulatory and security conditions require explicit analysis.

The first wave should use existing institutions and facilities. New African Financial Hubs can be developed where a demonstrated service gap exists. A new physical precinct requires anchor demand, an operating budget and independent appraisal. Establishment should be phases, and centers with inadequate demand should specialize or defer expansion.

The table below allocates proposed functions rather than league table positions. No numerical ranking is offered because comparable verified evidence has not yet been assembled.

Candidate service group	Proposed comparative function	Further assessment
Casablanca and Cairo	North African and international project links	Market access pipeline and regulation
Lagos Accra Abidjan Dakar	West African trade and enterprise finance	Currency scope provider capacity and reach
Nairobi Kigali Dar es Salaam	East African projects fin-tech and inland access	Licensing liquidity and corridor services
Johannesburg and southern partners	Capital markets insurance and industrial finance	Regional inclusion and operating resilience
Port Louis and island partners	Funds administration maritime and international links	Substance costs and mainland value creation

14. African Financial Hubs And Offshore Financial Parks

An African Financial Hub is proposed as a regional service environment for project preparation, trade finance, capital markets, insurance and professional advice. It can operate through an existing city ecosystem. Its physical development should follow the scale of demand and the quality of institutional services.

An African Offshore Financial Park is a distinct optional proposal. Its purpose would be to host suitable international investment vehicles, administration and professional services with real African economic substance. It is not required in every region, and the word offshore does not remove national obligations or supervisory responsibilities.

The central policy test is whether a vehicle improves access to productive African investment after fees, risks and public costs. A structure that primarily moves taxable income or adds unnecessary intermediaries offers a weak development case. Investment arrangements should record beneficial ownership, economic substance, investor protection and relevant tax treatment through qualified review.

Host selection must compare an upgraded existing jurisdiction with a new park. If existing financial infrastructure can serve the pipeline at lower cost, a new precinct may be unnecessary. Any new arrangement needs a legal feasibility study, experienced supervision, dispute processes and adequate professional capacity before launch.

The financial network should publish development results without disclosing confidential transactions. Relevant measures include investment deployed to African operations, African professional employment, long term domestic participation, enterprise access and net public benefit. The park should support the continent's production system rather than become an isolated balance sheet centre.

Environment	Primary role	Establishment condition
Economic zone	Production logistics and services	Verified demand land and utilities
African Financial Hub	Regional capital and professional services	Credible providers and a viable pipeline
Offshore Financial Park	Appropriate international investment structures	Legal feasibility substance and supervision

15. Digital Finance And Continental Investment Access

ACAB proposes a digital investment platform that links public knowledge with verified project records and authorized financial providers. The public interface explains markets and opportunities. A controlled project workspace stores feasibility studies, permits, procurement plans and financial information. Providers assess transactions within their own obligations and approval processes.

The platform should complement payment and market infrastructure already being developed. PAPSS was commercially launched in January 2022 to support cross border payments in national currencies. Its existence does not eliminate all foreign exchange constraints or guarantee access for every bank and currency pair; participation and transaction coverage require confirmation. [F4]

Practical fin-tech applications include digital invoices, receivables finance, warehouse records, insurance distribution and transparent disbursement monitoring. Systems should permit firms to reuse verified information with their consent. Scoring and finance offers must remain explainable, and applicants need a route to correct errors.

The platform must distinguish expressions of interest, approved funding, and signed contracts and actual disbursements. Summing these stages as if they were completed investment would overstate results. It should also separate public projects, commercially viable private projects and mixed public service investments.

AfricaCapitalAccess.org is identified in the commissioning proposal as a prospective platform. This manuscript describes intended functions; it does not certify an operational service, authorization, investor base or funding commitment. Initial development should start with a small independently checked project cohort and expand only after usable transactions are demonstrated.

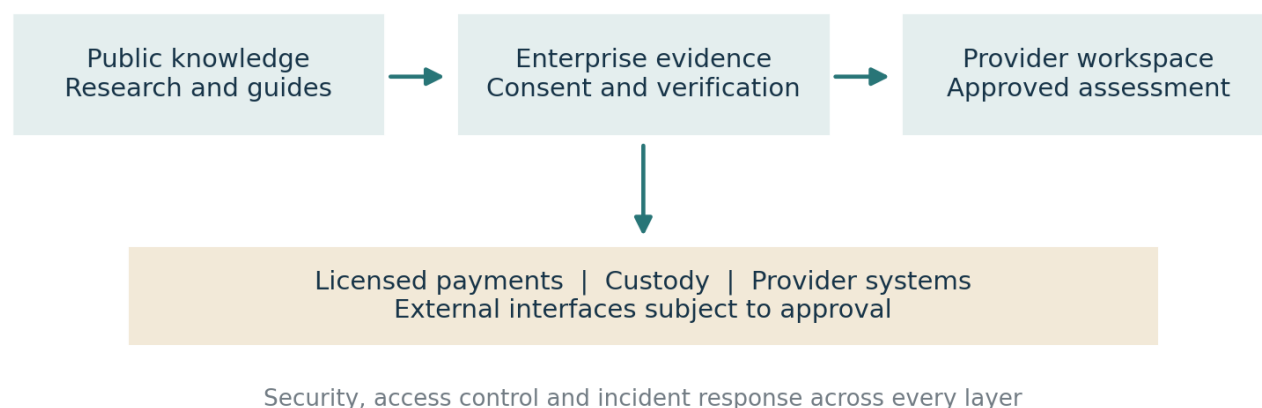


Figure 8 Proposed public knowledge and controlled transaction workspaces. Payments custody and financial assessment remain with authorized providers.

16. Turning Opportunity Into Financeable Projects

The most important bridge between the atlas and capital is project preparation. A location with potential is not yet an investable project. ACAB proposes a preparation facility that funds technical studies, demand analysis, environmental and social work, legal review, financial structuring and procurement readiness.

Projects should pass through explicit gates. The first establishes a public or commercial need and the responsible sponsor. The second verifies land, technical options and demand. The third tests economic value, financial affordability and operating arrangements. The fourth confirms procurement, risk allocation and financing approvals. Monitoring continues after financial close.

Regional financial centers can coordinate these services and refer projects to appropriate providers. The preparation team must disclose conflicts of interest. A project should not be promoted as bankable solely because the team preparing it also hopes to earn fees from its financing.

The pipeline should contain projects of different sizes. Large corridors require complex structures, but small utility, cold chain, manufacturing and supplier investments may deliver earlier results. Aggregation can reduce costs where assets are sufficiently similar; it cannot turn weak individual projects into strong ones by arithmetic alone.

Failed preparation is useful when it prevents a much larger loss. ACAB should publish aggregate reasons for deferral or redesign: insufficient demand, unclear title, unsustainable debt, weak operation or excessive ecological cost. This improves subsequent investment decisions.



Figure 9 Proposed preparation and approval process. Independent provider assessment and monitoring remain essential; entry in the atlas is not financing approval.

17. Capital Structure And Currency Resilience

The financial structure must match the asset. Public goods may require grants or tax funded expenditure. Commercial assets require credible revenue and a sustainable return. Mixed projects can use concessional capital or guarantees where a defined public benefit justifies them. ACAB should avoid using complex finance to disguise an unaffordable project.

Foreign currency debt is particularly risky when revenue is earned in local currency. The program should consider local currency finance, phased construction, suitable hedging and realistic risk sharing. Currency protection has a cost and availability limit; it cannot be assumed for every country or maturity.

The illustrative capital stack below shows a US\$100 million project financed with US\$10 million grant support, US\$25 million equity, US\$45 million senior debt and US\$20 million concessional debt. It is an example, not an offer or standard prescription. A different project may need a very different mix.

Trade finance supports day to day production and deserves attention alongside long term infrastructure finance. The AfDB's 2026 trade finance report estimated a 2024 financing gap in a range of US\$74–92 billion. Definitions and modeling differ across reports, so ACAB should preserve the range rather than present an apparently exact continent wide requirement. [E5]

Pension funds, insurers, domestic banks and diaspora investors may participate where investment rules and risk capacity permit. Their capital should not be compelled into politically favored projects. Private capital mobilization must be reported net of double counting, with public guarantees and contingent liabilities visible.

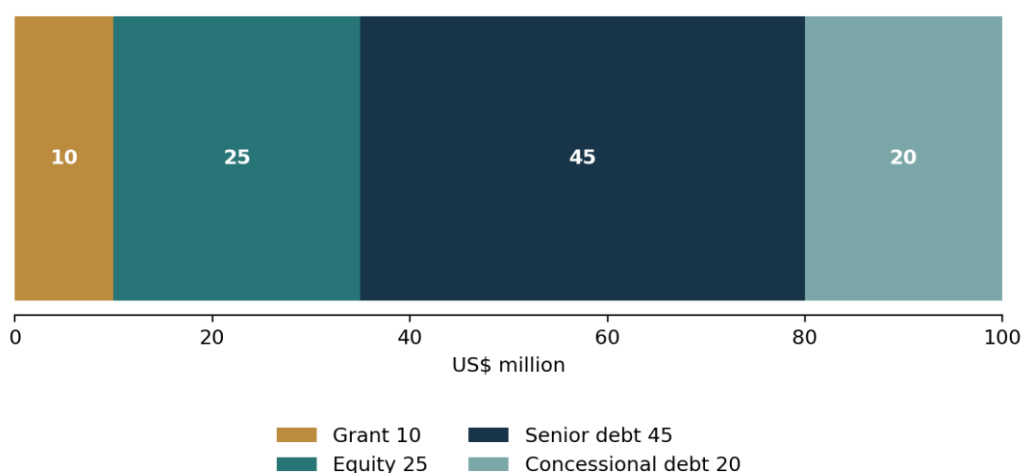


Figure 10 Illustrative US\$100 million capital stack. Original ACAB example only; terms affordability and suitability require project specific appraisal.

18. Governance And Distribution Of Benefits

ACAB should be governed as a coordination framework with clear national accountability. A continental steering arrangement would set interoperability and reporting standards. Regional and corridor teams would coordinate shared assets and services. National authorities would retain their statutory responsibilities. Establishing a new supranational regulator is not assumed.

The participation agreement should define who owns data, who approves projects, who bears financial risk and how disagreements are handled. It should provide independent audit, public reporting and a route for communities and enterprises to raise complaints. Procurement decisions and material conflicts of interest require disclosure.

Spillover needs contractual commitments. Zone and corridor projects should identify supplier development activities, vocational training, public service capacity and access for women and younger entrepreneurs. Local procurement goals should be feasible and accompanied by standards support; quotas alone do not create capable suppliers.

Fragile and conflict affected countries need adapted entry routes. Foundational services, livelihood recovery, humanitarian access and credible local administration may precede large industrial investment. The program should retain their place in the continental architecture without assigning them ordinary commercial readiness.

Environmental performance includes water use, wastewater, land conversion, biodiversity, emissions and climate resilience. The financial hub network should be able to assess these risks, but national and local responsibilities remain central. Development should leave a stronger productive base and better public services rather than a large stock of poorly maintained assets.

Level	Proposed responsibility	Accountability evidence
Continental coordination	Standards learning and shared reporting	Published decisions and annual independent review
Regional and corridor teams	Cross border service agreements	Service data and resolved bottlenecks
National authorities	Legal records approvals and public finance	Signed inventories and fiscal disclosures
Sponsors and operators	Delivery maintenance and local linkages	Audited operations and community response

19. Benchmarks For The Development Wave

A credible twenty year vision needs indicators that can survive political and economic cycles. ACAB proposes common definitions and independently checked baselines during 2026–2028. Performance should be reported for participating projects and countries, with coverage shown, rather than extrapolated to the entire continent.

The provisional targets below are program design proposals. They are not AU commitments, forecasts or measured current performance. Percentage reductions should use the same sites, routes and measurement methods across time. For service reliability, absolute standards and affordability should accompany relative improvement.

Continental results require distributional reporting. Capital mobilization concentrated in two cities may improve the aggregate while leaving most countries untouched. The scorecard should identify countries receiving project preparation, financing, shared infrastructure and supplier orders, as well as the value of those services.

Economic impact should distinguish output, real income per person, employment quality and public service access. Changes cannot automatically be attributed to ACAB; commodity prices, domestic policies and other program also affect outcomes. Independent evaluation should use suitable comparisons where possible.

Indicator	2030 proposal	2036 proposal	2046 proposal
National register	54 focal points and signed submissions	Annual complete named lists	Quarterly material updates
Verified record coverage	90 percent of submitted zone legal records	100 percent with visible exceptions	Maintain full traceability
Median corridor transit time	15 percent lower on supported pilot routes	30 percent lower	40 percent lower
Utility interruption hours	25 percent lower in supported zones	50 percent lower	75 percent lower
Finance processing time	Validated participating provider baseline	20 percent lower for comparable cases	35 percent lower
Distribution of participation	Publish every country's access and gaps	Viable prepared projects across all countries	Sustained services and renewal across the network

Provisional ACAB programme targets only. Relative reductions use comparable supported sites and cases against verified 2026–2028 baselines. Participation readiness and feasibility determine adoption; none is a continent wide forecast.

20. The Three Development Waves

The first wave 2026–2030, establishes the evidence base and demonstrates results. It appoints national focal points, creates the zone register, agrees data standards and selects a balanced set of corridor and enterprise pilots. Finance desks should operate through existing centers while the pipeline is prepared. Early investment should favor dependable services and projects with clear demand.

The second wave, 2031–2036, scales proven networks. It expands corridor compacts, interoperable records, regional professional services and local supplier programmers. New zones or financial precincts should proceed only where utilization and pipeline evidence support them. The 2036 review should assess whether financing and production have spread across countries rather than merely increased in leading hubs.

The third wave, 2037–2046, deepens technological capability, domestic capital markets, higher value production and resilient public infrastructure. Existing assets will need renewal. The focus moves from attracting individual projects to sustaining competitive regional systems, with stronger African enterprise ownership and professional capacity.

These windows are sequencing devices, not rigid construction deadlines. A well prepared existing project can move earlier; a fragile or technically demanding project may require more time. Every five years, the program should reconsider global demand, technology, climate exposure and fiscal capacity.

The twenty year ambition is a continent whose enterprises can find reliable services, reach regional markets and obtain appropriate capital through connected African institutions. The value of the vision lies in whether that becomes an ordinary commercial experience rather than an exceptional transaction.

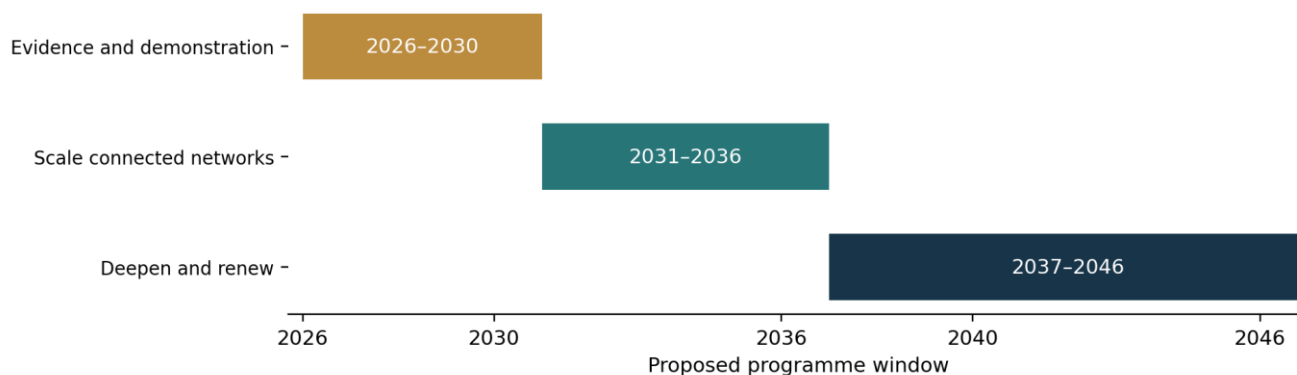


Figure 11 Proposed ACAB program windows from 2026 to 2046. Finance appraisal and social environmental review apply throughout all three waves.

21. The First Twelve Months And The Cost Discipline

The first twelve months should produce a usable foundation, not a ceremonial launch. During months one to three, participating institutions agree mandates, nominate focal points and confirm the definitions of zones, projects and program results. A source audit identifies which records are sufficiently reliable for public release.

During month's four to six, the program publishes its initial country atlas and zone records with visible quality labels. It selects pilot relationships across several regions, including an inland route and an island service connection. Candidate financial centers agree project information formats and referral arrangements.

During month's seven to nine, the preparation facility commissions priority studies and operators establish service baselines. During months ten to twelve, the program releases an independently reviewed progress report with project stage changes, actual expenditure, reasons for delay and any financing decisions. A funding announcement is not a completed outcome.

ACAB should not publish a grand continental cost estimate before the scope is defined. Its budget needs separate lines for coordination, data systems, project preparation, infrastructure, guarantees and operation. Each has a different payer and risk profile. Infrastructure costs should be built from project appraisals; shared platform costs should be sized against actual users and service requirements.

The financing plan should distinguish money available, money committed and expenditure authorized. Contingencies, maintenance and currency sensitivity belong in the appraisal. A large nominal budget without a credible operating model does not make the blueprint more ambitious; it makes delivery less assessable.

Period	Concrete deliverable	Responsible proposed lead
Months 1 to 3	Participation agreement and evidence rules	Participating national and regional institutions
Months 4 to 6	Initial register and balanced pilot portfolio	Data stewards and corridor teams
Months 7 to 9	Appraisals baselines and provider referrals	Preparation facility and authorized providers
Months 10 to 12	Audited progress and funding status report	Coordination function and independent reviewers

22. Risks And The Adaptive Strategy

The principal risk is fragmentation: countries and institutions may maintain incompatible systems, duplicate zones or compete for the same limited capital. ACAB addresses this through common evidence standards and project specific cooperation rather than an assumption that all legal regimes can be unified immediately.

Other material risks include conflict, debt distress, currency mismatch, climate damage, unreliable utilities, weak demand, land disputes and capture of procurement or financial incentives. A project register should record exposure and a named risk owner. Critical risks require conditions before funding, not a generic statement in a promotional document.

The programme should test three planning cases. A continuity case assumes modest reform and uneven implementation; an integration case assumes sustained improvement in services and cross border cooperation; a disruption case assumes security, climate or financing shocks. These are qualitative cases, not GDP forecasts. They guide sequencing, reserve capacity and exit decisions.

The response to global change is to update the atlas and investment priorities. Changes in mineral technology, trade policy or shipping routes may alter a project's economics. Some projects should be expanded, others delayed or cancelled. Public learning from those decisions is part of a mature investment environment.

Institutional credibility grows when difficult information remains visible. ACAB should publish data gaps, missed targets and projects removed from the pipeline alongside achievements. This makes the blueprint a reference that investors and public institutions can use over twenty years.

Risk	Required response	Decision trigger
Weak demand or duplicated capacity	Independent demand test and alternatives	Defer if credible utilization is absent
Currency and debt exposure	Stress tests and appropriate financing mix	Redesign if affordability fails
Security climate and land	Site evidence safeguards and route options	Pause if material conditions are unresolved
Data and institutional weakness	Source labels access control and audit	Withhold unsupported claims or records

Final Conclusion

Africa Capital Access should mean more than a route for international money to enter a few African cities. It should mean that productive opportunities across the continent can be understood, prepared, connected and financed through dependable institutions. ACAB's central contribution is the integration of those tasks.

The foundation is ICT and trustworthy socioeconomic information. The next requirement is a precise view of existing economic activity and the legal and operational status of zones. Corridors then connect production with markets and shared infrastructure. Regional financial centers organize suitable capital, professional services and risk management around those relationships.

The whole continent belongs in this architecture. Large manufacturing markets, mineral economies, agricultural interiors, recovering states and island nations need different development routes, but each needs a place in the network. Kenya is one participant among many. Country leadership should arise from demonstrated capabilities and useful service to neighbors.

The next twenty years should be measured by the quality of the productive system: reliable infrastructure, capable enterprises, better work, stronger local suppliers, sustainable public finance and greater access to regional markets. New zones and financial parks should be justified by those outcomes.

ACAB2026 can become a valuable reference if it remains evidence based, nationally grounded and open to revision. Its first test is practical: verify the atlas, prepare a balanced project portfolio and demonstrate that connected African institutions can deliver useful capital to productive activity. A continental vision earns its standing through that work.

Annex A Country Atlas And Evidence Rules

This atlas gives every African UN member state a place in the proposed development system. It uses UN M49 geographical groups for navigation, not to assign exclusive economic or institutional memberships. Eastern Africa in this classification includes Mozambique, Zambia, Zimbabwe and Malawi; Angola is in Middle Africa. The operational corridor network crosses these groupings. [GEO1]

Each profile has an anchor, an evidence statement and a proposed development route. Named zones are selected examples, not a complete national list. Industrial parks, free enterprise regimes and financial centers are not silently reclassified as SEZs. Evidence dates and source quality must be retained when building the live register. The present edition contains source coded zone, park or regime examples for 33 countries and economic node profiles with verification tasks for the remaining 21. This is coverage of strategic analysis, not a certified complete zone inventory.

The proposed route describes ACAB analysis. It does not assert a signed commercial agreement, current unrestricted trade route or funded project. Where this manuscript has no verified zone entry, the country remains included through its economic geography and its inventory task.

The initial directory should be reconciled with national gazettes, zone authorities, investment agencies, utility operators, customs and actual tenant evidence. No missing entry should be interpreted as proof that a country has no economic zone. All 54 national focal points should submit complete named inventories, including cancelled and dormant sites.

The live atlas should publish completeness by country: records received, legal records checked, boundary coverage, operating evidence coverage and last update. The continental total should never be reported without that denominator. Western Sahara and territorial participation are addressed after the 54 profiles.

Label	Meaning	Required follow up
Documented zone example	Named institutional or operator evidence	Verify legal boundary and current operation
Economic node	City port or production geography	Obtain national zone inventory
Proposed ACAB route	Original integration recommendation	Test demand feasibility and partner interest
Unverified coverage	Complete contemporary list not established	National sign off and independent reconciliation

Country Atlas Northern Africa 1

Algeria

Economic anchors Algiers Oran Constantine and the inland industrial network.

Zone evidence AAPI's March 2026 land notice names Douaames, Ras El Ma, Aricha, Boughezoul and Zaaroura industrial zones. These are industrial land entries, not a claim of identical SEZ status. [Z19]

Proposed ACAB development, develop machinery inputs, food processing and technical services linked to regional markets. Assess renewable power and water constraints before proposing energy intensive expansion.

Integration and first priority Connect industrial suppliers with North African buyers and suitable Saharan routes where border and security conditions permit. Start with serviced land verification and supplier demand.

Egypt

Economic anchors Cairo Alexandria and the Suez Canal logistics system.

Zone evidence SCZONE lists Sokhna, East Port Said, West Qantara and East Ismailia development areas. Zone level operation and expansion must be checked separately. [Z3]

Proposed ACAB development, link industrial inputs, food, pharmaceuticals and logistics with African markets. Priorities utility capacity and realistic export demand before adding large facilities.

Integration and first priority use Red Sea and Mediterranean connections with inland distribution. Regional finance can serve trade and projects; it should account for currency and public finance exposure.

Libya

Economic anchors Tripoli Misrata Benghazi and inland service centres.

Zone evidence, these are economic nodes. No complete statutory zone inventory or current operational certification is established in this manuscript.

Proposed ACAB development, a sequence recovery around the electricity, water, municipal services, logistics and enterprise rehabilitation. Larger industrial development requires dependable institutions and security.

Integration and first priority Assess links with neighboring North African markets and Mediterranean shipping. The first task is verified asset condition and a responsible project sponsor, rather than a new financial precinct.

Selected anchors only. Development routes are ACAB proposals. Complete national zone lists and dated operating status require authority confirmation.

Country Atlas Northern Africa 2

Morocco

Economic anchors Tanger Casablanca Kenitra and inland production centres.

Zone evidence Tanger Med's operator identifies Tanger Free Zone, Tanger Automotive City, Tetouan Park and Tetouan Shore among its platforms. Legal categories and readiness vary. [Z2]

Proposed ACAB development extends component supply, technical services and manufacturing links to African customers. Build supplier opportunities outside the leading coastal platforms.

Integration and first priority connect Mediterranean and Atlantic gateways with African distribution and suitable finance through Casablanca. Compare logistics costs and trade rules rather than assume unrestricted regional access.

Sudan

Economic anchors Khartoum Port Sudan and agricultural interiors.

Zone evidence Economic geography is identified for planning. Zone and infrastructure operation require conflict sensitive, independently dated verification.

Proposed ACAB development begins with essential services, livelihood recovery and safe agricultural supply chains. Restore production only where people, access and local administration can be protected.

Integration and first priority potential Red Sea and inland links remain contingent on security and governance. Use recovery grants and careful preparation before ordinary commercial project assumptions.

Tunisia

Economic anchors Tunis Bizerte Sfax Zarzis and inland industrial centres.

Zone evidence The Tunisia Investment Authority identifies Bizerte and Zarzis–Djerba economic activity parks, alongside a broader industrial zone system. [Z20]

Proposed ACAB development, develop on engineering, electrical components, food processing and digital services with broader African demand. Improve connections between coastal industry and inland enterprises.

Integration and first priority combine Mediterranean access with regional buyer networks and technical partnerships. Verify each zone's services, workforce and applicable investment regime before promotion.

Selected anchors only. Development routes are ACAB proposals. Complete national zone lists and dated operating status require authority confirmation.

Country Atlas Western Africa 1

Benin

Economic anchors Cotonou Glo Djigbe and inland collection markets.

Zone evidence -The GDIZ industrial platform is described as operational from 2022 in its operator's May 2025 brochure. This is operator reported status. [Z8]

Proposed ACAB development link cotton and food value chains with processing, packaging and regional consumers. Support smaller suppliers with quality standards and working capital.

Integration and first priority connect the coastal production network with inland markets and the Abidjan–Lagos relationship. Customs and transit changes require current confirmation.

Burkina Faso

Economic anchors Ouagadougou Bobo Dioulasso and agricultural collection areas.

Zone evidence, these are economic nodes; a complete signed legal zone inventory remains a national verification task.

Proposed ACAB development, priorities on a resilient food processing, storage, livestock services and repair capacity. Site selection must respond to security, water and energy constraints.

Integration and first priority assess several coastal access routes rather than rely on one port. Corridor services and regional trade finance should reach inland suppliers, subject to viable and safe transit.

Cabo Verde

Economic anchors Praia Mindelo Sao Vicente and island service networks.

Zone evidence The official gazette establishes the Sao Vicente maritime special economic zone through Law 94/IX/2020; designation is distinct from operating capacity. [Z21]

Proposed ACAB development, develop maritime services, cold chains, and digital exports and diversified tourism with climate resilient utilities. Avoid infrastructure sized beyond attainable traffic.

Integration and first priority connect Atlantic shipping, aviation and service markets with mainland partners. Start with route economics, utilities and actual demand for the designated zone.

Selected anchors only. Development routes are ACAB proposals. Complete national zone lists and dated operating status require authority confirmation.

Country Atlas Western Africa 2

Cote d'Ivoire

Economic anchors Abidjan San Pedro and inland processing centres.

Zone evidence the operator's May 2025 brochure records the PEIA platforms as in development, rather than operational in that dated source. [Z8]

Proposed ACAB development, expand on processing, packaging, logistics and supplier capability around demonstrable demand. Raise local value while improving inland connections and reliable utilities.

Integration and first priority use the Abidjan–Lagos network and inland access compacts. Abidjan's financial services can support regional transactions where currency scope and provider permissions are confirmed.

Gambia

Economic anchors Banjul and inland agricultural markets.

Zone evidence these are economic nodes; no exhaustive contemporary statutory zone list is certified here.

Proposed ACAB development, develop food handling, fisheries services, tourism suppliers and small enterprise digital access. Assess market size carefully before large zone expenditure.

Integration and first priority connect with Senegalese markets and Atlantic routes through practical service agreements. The first priorities are reliable utilities, trade documentation and accessible working capital.

Ghana

Economic anchors Tema Accra Takoradi and Kumasi.

Zone evidence GFZA's dated land bank material names Tema, Afienuya, Shama, Sekondi and Greater Kumasi sites. Land allocation does not establish full operational occupancy. [Z5]

Proposed ACAB development, a linking of food and industrial processing with packaging, engineering, inland distribution and enterprise services. Improve readiness in existing sites before building parallel capacity.

Integration and first priority combine coastal trade with inland markets and the Abidjan–Lagos network. Accra and domestic providers can support trade and project finance, with public exposure disclosed.

Selected anchors only. Development routes are ACAB proposals. Complete national zone lists and dated operating status require authority confirmation.

Country Atlas Western Africa 3

Guinea

Economic anchors Conakry Boke Kankan and transport connections.

Zone evidence these are economic nodes. The current zone list, land rights and operational infrastructure require national confirmation.

Proposed ACAB development, evaluate processing and industrial services around available energy, water and demand. Strengthen agricultural logistics and local engineering rather than assume mineral extraction alone produces broad development.

Integration and first priority connect Atlantic gateways and inland production through supplier and maintenance networks. Appraise each processing step independently and record domestic participation.

Guinea Bissau

Economic anchors Bissau and inland agricultural collection areas.

Zone evidence economic nodes are included; verified complete zone coverage remains outstanding.

Proposed ACAB development, start with storage, food processing, electricity, water and enterprise records. Small modular investments may suit the market better than a large industrial precinct.

Integration and first priority link agricultural supply and coastal distribution with neighboring markets. Finance should match seasonality, actual sales and manageable logistics risks.

Liberia

Economic anchors Monrovia Buchanan and inland production areas.

Zone evidence these are economic nodes, not certified SEZ entries. A legal and operational inventory is required.

Proposed ACAB development, develop power, transport maintenance, agricultural processing and local industrial services. New export platforms require verified land, utilities and market demand.

Integration and first priority use Atlantic access to connect domestic enterprises with regional buyers. Preparation should demonstrate local supplier benefits and sustainable maintenance funding.

Selected anchors only. Development routes are ACAB proposals. Complete national zone lists and dated operating status require authority confirmation.

Country Atlas Western Africa 4

Mali

Economic anchors Bamako Sikasso and agricultural and trading interiors.

Zone evidence economic nodes are identified; zone status and operating conditions require dated national verification.

Proposed ACAB development improve food, livestock and textile related supply chains where security and services permit. Use resilient storage and distributed services before complex new precincts.

Integration and first priority assess alternative links to West African ports. Inland financing should be coordinated with transit and insurance, without assuming every historical route remains open.

Mauritania

Economic anchors Nouadhibou Nouakchott and inland production nodes.

Zone evidence The Nouadhibou Free Zone Authority describes its free zone and associated industrial and logistics facilities. Current operations require project specific verification. [Z18]

Proposed ACAB development, develop fisheries processing, logistics and appropriate industrial services with disciplined water and energy planning. Treat emerging energy proposals as projects requiring appraisal.

Integration and first priority connect Atlantic markets with West and North African relationships. Financial services should support productive investments, not substitute for proven offtake and infrastructure.

Niger

Economic anchors Niamey Maradi Zinder and inland trading markets.

Zone evidence these are economic nodes. No complete statutory zone or current operating register is certified here.

Proposed ACAB development, priorities on water resilient agriculture, livestock services, storage, energy access and local enterprise capacity. Expansion must account for security and land constraints.

Integration and first priority Assess feasible coastal transit alternatives and domestic market connections. Public service foundations and careful trade finance may precede large industrial investment.

Selected anchors only. Development routes are ACAB proposals. Complete national zone lists and dated operating status require authority confirmation.

Country Atlas Western Africa 5

Nigeria

Economic anchors Lagos Lekki Kano Calabar and wider national industrial centres.

Zone evidence NEPZA's directory lists Calabar, Kano, Lagos, Lekki, Snake Island and other free zones. It is not the sole register for every Nigerian zone regime. [Z4]

Proposed ACAB development connect domestic demand with manufacturing, food processing, engineering and technology services. Strengthen inland suppliers and dependable electricity within existing platforms.

Integration and first priority use coastal and inland networks with West African partners. Lagos finance can support regional activity, but currency liquidity, legal access and trade rules require assessment.

Senegal

Economic anchors Dakar Diamniadio Diass Sandiara and inland markets.

Zone evidence the zone authority publishes designation decrees for Diamniadio, Diass, Sandiara, Fatick and other sites. Designation does not certify current operation. [Z6]

Proposed ACAB development, link a processing, logistics and technical services with inland food and livestock economies. Check occupancy and utility capacity before further zone expansion.

Integration and first priority connect Atlantic access with regional transit and finance services in Dakar and partner centers. Use corridor agreements and transparent supplier access.

Selected anchors only. Development routes are ACAB proposals. Complete national zone lists and dated operating status require authority confirmation.

Country Atlas Western Africa 6

Sierra Leone

Economic anchors Freetown Pepel and inland production centres.

Zone evidence an operator's May 2025 brochure records the Pepel–Tonkolili platform as in development. No completed operation is inferred. [Z8]

Proposed ACAB development, develop agricultural handling, minerals related services, reliable energy and local maintenance. Integrate export facilities with domestic enterprise and community services.

Integration and first priority on assess port and inland transport together. Financing should follow verified traffic, operating arrangements and safeguards rather than prospective announcements.

Togo

Economic anchors Lome Adetikope and inland distribution centers.

Zone evidence the PIA platform is described as operational from June 2021 in the operator's May 2025 brochure. [Z8]

Proposed ACAB development connect agro processing, textiles, packaging and distribution with regional markets. Build competitive supplier capability outside the platform itself.

Integration and first priority use Lome's gateway role and the Abidjan–Lagos relationship while extending inland access. Finance should support actual orders and predictable transit services.

Selected anchors only. Development routes are ACAB proposals. Complete national zone lists and dated operating status require authority confirmation.

Country Atlas Middle Africa 1

Angola

Economic anchors Luanda Bengo Lobito and inland production areas.

Zone evidence AICEP's May 2025 cooperation notice documents the Luanda–Bengo economic zone. Its full tenant and utility status requires confirmation. [Z17]

Proposed ACAB development, diversify through food processing, construction inputs, engineering and transport services. Link corridor investment with local suppliers and urban services.

Integration and first priority of the Lobito relationship connects Angola with the DRC and Zambia. Distinguish existing railway operations from proposed extensions and assess freight and agricultural demand. [C2]

Cameroon

Economic anchors Douala Kribi Yaounde and inland distribution centers.

Zone evidence the ONZFI publication documents the industrial free zone regime. Individual sites and contemporary legal status require reconciliation with the national register. [Z22]

Proposed ACAB development, develop food processing, logistics, repair and industrial services around functioning utilities. Consider ports and inland markets together.

Integration and first priority assess corridors towards Chad and the Central African Republic, alongside domestic networks. The first task is verified service performance and border processes, not assumed seamless transit.

Central African Republic

Economic anchors Bangui and accessible agricultural and trading areas.

Zone evidence economic nodes are included; no complete current zone register is established here.

Proposed ACAB development, prioritize on basic energy, water, food handling and safe enterprise recovery. Large industrial proposals need credible security, access and responsible institutions.

Integration and first priority evaluate river and Cameroon access according to actual conditions. Recovery finance and foundational services should establish readiness before large commercial zone investment.

Selected anchors only. Development routes are ACAB proposals. Complete national zone lists and dated operating status require authority confirmation.

Country Atlas Middle Africa 2

Chad

Economic anchors N Djamena Moundou and agricultural interiors.

Zone evidence the operator's May 2025 brochure describes Laham facilities as operational from March 2023. Site level output requires independent confirmation. [Z8]

Proposed ACAB development, build a livestock processing, cold chains, textiles and related enterprise services with water and energy discipline. Link processing plants to local producers.

Integration and first priority assess transit via neighboring countries and coastal gateways. Working capital, livestock traceability and reliable services matter more initially than a new financial district.

Congo

Economic anchors Pointe Noire Brazzaville and river and inland production centers.

Zone evidence the May 2025 operator brochure records its Congo industrial platforms as under construction. Those dated entries are not completed assets. [Z8]

Proposed ACAB development, evaluate forest products, food processing, logistics and industrial maintenance with ecological safeguards. Improve power and local supplier capacity.

Integration and first priority connect Atlantic gateways and Congo river services where commercially feasible. Finance should be tied to actual transport performance, demand and legal project readiness.

Democratic Republic of the Congo

Economic anchors Kinshasa Maluku Matadi Lubumbashi and other inland centers.

Zone evidence AZES documents the Maluku pilot created by decree in July 2012 and identifies other provincial zone locations. Legal designation and operational status must be separated. [Z16]

Proposed ACAB development, develop agricultural processing, construction inputs, mineral services and feasible value addition. Energy and logistics constraints require project level treatment across this very large country.

Integration and first priority connect Atlantic, Great Lakes and southern routes, including Lobito where relevant. Avoid treating all regions as one homogeneous market or assuming proposed rail links are complete.

Selected anchors only. Development routes are ACAB proposals. Complete national zone lists and dated operating status require authority confirmation.

Country Atlas Middle Africa 3

Equatorial Guinea

Economic anchors Malabo Bata and mainland service areas.

Zone evidence economic nodes are recorded; this manuscript does not certify a complete statutory zone inventory.

Proposed ACAB development, diversify through fisheries handling, logistics, urban services and practical enterprise capacity. Fixed investments should match demand and fiscal affordability.

Integration and first priority connect island and mainland operations with regional shipping and service markets. Assess domestic suppliers and reliable utilities before creating new enclave infrastructure.

Gabon

Economic anchors Libreville Nkok Owendo and inland industrial areas.

Zone evidence the GSEZ operator documents Nkok and the Ikolo and Mpassa Lebombi platforms. It's operational and performance statements are operator reported. [Z7]

Proposed ACAB development, develop a forest product quality, manufacturing inputs, maintenance and logistics while maintaining traceability and ecological limits. Strengthen suppliers outside the zone.

Integration and first priority connect processing with ports and inland resource management. Regional finance can support equipment and trade, subject to verified orders and responsible sourcing.

Sao Tome and Principe

Economic anchors Sao Tome and island agricultural and coastal markets.

Zone evidence these are economic nodes; no exhaustive current statutory zone inventory is certified.

Proposed ACAB development, develop fisheries and food handling, specialist agricultural products, digital services and tourism suppliers. Improve resilient electricity, water and shipping access.

Integration and first priority use island partnerships for shared procurement, maritime links and professional services. Small market scale favors targeted improvements over speculative large precincts.

Selected anchors only. Development routes are ACAB proposals. Complete national zone lists and dated operating status require authority confirmation.

Country Atlas Eastern Africa 1

Burundi

Economic anchors Bujumbura Gitega and agricultural collection areas.

Zone evidence economic nodes are recorded; a signed contemporary zone inventory remains required.

Proposed ACAB development, prioritize on agricultural processing, storage, distribution, skills and reliable utilities. Assess demand and affordability before large industrial land expansion.

Integration and first priority connect Great Lakes buyers through feasible Central and Northern corridor services. Trade finance should support real orders and transit costs, with country specific risks visible.

Comoros

Economic anchors Moroni and inter island coastal markets.

Zone evidence economic nodes are included; no complete verified statutory zone register is asserted.

Proposed ACAB development, develop fisheries handling, food systems, appropriate digital services and resilient utilities. Improve inter island logistics and enterprise records.

Integration and first priority connect maritime routes and service partnerships with neighboring islands and mainland markets. Establish demand and operating capacity before considering a specialized financial function.

Djibouti

Economic anchors Djibouti port system free trade zone and inland interfaces.

Zone evidence DPFZA records the first DIFTZ phase inaugurated in July 2018. The planned full development area must not be treated as completed capacity. [Z9]

Proposed ACAB development, build logistics services, processing and maintenance where traffic and utility economics justify them. Assess water, power and concentration of transit demand.

Integration and first priority connect Ethiopia and other reachable Horn markets with maritime trade. Financial services should support verified trade flows and diversified customers.

Selected anchors only. Development routes are ACAB proposals. Complete national zone lists and dated operating status require authority confirmation.

Country Atlas Eastern Africa 2

Eritrea

Economic anchors Asmara Massawa Assab and inland production areas.

Zone evidence economic nodes are identified. Current zone designation, commercial access and service readiness require independent verification.

Proposed ACAB development, starting with infrastructure condition, skills, food handling and industrial maintenance assessments. Proposed expansion requires credible demand and lawful business access.

Integration and first priority consider Red Sea and inland relationships only where political; border and operating conditions support them. The atlas retains participation without assuming immediate investability.

Ethiopia

Economic anchors Addis Ababa Hawassa Dire Dawa Adama and other industrial centres.

Zone evidence dated EIC industrial park material identifies Bole Lemi, Hawassa, Kilinto, Dire Dawa and other parks. Status and legal terminology require current national reconciliation. [Z10]

Proposed ACAB development, a linking of manufacturing and agro processing with local input production, skills and dependable export logistics. Support supplier upgrading alongside existing park capacity.

Integration and first priority connect Horn ports and inland markets through verified routes and services. Financing should reflect currency exposure, utility reliability and actual buyer demand.

Kenya

Economic anchors Nairobi Mombasa Naivasha Konza and agricultural interiors.

Zone evidence the SEZA 2024 brochure identifies Dongo Kundu, Naivasha and Konza public zones. Planned and operating components must be recorded separately. [Z11]

Proposed ACAB development, connect digital services, processing, manufacturing and inland distribution. Improve supplier finance and services in existing clusters before creating duplicative capacity.

Integration and first priority Nairobi can serve the regional finance network; Mombasa and inland nodes support neighboring markets. Kenya is a participating gateway, not the exclusive continental centre.

Selected anchors only. Development routes are ACAB proposals. Complete national zone lists and dated operating status require authority confirmation.

Country Atlas Eastern Africa 3

Madagascar

Economic anchors Antananarivo Toamasina and regional coastal and agricultural nodes.

Zone evidence EDBM's July 2025 procedure documents a zone and free enterprise regime. Individual enterprise approvals are not necessarily multi tenant SEZs. [Z23]

Proposed ACAB development, develop textiles, food processing, fisheries services and resilient power and transport. Evaluate industrial opportunities against island logistics and environmental conditions.

Integration and first priority connect maritime export routes and regional service partnerships. Working capital and maintenance can unlock existing enterprises before large new zone commitments.

Malawi

Economic anchors Lilongwe Blantyre and agricultural collection centres.

Zone evidence the atlas records economic nodes. A complete legally documented named zone inventory and utility status require confirmation.

Proposed ACAB development, develop food processing, storage, packaging, irrigation where sustainable and enterprise services. Give attention to energy and foreign currency affordability.

Integration and first priority use Nacala, Beira and other feasible transit alternatives to regional markets. Prepare projects around actual volumes and inland trade costs, rather than announcements alone.

Mauritius

Economic anchors Port Louis Freeport and national service networks.

Zone evidence EDB documents the Mauritius Freeport established in 1992 and its logistics and processing facilities. Financial services are a separate category. [Z12]

Proposed ACAB development, develop appropriate fund administration, maritime services, digital exports and regional logistics. Evaluate real African economic substance and cost competitiveness.

Integration and first priority connect international investors and Indian Ocean trade with mainland projects. The proposed financial role complements regional domestic institutions and is not compulsory for every transaction.

Selected anchors only. Development routes are ACAB proposals. Complete national zone lists and dated operating status require authority confirmation.

Country Atlas Eastern Africa 4

Mozambique

Economic anchors Maputo Beluluane Beira Nacala Mocuba and inland interfaces.

Zone evidence APIEX identifies Nacala, Mocuba and Manga Mungassa SEZs and Beluluane industrial free zone among its regimes. Categories and development stages differ. [Z14]

Proposed ACAB development, connect manufacturing inputs, food handling and logistics with inland markets. Prioritize dependable services and climate resilience.

Integration and first priority use Maputo, Beira and Nacala relationships with neighboring countries. Appraise each corridor segment and avoid assuming proposed facilities or traffic are already operating.

Rwanda

Economic anchors Kigali Bugesera and agricultural and service centres.

Zone evidence RDB documents Kigali SEZ; the operator's May 2025 brochure describes Bugesera as operational from March 2025. These are separate evidence records. [Z13; Z8]

Proposed ACAB development Develop manufacturing services, food value chains, digital capability and project preparation expertise. Use demand led site expansion and skills development.

Integration and first priority Connect inland markets through Central and Northern corridor options. Kigali finance can complement partner centres; it is an ecosystem rather than proof of a continental monopoly.

Seychelles

Economic anchors Victoria and island maritime and service nodes.

Zone evidence economic nodes are recorded. This manuscript does not establish a complete current statutory zone list.

Proposed ACAB development, develop fisheries handling, marine services, specialist tourism suppliers and resilient digital and utility systems. Protect ecological assets and calibrate investments to small market scale.

Integration and first priority use Indian Ocean partnerships for shipping, skills and professional services. Financial functions require appropriate supervision, substance and demonstrable mainland or regional value.

Selected anchors only. Development routes are ACAB proposals. Complete national zone lists and dated operating status require authority confirmation.

Country Atlas Eastern Africa 5

Somalia

Economic anchors Mogadishu Berbera Bosaso and other accessible markets.

Zone evidence these are economic nodes. Inclusion does not determine political status; licensing, authority and operating conditions require location specific verification.

Proposed ACAB development, prioritize safe livelihoods, livestock and fisheries handling, power, water and enterprise information. Investment design must account for security and institutional fragmentation.

Integration and first priority assess maritime and inland trade through lawful, viable routes. Recovery and trade services should precede large speculative industrial or financial precincts.

South Sudan

Economic anchors Juba and accessible agricultural and trading centres.

Zone evidence economic nodes are identified; no complete current statutory zone register is certified.

Proposed ACAB development, begin with livelihood recovery, food logistics, utilities and responsible enterprise support. Larger projects depend on security, public finance and operational access.

Integration and first priority evaluate routes to regional markets with actual border and road evidence. Adapt capital instruments to fragile conditions and avoid standard commercial readiness assumptions.

Tanzania

Economic anchors Dar es Salaam the Benjamin William Mkapa zone and inland centres.

Zone evidence EPZA's dated investment document identifies land within the Benjamin William Mkapa SEZ. Other national sites require legal and operating confirmation. [Z15]

Proposed ACAB development, linking of processing, manufacturing, logistics and industrial services with inland markets. Develop cold chains, utilities and supplier skills.

Integration and first priority of the Central corridor serves regional relationships, with ongoing rail projects recorded separately from completed assets. Regional finance should support working capital and prepared infrastructure. [C3]

Selected anchors only. Development routes are ACAB proposals. Complete national zone lists and dated operating status require authority confirmation.

Country Atlas Eastern Africa 6

Uganda

Economic anchors Kampala Namanve Mbale Jinja and agricultural interiors.

Zone evidence UIA's July 2021 strategy names Namanve, Luzira, Bweyogerere, Mbarara, Kasese, Soroti and additional public and private parks with different stages. [Z24]

Proposed ACAB development, develop food processing, manufacturing inputs, distribution and technical skills. Improve existing park services and local supplier capability.

Integration and first priority use feasible Northern and Central corridor options and Great Lakes demand. Trade and equipment finance can complement regional project finance.

Zambia

Economic anchors Lusaka Copperbelt Kalumbila and agricultural interiors.

Zone evidence ZDA lists Lusaka South, Chambishi, Jiangxi, Kalumbila and Lusaka East MFEZs, plus industrial parks. These have different functions. [Z25]

Proposed ACAB development, assess mineral processing steps, engineering services, food production and industrial inputs against power, water and buyer demand.

Integration and first priority connect southern, eastern and Lobito relationships without conflating proposed rail links with current operation. Regional finance should account for debt and commodity exposure.

Zimbabwe

Economic anchors Harare Bulawayo Beitbridge Mutare and Victoria Falls.

Zone evidence ZIDA lists Beitbridge, Bulawayo sites, Fernhill, Masuwe, Sunway City and Umvumila SEZs. Sunway's operator records its 2019 designation. [Z26]

Proposed ACAB development, rehabilitate manufacturing services and logistics, develop food processing and suitable industrial inputs. Assess utility condition and currency risk.

Integration and first priority connect southern transit routes and regional buyers. Match finance to viable cash flows and verify designated land against serviced operational sites.

Selected anchors only. Development routes are ACAB proposals. Complete national zone lists and dated operating status require authority confirmation.

Country Atlas Southern Africa 1

Botswana

Economic anchors Gaborone Lobatse Francistown Pandamatenga and other nodes.

Zone evidence SEZA's directory lists airport, Fairgrounds, Lobatse, Pandamatenga, Greater Palapye, Francistown, Selebi Phikwe, Sowa and Tuli Block locations. Stage confirmation remains necessary. [Z27]

Proposed ACAB development, develop food processing, logistics, industrial services and appropriate mineral related activity. Water availability and market scale should guide site selection.

Integration and first priority connect inland trade routes and regional industry with dependable border and freight services. Financial services should reach local enterprises and corridor suppliers.

Eswatini

Economic anchors Mbabane Manzini Matsapha and production areas.

Zone evidence these are economic nodes. A complete signed statutory zone inventory is not established here.

Proposed ACAB development, develop food processing, manufacturing suppliers, packaging and technical skills. Evaluate dependable utilities and labor market access.

Integration and first priority connect with South African and Mozambican industrial and port systems. Supplier and trade finance can enable regional integration without a large new financial precinct.

Lesotho

Economic anchors Maseru and accessible industrial and rural production centres.

Zone evidence economic nodes are included; current legal and operational zone records require national verification.

Proposed ACAB development, develop manufacturing suppliers, garment upgrading, food handling and practical digital services. Planning around terrain, transport and workforce needs.

Integration and first priority connect production and logistics with surrounding South African markets. Finance and skills program should support upgrading rather than dependence on a narrow export model.

Selected anchors only. Development routes are ACAB proposals. Complete national zone lists and dated operating status require authority confirmation.

Country Atlas Southern Africa 2

Namibia

Economic anchors Walvis Bay Windhoek and inland logistics and industrial nodes.

Zone evidence the historic EPZ legislation establishes the Walvis Bay EPZ. Its present regime and transition require verification rather than reliance on the 1995 law alone. [Z28]

Proposed ACAB development, develop logistics, fisheries services, industrial maintenance and viable energy related industry. Water and buyer demand are decisive for large new proposals.

Integration and first priority connect Atlantic access with inland regional routes. Compare total delivered cost and operating resilience; record proposed energy projects separately from completed capacity.

South Africa

Economic anchors Johannesburg Durban Gqeberha Cape Town and wider industrial networks.

Zone evidence InvestSA lists Coega, East London, Dube TradePort, Maluti a Phofung, OR Tambo, Tshwane Automotive, Atlantis and Saldanha Bay zones among its directory. [Z29]

Proposed ACAB development, develop an advanced industrial suppliers, energy services, machinery and regional professional capacity while improving infrastructure reliability.

Integration and first priority to provide capital market, insurance and engineering services to partner countries through lawful arrangements. Continental participation should include smaller enterprises and local suppliers, not only large sponsors.

Selected anchors only. Development routes are ACAB proposals. Complete national zone lists and dated operating status require authority confirmation.

Annex B Western Sahara And Territorial Participation

The continent wide principle must also address people and economic activity outside the 54 UN member state profiles. The African Union's membership includes the Sahrawi Arab Democratic Republic, giving it 55 members. The United Nations lists Western Sahara as a Non Self Governing Territory. This manuscript does not determine sovereignty or the outcome of the UN process. [T1; T2]

Development analysis should use separately sourced territorial statistics and identify the authority, legal basis and geographical scope of each record. Data should not be merged into national totals in a way that conceals disputed classification. Maps should preserve neutral labelling and disclose the boundary dataset used.

Any proposed investment involving disputed territory requires careful consideration of applicable rights, international obligations, community interests and the authority to grant permissions. The present atlas makes no claim that a proposed zone, port activity or resource investment is legally approved or commercially available.

Island dependencies and other territories should be represented in transport, climate, maritime and digital connectivity layers where relevant. Their participation requires arrangements with the responsible authorities; it cannot be inferred from a continental label. These entries should be kept distinct from the 54 country denominator.

The practical objective is inclusive continental analysis with explicit classification. A blueprint should not erase people from its development view because the institutional treatment is complicated, nor resolve that complication by an unsupported political assertion.

Annex C The Live Register And Corridor Compact

The minimum zone record should contain country or territorial classification, official name, alternative names, unique identifier, legal instrument, responsible authority, developer, boundary polygon, area, regime type, sector focus, designation date, construction stage, operational stage, current tenants and verification date.

The infrastructure fields should include electricity supply and reliability, water source and sustainable capacity, wastewater provision, fibre and mobile connectivity, road and rail access, nearest practical port, clearance performance and maintenance responsibility. Performance fields should distinguish direct jobs from estimates of indirect jobs, approved investment from disbursement, and production from intended capacity.

A corridor compact should name the participating authorities, routes and assets, the proposed production relationships, service standards, tariff and customs interfaces, supplier access programme, preparation responsibilities, finance referrals and dispute escalation. It should show which obligations require new agreements and which can be delivered through existing institutions.

The register should publish version history. A zone changing from designated to under construction, or from operating to dormant, must retain its previous status and evidence date. National authorities should approve their submissions; independent reviewers should test samples and reconcile discrepancies.

A proposed first dashboard would show all countries, coverage quality, economic anchors, verified zone records, corridor service evidence and prepared projects. Users should be able to distinguish fact, missing evidence and proposed expansion at a glance. This is the working reference that would make ACAB useful beyond the initial publication.

Record family	Mandatory identifiers	Quality control
Zone	Official identity legal basis and polygon	Authority confirmation and source date
Corridor	Segments modes countries and operators	Separate operating assets from proposals
Project	Sponsor stage cost demand and finance status	Independent appraisal and stage evidence
Result	Metric scope baseline period and denominator	Auditable method and no double counting

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Evidence Limitations And Publication Review

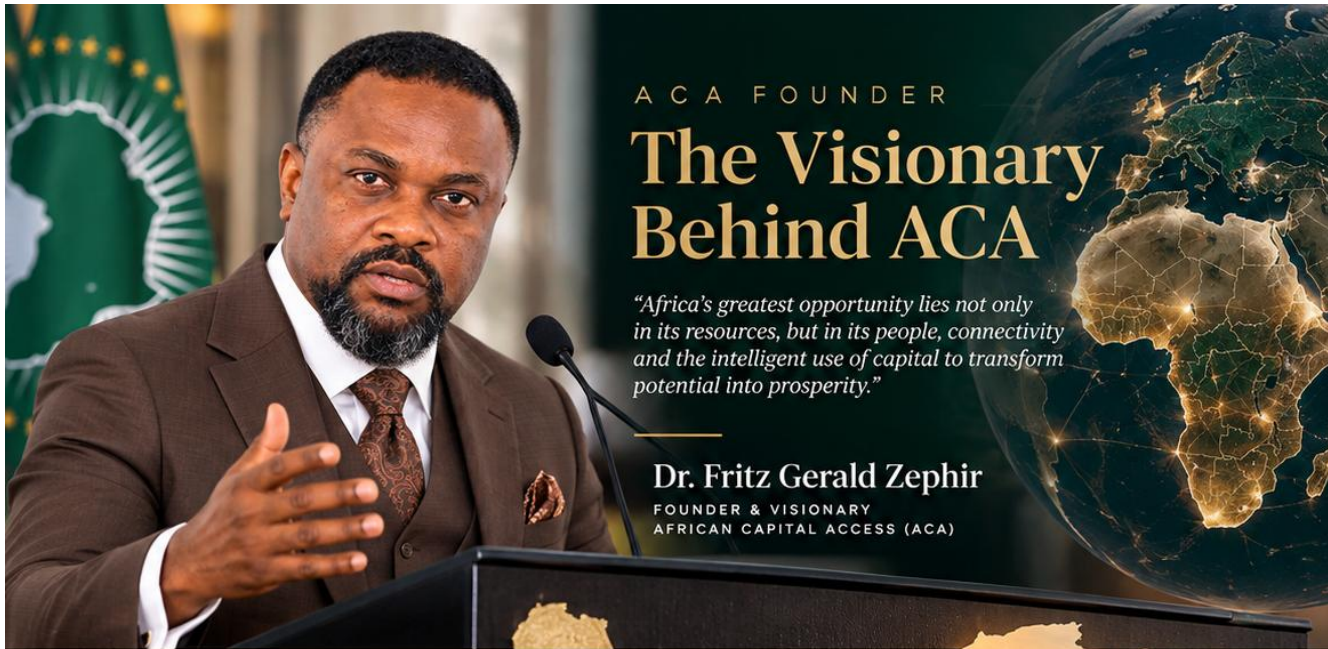
Institutional sources establish the specific facts cited, not endorsement of ACAB. Source directories may change after the reference date. Dated source facts are retained as dated facts; undated material consulted in October is used only for examples and verification routes. No source directory is represented as a nationally certified complete July 2026 list.

The country atlas is deliberately qualitative. It does not contain fabricated national GDP estimates, zone performance totals, readiness scores or investment commitments. Proposed development routes reflect original synthesis of geography and program design. They require national validation and commercial appraisal.

Source coverage is uneven. The most material gap is the exhaustive legal and operational zone inventory for every country. The first phase must close that gap through national submissions, gazette reconciliation and independent verification. Field inspections, geocoded boundaries, tenant surveys and country specific engineering studies have not been conducted for this manuscript.

The commissioning proposal supplies the intellectual attribution, editorial credit and prospective platform name. Dr Zephir's credentials and biography have not been independently verified. This edition avoids invented achievements and requires the named parties' review before publication under their names.

Text, tables and captions are editable in Word. Maps and diagrams are embedded analytical images; their underlying assumptions must be updated when the accompanying analysis changes. Page references in the contents correspond to the reviewed edition and may change after editing.



THE ORIGIN OF AN AMBITION

A Continental Perspective

African Capital Access (ACA) was conceived from Dr. Fritz Gerald Zephir's deep conviction that Africa must be viewed as a single, interconnected economic continent — rich in resources, strategic in location, diverse in geography and powered by a young and vibrant population.

Recognising both the immense opportunities and the persistent development gaps across Africa, Dr. Zephir envisioned a new approach — one that integrates global capital, modern infrastructure, financial innovation, digital technology and regional collaboration.

ACA emerged in 2026 as a strategic platform to turn this vision into action, supporting investment-ready projects and sustainable growth across all African nations.



A 20-YEAR PERSPECTIVE

Transforming Africa for Generations

Guided by a 20-year vision for 2026–2046, Dr. Zephir seeks to position Africa as a more interconnected, competitive and influential force in the global economy. ACA focuses on unlocking strategic opportunities through:



World-Class Infrastructure



Responsible Capital Access



Financial Innovation & Fintech



Digital Economy & IR4.0



Trade, Industry & Regional Growth



Sustainable & Inclusive Development



“ACA is more than an investment platform. It is a long-term commitment to the prosperity, stability and advancement of every African nation.”

Dr. Fritz Gerald Zephir