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ANNEX 3

of the Commission Implementing Decision on the financing of the multiannual action plan in favour of Sub-Saharan Africa for 2021

Action Document for Investments in Regional Infrastructure

MULTIANNUAL PLAN
This document constitutes part of the multiannual work programme in the sense of Article 110(2) of the Financial Regulation and action plans in the sense of Article 23 of NDICI-Global Europe Regulation.

1. SYNOPSIS

1.1. Action Summary Table

1. Title **CRIS/OPSYS business reference** **Basic Act**	Investments in regional infrastructure CRIS number: NDICI AFRICA/2021/043-421 Financed under the Neighbourhood, Development and International Cooperation Instrument (NDICI-Global Europe)
2. Team Europe Initiative	No
3. Zone benefiting from the action	Africa
4. Programming document	Multi-annual Indicative Programme for Sub-Saharan Africa 2021-2027
5. Link with relevant MIP(s) objectives/expected results	Priority Area 3, Specific objective 2 'Support a greener and resilient development of the energy sector'; main results: 2.1 and 2.2. Priority Area 4, Specific objective 1 'Support an inclusive and human-centric Digital transformation in Africa'; Result 1.2. Priority Area 5, Specific objective 1 'Increase sustainable intra-African trade and mobility, making them safer, cheaper, faster and greener; and strengthening Africa- EU trade'; Result 1.3.
PRIORITY AREAS AND SECTOR INFORMATION	
6. Priority Area(s), sectors	Priority Area 3 ('Green and Climate Transition'), DAC codes: 230 Energy Priority area 4 ('Digital and Science, Technology and Innovation'), DAC codes: 220 ICT Priority Area 5 ('Sustainable Growth and Decent Jobs') 210- Transport
7. Sustainable Development Goals (SDGs)	Main SDG: SDG 9 (Industry, Innovation and Infrastructure). Other significant SDGs (up to 9) and where appropriate, targets: SDG 7 (sustainable energy); SDG 8 (Decent work and economic growth).
8 a) DAC code(s)	23210, -20, -30, -31, -32, -40, -50, -60, -70 Energy generation, renewable sources 23410 Hybrid energy electric power plants 23610, -20, -30, -31, -40, -41, -42 Energy distribution

	22020 Telecommunications 22040 ICT 21000, -13, -20, -30, -40, -50 Transport			
8 b) Main Delivery Channel @	EU institutions - 42000 Regional Development Banks - 46000			
9. Targets	☐ Migration ☒ Climate ☒ Social inclusion and Human Development ☐ Gender ☐ Biodiversity ☐ Education ☐ Human Rights, Democracy and Governance			
10. Markers (from DAC form)	**General policy objective @**	**Not targeted**	**Significant objective**	**Principal objective**
	Participation development/good governance	☒	☐	☐
	Aid to environment @	☐	☒	☐
	Gender equality and women's and girl's empowerment	☒	☐	☐
	Trade development	☐	☐	☒
	Reproductive, maternal, new-born and child health	☒	☐	☐
	Disaster Risk Reduction @	☐	☒	☐
	Inclusion of persons with Disabilities @	☐	☒	☐
	Nutrition @	☐	☒	☐
	RIO Convention markers	**Not targeted**	**Significant objective**	**Principal objective**
	Biological diversity @	☐	☒	☐
	Combat desertification @	☐	☒	☐
	Climate change mitigation @	☐	☒	☐
	Climate change adaptation @	☐	☒	☐
11. Internal markers and Tags:	**Policy objectives**	**Not targeted**	**Significant objective**	**Principal objective**
	Digitalisation @ Tags: digital connectivity digital governance digital entrepreneurship job creation digital skills/literacy digital services	☐	☐ ☐ ☒ ☒ ☐ ☒ ☒	☒ ☒ ☐ ☐ ☒ ☐ ☐
	Connectivity @ Tags: transport	☐	☐ ☐	☒ ☒

	people2people energy digital connectivity		☐ ☐ ☐	☒ ☒ ☒
	Migration @ (methodology for tagging under development)	☐	☒	☐
	Reduction of Inequalities (methodology for marker and tagging under development)	☐	☒	☐
	Covid-19	☐	☒	☐
BUDGET INFORMATION				
12. Amounts concerned	Budget line(s) (article, item): BGUE-B2021-14.020120-C1-INTPA WEST AFRICA, EUR 300 000 000 BGUE-B2021-14.020121-C1-INTPA EAST AND CENTRAL AFRICA, EUR 292 500 000 BGUE-B2021-14.020122-C1-INTPA SOUTHERN AFRICA AND INDIAN OCEAN, EUR 157 500 000 Total estimated cost: EUR 750 000 000			
MANAGEMENT AND IMPLEMENTATION				
13. Type of financing[1]	**Indirect management** with the entity(ies) to be selected in accordance with the criteria set out in section 4.4.1 This contribution to the African Investment Platform (AIP) shall be implemented in indirect management by entities calles Lead Finance Institutions in accordance with the AIP's award procedure.			

1.2. Summary of the Action

The overall objective of the action is to contribute to sustainable and inclusive economic development and regional economic integration in Sub-Saharan Africa, by leveraging financing for investment projects in sustainable infrastructure. The action will support key investments in the energy, digital and transport sectors, thereby improving regional interconnection, basic infrastructure services, and, ultimately contributing to reduce the price paid by consumers for basic sectors' services.

Overall, the action concurs with the objective of boosting strategic investments as foreseen by the new Africa-Europe Alliance for Sustainable Investment and Jobs[2] as the programme should encourage investments from private actors in core sectors for economic growth and decent job creation. It will aim at the same time at implementing the Green Deal in its external dimension for what concerns the decarbonization of energy production and transport operations, together with the safeguard of African environment and biodiversity.

In the area of sustainable energy, the action will support the green energy transition with a focus on blending investments in the areas of renewable energy generation, energy distribution, energy market integration and access.

In the area of digital transformation, the action will support investments in digital infrastructure, including resilient and secure connectivity networks as well as advanced regional data infrastructure with a view to narrow the persisting digital divide between countries and regions in Africa as well as increasing the continent's connections to the international internet backbone and to Europe.

In the area of sustainable transport and mobility, the move towards integrated, sustainable, smart and safe multi-modal transport corridor development along priority trade corridors that can best maximise EU-Africa and intra-

1 Art. 27 NDICI.
2 COM/2018/643 final

Africa interlinkages will be supported by the action. It will entail investment and governance actions to ensure both quantity and quality dimensions according to the G20 agenda on quality infrastructure investment. In particular part of the action foresees the continuation of EU support to the ongoing Africa Transport Policy Programme (SSATP).

The action will mainly be implemented though a contribution to the European Fund for Sustaintable Development Plus, through the envisaged Africa Investment Platform (EFSD+ AIP), to support blending infrastructure investments. Individual projects will be implemented in indirect management with the recognised Lead Finance Institutions.

The proposed methodology for the identification of investments will take climate, environmental and biodiversity elements as the strategic planning elements, as well as the most accurate information on risk of conflict and natural disasters. Those elements, together with economic, social and technical data, will inform all strategic decisions since the inception of the action. The criteria guiding those decisions will include environmental sustainability, climate neutrality, fair and equitable economic growth, fragility and resilience as Fwell as democratic principles and human rights in the mutual African and European interests.

In projects identified by the European Commission (e.g.: infrastructure lying on continental corridors) that are not necessarily on the priority list of international financial institutions (IFIs) or in other ad-hoc cases, it is proposed to foresee a budget allocation for feasibility and preparatory studies which will not be subject to the approval circuits used by blending facilities. These studies will be implemented in indirect management via contribution agreements with selected IFIs.

This implementation shall guarantee bankable interventions attracting further investments in alignment with European and African interest, thus preventing unsustainable exploitation of African resources..

2. RATIONALE

2.1. Context

Africa has been recording a steady economic growth over recent years. However, a number of challenges persist including political instability, conflicts and security issues, recurrent and protracted food crises, climate change, environmental degradation and biodiversity loss, as well the detrimental impact of the COVID pandemic. Almost 400 million people live below the poverty line across the continent and lack access to basic health, education and nutrition services, while inequality and governance challenges have not allowed for an inclusive growth. Rapid and continuous population growth puts additional pressure on natural resources, the labour market and service delivery.

The EU calls for a strategic partnership with Africa to tackle together these emerging challenges and to pursue common interests. The Multi-Annual Indicative Programme for Sub-Saharan Africa (regional MIP) will contribute to this objective, in full coherence with the United Nations 2030 Sustainable Development Agenda.

By contributing to the development of resilient continental/inter-regional infrastructure for energy networks (including production, transmission and distribution), digital networks (resilient and secure connectivity as well as advanced regional data infrastructure) and transport multimodal networks, the action will foster the critical role of infrastructure in supporting the aspirations of the African Union Agenda 2063. It has a particular relevance for the continental integration process and the implementation of the African Continental Free Trade Agreement, the regional economic integration processes and the promotion of the European Partnership Agreements.

It will notably contribute to the objectives of the Programme for Infrastructure Development in Africa (PIDA) by supporting the development of Africa's productive basic infrastructure, using projects identified by the Priority Action Program n 2 (PAP2) as reference where possible while not being constrained by them when European Commission methodology suggests otherwise.

In the energy sector, the action will contribute to the creation of a coherent continental energy transition framework compatible with the African Single Electricity Market, the ongoing Continental Electricity Transmission Masterplan of the African Union Development Agency-New Partnership for Africa's Development (AUDA-NEPAD), countries' NDCs (Nationally Determined Contributions) and the Green Deal principles encompassing energy market reforms and regulation towards energy transition and a more conducive business environment for energy investments. It will strengthen supra-national electricity markets, provide the necessary infrastructure and enable renewable generation capacity in wind, solar, hydropower, etc., combined with interconnection infrastructure and energy storage towards decarbonisation of the energy mix, crowding out of fossil fuels and enabling penetration of more renewable energy.

Concerning digital connectivity, the action will enable the EU and Africa to partner on strategic interests and core values for the digital age and to deliver against the priorities of the Africa Single Digital Market and to the ‘Digital Connectivity for Global Europe’ initiative (as proposed in the Digital Compass Communication). In this context, the action will in priority aim at narrowing the persisting digital divide between countries and regions in Africa as well as increasing the continent’s connections to the international internet backbone and to Europe.

In the transport sector, a limited number of strategic multimodal transport corridors will be supported, including urban mobility in centers along them. By promoting the ‘dig once’ principle, investments in transport corridors will also inform the identification of priority actions in energy and digital connectivity, while interventions in those two sectors will have room to follow different patterns specific to their domains.

On top and vis-a-vis above quantity perspectives, the shaping of smart, sustainable and inclusive African transport policies will be continued from a quality infrastructure soft perspective, by support to the ongoing Africa Transport Policy Programme (SSATP) with the collaboration of the World Bank, in partnership with the African Union Commission.

In the three sectors described above the EU will support a pipeline of bankable and sustainable infrastructure projects based on inclusive impact, through a strategic and methodical identification of actions, in close consultation with EU Member States and development financial institutions (DFIs) and in dialogue with African countries, the African Union and other relevant stakeholders including the African and the EU private sector, thereby offering an alternative to the Chinese approach based on short-term priorities and inequitable access to resources. Investments in infrastructure under national indicative programmes of Sub-Saharan African countries concerned by continental corridors and investments will likewise contribute to the regional and multi-country initiatives supported under this regional programme.

2.2. Problem Analysis

Energy sector
Sub-Saharan Africa remains the world’s region with the largest ‘access to energy’ deficit: about 600 million people are lacking access to electricity and 850 million do not have access to clean cooking facilities. The potential of Africa’s renewable energy sources (wind, solar, hydropower, etc.) is high and largely underexploited. Deforestation, forest degradation, and indoor air pollution due to wood-fuel cooking needs are major concerns and need to be simultaneously addressed by providing alternative energy solutions for cooking. Access to affordable, reliable, sustainable and efficient energy services is a prerequisite and an enabler for Africa’s economic and social development. Fighting energy poverty is key to address inequalities, poverty eradication and sustainable development. Moreover, decentralised renewable energy solutions, such as mini-grids, off-grid solar and clean cooking are an important driver of energy access on the continent, especially in rural areas. In addition, electricity grids of African countries need to be better interconnected at national and supra-national levels to improve energy security, affordability, and energy markets integration.
Considering that a harmonised approach within and across countries is indispensable to scale-up transformative investments, this component embraces a multi-tier perspective, cascading action on the continental level down to African regions and individual countries, using regional actions in order to complement and support in-country efforts by addressing cross-border challenges that are recurrent and non-country specific.

The EU will support fight against energy poverty in Sub-Saharan Africa by contributing to enhanced renewable energy production (including decentralised solutions), energy systems and standards harmonisation, in particular through the African Power Pools, trans-border energy interconnectivity, energy efficiency, storage, and distribution. Actions will include support to investments (blending, de risking) supporting key regional energy projects for energy production based on renewable energy sources (hydropower, solar, wind, geothermal, etc.) and regional transmission corridors and interconnections. In addition, the EU will support regional actions addressing the challenge of clean cooking. The support to sustainable energy is instrumental to enabling sustainable growth and job creation alongside digitalisation, agriculture/irrigation/water-, environment, transport, health, industrialisation, etc. The potential of renewable energy and energy efficiency measures will be exploited to develop a sustainable industrialisation of the continent. This could translate into supporting the development of renewable hydrogen production and applications.

Main stakeholders identified for this part of the action are ministries, regional power-pools, AU and Regional African institutions, as well as International Financial Institutions, energy producers, off-takers, private sector including

medium and small enterprises (MSMEs) as entrepreneurs and beneficiaries, local communities, municipalities and the civil society.

Digital transformation Digital connectivity constitutes the foundation of the digital economy and society and is a key driver for regional economic integration and economic growth. While there is a continuous increase in bandwidth demand, which has been further accelerated by the COVID-19 pandemic, Sub-Saharan Africa remains the world's least connected continent. The digital divide is also apparent between countries and regions in Sub-Saharan Africa with low intra-regional traffic and significant bandwidth disparities between landlocked and coastal countries. The connectivity gap is primarily driven by a lack of investments in digital and data infrastructure, particularly in less densely populated countries and less developed markets. Moreover, many countries and regions lack harmonised regulatory frameworks for connectivity markets, hampering the development of regional internet networks. As a consequence, the digital divide continues deepening, risking to amplify existing social and economic inequalities between African countries as well as between Sub-Saharan Africa and the rest of the world. Investing in digital infrastructure will contribute to address this situation. At the same time, increasing intra-regional internet traffic will also be key for driving African Free Trade Agreements with eCommerce taking an increasingly pivotal role in the expansion of regional trade. Importantly, the EU's geopolitical competitors have already started filling investment voids, with Chinese supplied 4G infrastructure estimated at 70 % on the continent. This trend poses a significant risk to both the EU's geostrategic interests and core values, as China technologies are accompanied by a digital model based on state surveillance and control.
Main stakeholders are AU Member States (Ministries), African Union Commission and African Regional Economic Communities (RECs), bilateral development banks in EU Member States, European development finance institutions as well as regional and multilateral development banks, private sector operators (such as internet service providers, content delivery networks, cloud and SaaS providers, equipment providers), civil society and academic institutions.

Transport Sector Transport connectivity plays an essential role for economic recovery from COVID19 shocks and towards the achievements of the SDG and Paris Agreement targets. It is a key driver for the operationalisation and success of the African Free Trade Agreements and has become of major geostrategic importance for trade, growth and the economy overall. The lack of territorial access to the sea and the remoteness from world markets of certain countries are significant obstacles for many African development efforts. Inter- and intra-African trade not only suffers from incomplete transport networks and overdependencies on the road transport sector, but also from sector inefficiencies arising from trade and transport facilitation matters, network and asset management, lacking integrated multi-modal transport approaches, network reliability and resilience, safety, lack of data, digitalisation etc. The proposed strands of action will aim at overcoming the aforementioned obstacles that undermine Africa's efforts towards a successful operationalisation of the Africa Free Trade Agreements. In so doing, the action will engage into strategic multi-modal and climate compatible corridor investments in line with both African and EU interests, in coherence Africa's Programme for Infrastructure Development (PIDA) for the period 2021-2030 . The action will helpshaping Africa's transport policy and sectoral governance
Key stakeholders for the action are the African Union Commission and NEPAD/AUDA in view of their mandate of continental strategic transport network and policy planning; Regional African Communities (RECs) responsible for strategic network development, policy, regulations and planning to boost trade and growth dimensions; national ministries and institutions (including port and rail authorities) responsible for the implementation at national levelof regional priorities, policy and regional legislation/regulations;urban authorities in view of urban corridor connection challenges; the private sector (including MSMEs) to be encouraged by investment opportunities and conclusive sectoral environments, including freight transport and logistics associations given their important role to shift from roads to rail and maritime/inland waterways transport; corridor authorities and observatories in charge of responding to corridor efficiency challenges and civil society, with a pecial focus on women as concerns the potential of smart and sustainable transport solutions for job creation, access and overall the addressing of inequalities.

2.3. Additional Areas of Assessment [For Budget Support Actions only]

N.A.

3. DESCRIPTION OF THE ACTION

3.1. Objectives and Expected Outputs

The Overall Objective (Impact) of this action is to provide Sub-Saharan Africa with blended investments and supporting expertise to deploy infrastructure necessary for its sustainable development and continental integration.

The Specifics Objectives (Outcomes) of this action are to

1. Support efficient, sustainable and resilient investments in the energy sector,
2. Enhance equitable access to affordable, secure and quality digital and data infrastructure
3. Support sustainable intra-African transport and mobility.

The Outputs to be delivered by this action contributing to the corresponding Specific Objectives (Outcomes) are

Energy sector:

- 1.1 Installed renewable energy capacity is increased and its share in the total energy production is promoted
- 1.2 Higher trans-border energy interconnectivity, energy efficiency, storage, and distribution are promoted
- 1.3 Higher access to cleaner and more sustainable energy is promoted

Digital sector:

- 2.1 Increased international bandwidth and connectivity links are promoted in line with the global EU and Africa strategies on digital connectivity
- 2.2 Trans-border connectivity links and intra-African internet traffic and data flows are promoted.
- 2.3 National digital infrastructure which serve a regional approach are supported

Transport and mobility sector:

- 3.1 Sustainable regional and multi-country infrastructure for land, air, and water transport is reinforced, increasing both intra-African and EU-Africa connectivity.
- 3.2 Sectoral governance is strengthened in African countries and regions.

3.2. Indicative Activities

Activities related to Specific Objective 1 (outputs 1.1 to 1.3)

Main activities include the launch of blending operations with IFIs to deploy infrastructure investments in energy generation from renewable sources as hydropower, solar, wind and others, including decentralised solutions, energy connectivity such as transmission and distribution, trans-border energy interconnectivity, smart energy infrastructure and storage, renewbable hydrogen infrastructure, energy efficiency, etc. Priority will be given to sustainable energy generation (hydropower, solar, wind, etc.), regional energy transmission corridors, smart energy solutions and clean cooking.

Activities related to Specific Objective 2 (outputs 2.1 to 2.3):

In order to increase Africa's access to bandwidth, the action will launch of blending operations with IFIs to deploy infrastructure investments in international digital connectivity infrastructure (such as submarine cables, including purchase of Indefeasible Rights of Use for research and innovation purposes, landing stations and satellites), regional internet backbones (i.e. terrestrial fibre optic cables) and connecting missing links between countries, regional data infrastructure (i.e. data centres, Content Delivery Networks, Internet Exchange Points), leveraging a mix of technologies such as Wi-Fi, satellite, and DSL.

Activities related to Specific Objective 3 (outputs 3.1 to 3.2):

Similarly, blending operations will be launched with IFIs to deploy infrastructure investments in priority trade corridors. At the same time continued EU support to the ongoing Africa Transport Policy Program (SSATP) is foreseen to assist shaping the African transport policies with the collaboration of the World Bank, in partnership with the African Union.In lie with

For investments under each sector, preparatory measures (studies, assessments, technical assistance (TA), etc) may be implemented, ensuring the readiness of projects as well as the long term quality, sustainability and impact of the investments.

Activities related to Outputs 1.1 to 3.1 will be made possible by the implementation of feasibility studies as preliminary step before the formulation and submission of a blending proposal. The reason behind de-coupling feasibility studies from investments is the need to cover the costs of the formers on projects identified by the EC (e.g.: infrastructure lying on continental corridors) not necessarily on the IFI's priority list. The activities covered by contributions agreements at early stages are necessary to determine the resources needed for the investments.Implementing partners for such studies will be selected within pillar assessed institutions, on the basis of their expertise in the specific sector and specific geographic area, as well as their expressed potential interest in the follow-up investement.

Activities related to Output 3.2 will consist in the continuation and expansion of the SSATP program on the whole SSA Africa. The SSATP has been for the past years the key program to introduce in several African countries and regions the first organic transport policies and has served as a starting point for the drafting of regional standards on transport and trade and to boost the connectivity agenda for regional integration. Its continuation through the World Bank is hence fundamental to provide the policy and regulatory context for long-lasting intra-African infrastructure for land, air, and water transport including the notion of road safety, urban mobility and the functionality of urban nodes as well as the key issue of asset preservation and maintenance.

The World Bank as beein selected as implementing entity because of the positive assessment by EC services of the SSATP: over more than 30 years, the "Africa Transport Policy Program" - SSATP, formerly called "Sub-Saharan Africa Transport Policy Program", has been shaping African sound transport policies. It has gained the confidence of high-level policy makers such as the African Union Commission (AUC), Regional Economic Communities (RECs) and national governments, the community of transport practitioners across Africa, and the development partner community. SSATP has been a major contributor to the Task Forces on connectivity and road safety under the Africa-EU Alliance in 2019 and respective recommendations for future EC cooperation in transport domains across the African Continent. The European Commission has a long-standing excellent experience in contributing to the SSATP as key financier in support of the program's previous development plans DP1 to DP3, with DP3 to be completed by end of 2021. Other key financiers are the Swiss State Secretariat for Economic Affairs (SECO), the Agence Française de Développement (AFD), the African Development Bank (AfDB) and the World Bank. The European Commission is a member of the SSATP Executive Committee that is spearheaded by the AUC with the support of UNECA (United Nations Economic Commission for Africa).

The mission of the SSATP is in full coherence and complementarity to the objectives of the 2019 Comprehensive Strategy for Africa, the 2020 European Green Deal and the 2020 European Smart and Sustainable Mobility Policy as concerns the role of sustainable transport & connectivity for the operationalization and success of the African Free Trade Agreements and the more than ever needed strands of actions for sectoral governance and institutional capacity for ensuring investments to yield. Under the upcoming development phase DP4 - as from 2022 - the SSATP will is engage in domains of regional connectivity (trade and transport facilitation), urban nodes (linking cities to corridors), road safety and network asset management with a focus on asset preservation. SSATP activities follows the policy development cycle regarding knowledge creation and dissemination, advocacy, knowledge application etc. The value added of the SSATP towards the implementation of the EU strategic multi-modal transport corridor approach implemented by a mix of governance and investment support is thus essential as it strongly anchors the policy, regulatory and skills development dimensions as well as G20 Quality Infrastructure principles and good practices in the EU response.

The commitment of the EU's contribution to the Team Europe Initiative foreseen under this annual action plan will be complemented by other contributions from Team Europe partners. It is subject to the formal confirmation of each respective partners' meaningful contribution as early as possible. In the event that the TEIs and/or these contributions do not materialise the EU action may continue outside a TEI framework.

3.3. Mainstreaming

Partner countries and financial institutions will have to ensure that all projects respect EU principles, in terms of environmental, fiscal, economic and social impact, such as gender equality, indigenous people's rights, governance, impact assessments, public procurement, state aid, and equal opportunities. All activities must also respect the principles of sound financial management with effective and proportionate anti-fraud measures as well as good governance and human rights.

Environmental Protection & Climate Change

The whole methodology to select investments for transports will be based, inter alia, on environmental, biodiversity, clima and fragility/conflict related indicators. This assures those aspects are mainstreamed already in the strategic

selection of transport corridors that will also help identify interventions in digital and energy sectors[3]. This action will contribute to the upcoming Africa-Europe Green Energy Initiative[4]. The initiative is building on the recommendations of the Africa-Europe High-level Platform for Sustainable Energy Investments[5] in order to identify, among other aspects, the best possible energy mix for targeted uses and regions already in the plannig phase. The initiative emphasises the need to prepare a conducive environment for investment through policy dialogue, technical assistance and capacity building.
The investments foreseen under this action will mainstream environment and climate change aiming at promoting transformational change towards environmental sustainability, low carbon development and climate and disaster resilience. Investment operations shall be subject to an Environmental Impact Assessment (EIA) as per the African Investment Platform guidelines in order to identify the potential significance of the projects' impacts on the environment and measures to be integrated in their design to ensure they will not result in significant adverse impacts on the environment during their construction, operation and decommissioning. Climate Risk Assessment will be conducted in addition to the Environmental Impact Assessment

Gender equality and empowerment of women and girls

As per OECD Gender DAC codes identified in section 1.1, this action is labelled as G0.
Gender issues will be specifically integrated in the individual projects in line with the EU Gender Action Plan III (2021-2025)[6] and the EU guidelines on mainstreaming gender equality through the project approach.
Investments should ensure gender mainstreaming and be based on a gender sector analysis ensuring that they consider equally the needs of women and men, and that women and men benefit equally of the resulting infrastructure. For this reason in all domains of intervention, assessment of effects of proposed investments will be mandatory on gender-related aspects as prescribed by proposal templates required by the blending facility.

Human Rights

In all sectors, respect for human rights will be ensured in line with EU and international standards. Among others, the applicable labour legislation will have to be fully respected by the partner actors in the implementation of the actions. Respect for human rights will have to be scrupulously observed during land acquisition and resettlement operations.
The human-centric approach to digital transformation promoted by the EU is essentially anchored to the development of digital connectivity infrastructure in line with EU and international standards. In particular, cybersecurity and network security, data protection and privacy, together with all the other human-centred values enshrined in the EU digital single market are essential to ensure the respect of the human rights and the promotion of democracy in the cybersphere. digital single market are essential to ensure the respect of the human rights and the promotion of democracy in the cybersphere.

Disability

As per OECD Disability DAC codes identified in section 1.1, this action is labelled as D0 as it doesn't directly target persons with disabilities. Nevertheless, interventions in the three sectors will have consequences largely improving the conditions of disabled people, from the availability of access for disable people to public transport to the improved fruibility of public spaces thanks to electric lighting to the access to information and education via internet for those who cannot attend school. Actions proposed to the investment platform shall therefore be evaluated also under the perspective of effects on disabled people.

Democracy

Big investments may create opportunities for illicit gains for corrupted administrators (bribes for concessions or influencing of procurement procedures). In order to minimise such risks, tendering processes will follow procedures imposed by Financial partners already pillar assessed by the EU and accompanying measures should support national anti-corruption bodies; at the same time a full transparency of such procedures together with broad participation of stakeholders to the identification of design specification will be assured to get to inclusive offer of services and infrastructure not causing further segregation of segments of population.

Conflict sensitivity, peace and resilience

As explained for environmental protection and climate change, the methodology used to identify investments is based also on the assessment of stability and conflict proneness of areas concerned[9]. Subsequently, during project

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[3] Strategic Corridors and Urban systems in Africa - developed in the framework of Contract No JRC°35841 - DG DEVCO ADM-MULTI/2020/418-067

[4] JOINT COMMUNICATION TO THE EUROPEAN PARLIAMENT AND THE COUNCIL - Towards a comprehensive Strategy with Africa JOIN(2020) 4 final of 9.3.2020

[5] https://ec.europa.eu/energy/en/topics/international-cooperation/EU-cooperation-other-countries/africa/high-level-platform-sustainable-energy-investments

[6] JOINT COMMUNICATION TO THE EUROPEAN PARLIAMENT AND THE COUNCIL - EU gender action plan (GAP) III – An ambitious agenda for gender equality and women's empowerment in EU external action JOIN(2020) 17 final of 25.11.2020

preparation, a more detailed analysis fed by EU Delegations and other actors on the field will indicate possible corrections following qualitative considerations. This will lead the identified infrastructure to be 'conflict sensitive' and let the EC decide on an informed basis on the opportunities and threats of every investment. Investments implemented in conflict-sensitive countries where Conflict Analysis Screenings are on-going or are planned, will take into account the outcome of such analyses. **Disaster Risk Reduction** As explained, exposure to disasters is already considered at the investment selection level (floods occurrence) and will be further refined at the level of single investment proposals: each project submitted to the EFSD+ Africa Investment Platform has to respect the highest design standards to withstand extreme events and not to deteriorate pre-existing conditions, e.g. trough an exhaustive hydrogeological risk analysis and other similar studies.
Other considerations if relevant N.A.

3.4. Risks and Lessons Learnt

Category	Risks	Likelihood (High/ Medium/ Low)	Impact (High/ Medium/ Low)	Mitigating measures
1 (External environment)	Debt sustainability can negatively impact the feasibility of blending operations in selected countries, in particular those countries that are under a moderate to high risk of debt distress.	**Medium**	**Medium**	Project application form contains information about debt sustainability provided by Financial Institutions. Financial Institutions also have internal policies in terms of sovereign lending. Assessment process involves EU delegations and other competent services on the issue of debt sustainability and investment programmes, including the information available on International Monetary Fund / World Bank debt sustainability framework.
	Lack of favourable policies by the target countries in the regions/sectors	**Medium**	**Medium**	Governance and policy issues are addressed via synergies with the relevant National Indicative Programmes (NIPs). EU Delegations are involved at a very early stage in project identification, and blending operations are leveraged in the sector policy dialogue.
	Projects should not crowd out private sector financing.	**Low**	**Medium**	Explore with the international financial institutions all the possibilities of financing technical assistance (TA) for projects which could potentially lead to bankable and sustainable projects.
	Lack of knowledge regarding disaster risk may limit the integration of appropriate prevention and mitigation measures in the investment design.	**Low**	**Medium**	Embedding understanding of disaster risks, promoting of mainstreaming of disaster risk assessment and climate proofing of physical infrastructure, and mapping investment planning.

	Implementing blending operations in particular sectors and/or certain countries may be considered as not sufficiently bankable or as not generating a sufficient leverage effect while being of strategic importance	**Low**	**High**	A leverage ratio of 1:11 is assumed on the basis of the EU's experience of blending operations. A flexible approach to the leverage effect expected for strategically important interventions may be considered.
2 (Planning, processes and systems)	Establishment of the pipeline, it will be essential to align the strategy of FI with the EU strategies	**Medium**	**High**	A strong and structured dialogue with the financial institutions will be needed to address those issues. this action foresees a specific budget line, not subject to Technical Advisory Meeting (TAM) and Board assessment, to finance feasibility and technical studies to ensure the necessary maturity, quality, strategic value and additionality of projects.
	At project level, EU has limited or no control on the procurement process and cannot ensure that contractors selected respect its value and standards.	**Low**	**High**	The blending operations will be concluded only with International Financial Institutions (IFIs) that has positively passed a Pillar Assessment. Nevertheless, the works tender procedures are the entire responsibility of the promoter; therefore the most appropriate mitigating measure is to assist the promoter with technical assistance in the procurement process, including environmental and social assessments, in the respect of EU standards and values.
	Non-sustainable and non-inclusive investments	**Low**	**High**	The action is intended to embed social and environmental impact assessment in the investments identification phase itself, giving those assessment a de facto strategic value. This will guarantee the exclusion of interventions not aligned with Commission priorities such as the Green Deal in its external dimension or the EU Gender Plan 2021-2025. Also at the downstream design level, alternative solutions will be compared by means of their technical, environmental and social performances, having beforehand filtered out those not complying with EU standards.

Lessons Learnt:
A stable political and financial climate on the regional level, in general, and on the country level, in particular, is needed to promote and secure investments. The level of economic governance shall be conducive to investment. Bankable projects are identified and developed by financial institutions with partner countries in close cooperation with the EU delegation, taking into account the reality and challenges of each country/region and the priorities defined with the African Authorities.

Evaluations of the blending mechanism have concluded that it can be an effective instrument for leveraging significant financial resources for investment in job generating economic development. These evaluations also pointed to the significant contribution brought to the development of partnerships and increased coordination and cooperation among financial institutions, as well as with the Commission. A number of recommendations were made, notably in terms of improvements to the decision making structure and, in particular, the role of EU delegations and partner countries, further exploring the involvement of private sector, as well as the use of specific financial instruments such as risk mitigation instrument.

Large infrastructure projects are complex endeavors, especially in Sub Saharan Africa. Ever since the European Commission started the first blending facility for infrastructure in 2007 with the Africa-EU Infrastructure Trust Fund, it encountered challenges that are specific to this part of the world.

Main drawbacks:

- Loss of EU visibility,
- Works contracts, partly financed with EU funds, but implemented by Chinese contractors
- Failure to adequately involve EU DEL from the identification phase of the blending project process and the guarantee deployment
- Compared to EUDEL, sometimes weaker capacities of IFIs to implement projects on the ground,
- Failure to leverage funds with blending, particularly in fragile countries where blending leverage is one or two. Difficulties to implement blending operation in conflict areas like in the central Sahel.
- Migration and fragility issues: development of land corridors can trigger or escalate unplanned and unmanageable migration phenomena Africa-Europe and Africa-Africa, as well as increase mobility and threat posed by armed groups in fragile areas.

In the definition and preparation of individual projects, the EU and the implementing partners will identify and implement the most appropriate measures to address the above mentioned issues.

3.5. The Intervention Logic

The action takes over from the previous '*Contribution to the Africa Investment Platform (AIP) in support of continental economic integration across Africa*'[7] focusing on energy, digital and transport.
The action will contribute to the mobilisation of investments in infrastructure in clean energy, digital connectivity, regional data centres infrastructure and multimodal transport corridors of strategic relevance for the EU. It will result in the improvement of trans-regional infrastructure of relevance to the EU and the AU; the strengthening of continental and regional interconnectivity of infrastructure networks (in the sub-sectors of digital, energy, transport); and the scaling up of infrastructure investment by combining EU grants with loans from public financial institutions and private sector, including through sustainable finance instruments. .
In the energy sector, the action will mainly support incvestments, through blended projects and their preparatory actions (studies, TA…) among the following sob-sectors: energy generation infrastructure from renewable sources (as hydropower, solar, wind and others, including decentralised solutions), energy connectivity such as transmission and distribution, trans-border energy interconnectivity, smart energy infrastructure and storage, renewable hydrogen infrastructure, energy and clean cooking systems. The support to sustainable energy is instrumental to enabling sustainable growth and job creation alongside digitalisation, agriculture/irrigation/water, environment, transport, health, etc.

Actions in support of digital connectivity will mainly focus on international links connecting Africa to Europe and to other continents mainly through submarine cables as well as through other technologies such as satellite connectivity. In addition, regional connectivity will be supported to tackle the digital divide and data Infrastructure, including data storage and processing will be deployed in line with EU and international values and standards.
Investments should be coordinated with efforts to harmonise legal and regulatory frameworks, notably under the PRIDA programme. This will allow to leverage investments on the policy level for promoting an open internet and related standards on the continent.

In the transport sector, the main focus will be on the support to priority trade corridors, that can best maximise EU-Africa and inter-African interlinkages, looking in particular at their efficiency, decarbonisation and environmental and social standards. This exercise will lead to the selection of a limited number of African corridors, where there is the higher mutual interest and where the EU financing can make a difference in terms of impact. The selected interventions to be supported in the next years may be shaped in the context of Team Europe Initiatives. Furthermore, a continuation of the EU support to the ongoing Africa Transport Policy Program (SSATP) is foreseen to assist shaping the African transport policies with the collaboration of the World Bank, in partnership with the African Union.

While in the transport sector investments will converge on the selected corridors, in the energy and digital sectors they may follow different geographic patterns where the network differs from the transport ones, although the "dig once" principle will guide the selection to have interventions on the same stretch of corridor provide transport, energy and digital connectivity.

This action is primarily focusing on investments; complementary actions will be identified to ensure the necessary accompany measures in the different sectors. Complementary actions will focus on general support to the sectoral governance and regulatory frameworks at regional and continental level as well as soft support actions more directly related to the specific investment in order to strengthen its impact, efficiency and sustainability.

[7] C(2019)2648 final

3.6. Logical Framework Matrix

At action level, the indicative logframe should have a maximum of 10 expected results (Impact/Outcome(s)/Output(s)).
It constitutes the basis for the monitoring, reporting and evaluation of the intervention.
On the basis of this logframe matrix, a more detailed logframe (or several) may be developed at contracting stage. In case baselines and targets are not available for the action, they should be informed for each indicator at signature of the contract(s) linked to this AD, or in the first progress report at the latest. New columns may be added to set intermediary targets (milestones) for the Output and Outcome indicators whenever it is relevant.

- At inception, the first progress report should include the complete logframe (e.g. including baselines/targets).
- Progress reports should provide an updated logframe with current values for each indicator.
- The final report should enclose the logframe with baseline and final values for each indicator.

The indicative logical framework matrix may evolve during the lifetime of the action depending on the different implementation modalities of this action.
The activities, the expected Outputs and related indicators, targets and baselines included in the logframe matrix may be updated during the implementation of the action, no amendment being required to the Financing Decision.

PROJECT MODALITY (3 levels of results / indicators / Source of Data / Assumptions - no activities)

Results	Results chain (@): Main expected results (maximum 10)	Indicators (@): (at least one indicator per expected result) (all fiugres are expressed as regional averages for West, East, Central, Southern Africa and Indian Ocean)	Baselines (values and years)	Targets (values and years)	Sources of data	Assumptions
Impact	To provide Sub-Saharan Africa with blended investments and supporting expertise from EU and beyond to deploy infrastructure necessary for continental integration	1. Overall blended investments in infrastructure in energy, digital and transport sectors 2. Ratio of mobilized resources in the three sectors on the estimated needs	*TBD*	*TBD*	*TBD*	*Not applicable*
Outcome 1	1. Greener and resilient investments in the energy sector are supported	1.1 Amount of energy from renewable sources distributed to households, services and manifactures (MWh) 1.2 Number of households, services and manifactures served by energy from renewable sources (number)	*TBD*	*TBD*	*TBD*	No drastic drop in cost of fossile fuel and political stability
Outcome 2	1. Equitable access to affordable, secure and quality digital and data infrastructure is enhanced	2.1.1 Length of secure and resilient cables (optical and traditional) installed (Km) 2.3.1 Individuals using the Internet (number)	*TBD*	*TBD*	*TBD*	Maintained policy dialogue and alignment European Commission-AUC
Outcome 3	2. Sustainable intra-African transport and mobility is supported	1.3.1: Total length of transport infrastructure built and maintained: a) roads; b) railways; c) waterways (kms).	*TBD*	*TBD*	*TBD*	Political stability
Output 1 related to Outcome 1	1.1 Higher installed capacity for renewable energy production is promoted	1.2.1 Renewable energy capacity installed via EFSD+ AIP (MW)	*TBD*	*TBD*	*TBD*	Alignment of policies between European Commission and IFIs
Output 2 related to Outcome 1	1.2 Higher share of renewable energy on total primary energy production is promoted	1.2.1 Renewable energy capacity installed on total via EFSD+ AIP (%)	*TBD*	*TBD*	*TBD*	Alignment of policies between European Commission and IFIs
Output 3 related to Outcome 1	1.3 Higher access to energy is promoted	1.3.1 New population provided by grid and off grid electricity on total via EFSD+ AIP (number)	*TBD*	*TBD*	*TBD*	Alignment of policies between

						European Commission and IFIs
Output 1 related to Outcome 2	2.1 Increased international bandwidth and connectivity links are promoted in line with the global EU and Africa strategies on digital connectivity	2.1.1 Length of secure and resilient submarine cables installed with investment support via EFSD+ AIP (Km)	*TBD*	*TBD*	*TBD*	Alignment of policies between European Commission and IFIs
Output 2 related to Outcome 2	2.2 Trans-border connectivity links and intra-African internet traffic and data flows are promoted	2.2.1 Length of optical fibre cables installed with investment support via EFSD+ AIP (Km)	*TBD*	*TBD*	*TBD*	Alignment of policies between European Commission and IFIs
Output 3 related to Outcome 2	2.3 National digital and data infrastructure which serve a regional approach are supported	2.3.1 Percentage of individuals using the Internet thanks via EFSD+ AIP (%) 2.3.2 Number of energy efficient and secure data centres installed	*2.3.1 18,7% (2017 score)* *2.3.2 TBD*	*24%* *TBD*	*ITU*	Alignment of policies between European Commission and IFIs
Output 1 related to Outcome 3	3.1 Sustainable regional and multi-country infrastructure for land, air, and water transport is reinforced.	3.1.1 Total length of transport infrastructure supported by the EU (kms): a) roads; b) railways; c) waterways via EFSD+ AIP (Km)	*TBD*	*TBD*	*TBD*	Alignment of policies between European Commission and IFIs
Output 2 related to Outcome 3	3.2 Sustainable, smart, resilient and safe mobility is further promoted and land, air and water transport regulatory frameworks are strengthened.	3.2.1: Number of pieces of national legislation on harmonising standards or liberalising services related to transport (road, maritime, aviation, waterways, railways) that transpose continental or regional acts and have been developed or revised with EU support thanks to the SSATP (number)	*TBD*	*TBD*	*TBD*	Alignement of national authorities to transport policies promoted by AUC

4. IMPLEMENTATION ARRANGEMENTS

4.1. Financing Agreement

In order to implement this action, it is envisaged to conclude a financing agreement with the African Union Commission.

4.2. Indicative Implementation Period

The indicative operational implementation period of this action, during which the activities described in section 3 will be carried out and the corresponding contracts and agreements implemented, is 180 months from the date of entry into force of the financing agreement.
Extensions of the implementation period may be agreed by the Commission's responsible authorising officer by amending this Financing Decision and the relevant contracts and agreements.

4.3. Implementation of the Budget Support Component [For Budget Support only]

Not applicable.

4.4. Implementation Modalities]

The Commission will ensure that the EU appropriate rules and procedures for providing financing to third parties are respected, including review procedures, where appropriate, and compliance of the action with EU restrictive measures[8].

4.4.1. Indirect Management with international organisation

4.4.1.1 – Indirect management with International Organisations

A part of this action will be implemented in indirect management with fully pillar assessed entities, which will be selected by the Commission's services using the following criteria: (1) be development financial institutions (DFIs) to generate blended investments on infrastructure; (2) the operational execution of activities will be led by ad-hoc temporary entities (special purpose vehicles) created by DFIs and will include surveys, studies, impact assessments, works procurement, overview and control of execution etc, (3) DFIs shall be pillar assessed and will be selected on the basis of their proposals with a specific focus on leverage ratios grant to loan, added value of EU contributions and debt sustainability of beneficiary. Non-European DFIs shall demonstrate specific added value in order to be selected.

The implementation by DFIs entail activites described in §3.2 to deliver Outputs 1.1 to 3.1, in pursuit of Specific Objectives S.O.1-S.O.3.

4.4.1.2 – Indirect management with the World Bank

A part of this action may be implemented in indirect management with the World Bank, selected on the basis of its accountability and proven record on the advocacy for transport policies in Africa, as extensively explained in §3.2.

This implementation entails the support to the African Transport Policy (SSATP) Program to provide adequate advocacy and technical support with national authorities and Regional Economic communities (RECs) on sectoral governance, as described in §3.2 to deliver Output 3.2, in pursuit of Specific Objective S.O.3.

4.4.2. Indirect Management with the Partner Country

[8] The list of EU restrictive measure (sanctions) is reflected in the www.sanctionsmap.eu. Note that the sanctions map is an IT tool for identifying the sanctions regimes. The Official Journal of the European Union is the official source of European Union law and, in case of conflict, its content prevails over that of the Sanctions Map.

Not applicable

4.4.3. Contribution to the envisaged Africa Investment Platform under EFSD+

This contribution may be implemented under indirect management with the entities, called Lead Finance Institutions, through different types of financial support, including sustainable finance instruments . Whereas European finance institutions can always act as lead, provided they have successfully passed the pillar assessment, non-European institutions need to demonstrate their added value in the region or for a specific project to serve as lead. The involvement of non-European finance institutions as lead financiers is examined by the Board on a case-by-case basis following a targeted approach looking at the specific added value the non-European finance institution brings to a particular project or region.

4.4.4. EFSD+ operations covered by budgetary guarantees

Not applicable

4.4.5. Changes from indirect to direct management mode (and vice versa) due to exceptional circumstances (one alternative second option)

Should the implementation through indirect management reveal not be possible due to circumstances outside of the Commission's control, the Commission will revert to direct management and manage procurement procedures directly.

4.5. Scope of geographical eligibility for procurement and grants

Not applicable

4.6. Indicative Budget

Indicative Budget components[9]	**EU contribution (amount in EUR)**	**FY 2021 (amount in EUR)**
Implementation modalities - cf. Section 4.4		
OS1 - Support greener and resilient investments in the energy sector composed of • Indirect management with international organisation – cf. Section 4.4.1.1 • Contribution to the African Investment Platform – cf. Section 4.4.3	**150 000 000** *(5 000 000)* *(145 000 000)*	150 000 000
OS2 - Enhance equitable access to affordable, secure and quality digital and data infrastructure composed of • Indirect management with international organisation – cf. Section 4.4.1.1 • Contribution to the African Investment Platform – cf. Section 4.4.3	**300 000 000** *(10 000 000)* *(290 000 000)*	300 000 000
OS3 - Support sustainable intra-African transport and mobility composed of	**300 000 000** *(10 000 000)*	300 000 000

[9] This will be further elaborated in the country-by-country blending applications

• Indirect management with international organisation – cf. Section 4.4.1.1 • Indirect management with the World Bank – cf. Section 4.4.1.2 • Contribution to the African Investment Platform – cf. Section 4.4.3	*(7 000 000)* *(283 000 000)*	
Monitoring and Reporting - cf. 5.1 **Evaluation** – cf. section 5.2 **Audit** – cf. section 5.3	will be covered by another Decision	will be covered by another Decision
Contingencies	N.A.	N.A.
Totals	**750 000 000**	750 000 000

4.7. Organisational Set-up and Responsibilities

A technical coordination committee between the European Commission and the Africa Union Commission will be setup in order to ensure the overall monitoring of the implementation of the blending investments. Representatives form the private sector will be involved on a case by case basis to check the interest of economic actors as beneficiaries of planned facilities already at a conception/strategic phase. Implementing Partners may be invited to inform about the planning of projects and progress in implementation.

Individual blending project proposals and the candidate Lead Financial Institution will undergo a prior assessment by the competent Delegation: the result of this revision should already be coherent with policy, technical and overall bankability criteria.

The following step is the submission to the EFSD+ Africa Investment Platform Technical Advisory Meeting (TAM) for revision by other Financial Institutions and subsequently to the Board for approval by Member States. This procedure will assure the proposals present a sound management plan and deployment program.

In the case of a non-European finance institution acting as lead, the application will be accompanied by a note from the Delegation expressing its support and showing the added value of the non-European institution. Among other aspects, leverage of the EC contribution to further investments will play a crucial role, as well as debt sustainability for concurring loans.

The subsequent implementation phase will pass through procurement procedures in conformity with the Lead Financial Institutions procedures and the creation of temporary dedicate entities to follow up the execution of activities, including execution and reception of works.

As part of its prerogative of budget implementation and to safeguard the financial interests of the Union, the Commission will participate to governance and implementation structures for the action.

4.8. Pre-conditions [Only for project modality]

Not applicable

5. PERFORMANCE MEASUREMENT

5.1. Monitoring and Reporting

The day-to-day technical and financial monitoring of the implementation of this action will be a continuous process, and part of the implementing partner's responsibilities. To this aim, the implementing partner shall establish a permanent internal, technical and financial monitoring system for the action and elaborate regular progress reports (not less than annual) and final reports. Every report shall provide an accurate account of implementation of the action, difficulties encountered, changes introduced, as well as the degree of achievement of its results (Outputs and direct Outcomes) as measured by corresponding indicators, using as reference the logframe matrix (for project modality).

Baseline and targets to complete the Logical Framework Matrix in 3.6 will be identified by a dedicated study launched at the beginning of the action and financed by the Regional Technical Cooperation Facility. Sources of data and indicators will be expressed in a neutral way and with specified unit of measure,. Increases will be expressed though the use of a target set at an improved level compared to the baseline.

The Commission may undertake additional project monitoring visits both through its own staff and through independent consultants recruited directly by the Commission for independent monitoring reviews (or recruited by the responsible agent contracted by the Commission for implementing such reviews).

5.2. Evaluation

Having regard to the nature of the action, a mid-term and an ex-post evaluation will be carried out for this action or its components via independent consultants contracted by the Commission.

A mid-term evaluation is envisaged for learning purposes, in particular with respect to further similar operations in the following years.

An ex-post evaluation is envisaged for accountability and learning purposes at various levels (including for policy revision), taking into account in particular the fact that feasibility studies for blended investments will be carried on via dedicated delegation agreements with the same IFIs willing to propose such investments.

In case this action contributes to future Team Europe Initiatives, evaluations may be conducted jointly with other contributing Member States and EDFIs to provide an overview of the action within the larger impact of the TEI.

The Commission shall inform the implementing partner at least three months in advance of the dates envisaged for the evaluation missions. The implementing partner shall collaborate efficiently and effectively with the evaluation experts, and inter alia provide them with all necessary information and documentation, as well as access to the project premises and activities.

The evaluation reports shall be shared with the partner country and other key stakeholders following the best practice of evaluation dissemination[10]. The implementing partner and the Commission shall analyse the conclusions and recommendations of the evaluations and, where appropriate, in agreement with the partner country, jointly decide on the follow-up actions to be taken and any adjustments necessary, including, if indicated, the reorientation of the project.

The financing of the evaluation shall be covered by another measure constituting a Financing Decision.

5.3. Audit and Verifications

Without prejudice to the obligations applicable to contracts concluded for the implementation of this action, the Commission may, on the basis of a risk assessment, contract independent audit or verification assignments for one or several contracts or agreements.

The financing of the audit shall be covered by another measure constituting a financing decision.

6. STRATEGIC COMMUNICATION AND PUBLIC DIPLOMACY

The 2021-2027 programming cycle will adopt a new approach to pooling, programming and deploying strategic communication and public diplomacy resources.

It will remain a contractual obligation for all entities implementing EU-funded external actions to inform the relevant audiences of the Union's support for their work by displaying the EU emblem and a short funding statement as appropriate on all communication materials related to the actions concerned. This obligation will continue to apply equally, regardless of whether the actions concerned are implemented by the Commission, partner countries, service providers, grant beneficiaries or entrusted or delegated entities such as UN agencies, international financial institutions and agencies of EU member states.

However, action documents for specific sector programmes are no longer required to include a provision for communication and visibility actions promoting the programmes concerned. These resources will instead be consolidated in Cooperation Facilities established by support measure action documents, allowing Delegations to

[10] See best practice of evaluation dissemination

plan and execute multiannual strategic communication and public diplomacy actions with sufficient critical mass to be effective on a national scale.

APPENDIX 1 REPORTING IN OPSYS

An Intervention[11] (also generally called project/programme) is the operational entity associated to a coherent set of activities and results structured in a logical framework aiming at delivering development change or progress. Interventions are the most effective (hence optimal) entities for the operational follow-up by the Commission of its external development operations. As such, Interventions constitute the base unit for managing operational implementations, assessing performance, monitoring, evaluation, internal and external communication, reporting and aggregation.
Primary Interventions are those contracts or groups of contracts bearing reportable results and respecting the following business rule: 'a given contract can only contribute to one primary intervention and not more than one'. An individual contract that does not produce direct reportable results and cannot be logically grouped with other result reportable contracts is considered a 'support entities'. The addition of all primary interventions and support entities is equivalent to the full development portfolio of the Institution.

Primary Interventions are identified during the design of each action by the responsible service (Delegation or Headquarters operational Unit).
The level of the Primary Intervention is defined in the related Action Document and it is revisable; it can be a(n) (group of) action(s) or a (group of) contract(s).

Tick in the left side column one of the three possible options for the level of definition of the Primary Intervention(s) identified in this action.
In the case of 'Group of actions' level, add references to the present action and other action concerning the same Primary Intervention.
In the case of 'Contract level', add the reference to the corresponding budgetary items in point 4.6, Indicative Budget.

Option 1: Action level		
☒	Single action	Present action: all contracts in the present action
Option 2: Group of actions level		
☐	Group of actions	
Option 3: Contract level		
☐	Single Contract 1	
☐	Single Contract 2	
☐	Single Contract 3	
	(…)	
☐	Group of contracts 1	

[11] ARES (2021)4204912 - For the purpose of consistency between terms in OPSYS, DG INTPA, DG NEAR and FPI have harmonised 5 key terms, including 'action' and 'Intervention' where an 'action' is the content (or part of the content) of a Commission Financing Decision and 'Intervention' is a coherent set of activities and results which constitutes an effective level for the operational follow-up by the EC of its operations on the ground. See more on the concept of intervention.