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ANNEX 23

to the Commission Implementing Decision on the financing of the multiannual action plan in favour of Sub-Saharan Africa for 2023-2025

Action Document for Trade and transport facilitation measures for Strategic Corridors in Africa

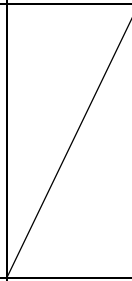
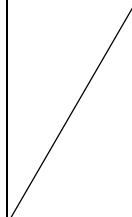
MULTIANNUAL PROGRAMME

This document constitutes the multiannual work programme within the meaning of Article 110(2) of the Financial Regulation, within the meaning of Article 23 of the NDICI-Global Europe Regulation.

1 SYNOPSIS

1.1 Action Summary Table

1. Title CRIS/OPSYS business reference Basic Act	Trade and transport facilitation measures for Strategic Corridors in Africa OPSYS number: ACT-62054 Financed under the Neighbourhood, Development and International Cooperation Instrument (NDICI-Global Europe)
2. Team Europe Initiative	No
3. Zone benefiting from the action	Sub-Saharan 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 5, Specific objective 1 'Increase sustainable intra-African trade and mobility, making them safer, cheaper, faster and greener; and strengthening Africa- EU trade'; Results 1.1, 1.2, 1.3, 1.4, 1.5
PRIORITY AREAS AND SECTOR INFORMATION	
6. Priority Area(s), sectors	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: SDG 8 (Decent work and economic growth), SDG 5 (Gender Equality), SDG 13 (Climate action), SDG 17 (Partnerships for SDGs)
8 a) DAC code(s)	21000, -13, -20, -30, -40, -50, -61 Transport – 35% 33110, -20 Trade – 65%
8 b) Main Delivery Channel	40000 - Multilateral Organisations 10000 – Public Sector institutions 60000 - Private sector institution

9. Targets	<input type="checkbox"/> Migration <input checked="" type="checkbox"/> Climate <input checked="" type="checkbox"/> Social inclusion and Human Development <input checked="" type="checkbox"/> Gender <input type="checkbox"/> Biodiversity <input type="checkbox"/> Education <input checked="" type="checkbox"/> Human Rights, Democracy and Governance			
10. Markers (from DAC form)	General policy objective @	Not targeted	Significant objective	Principal objective
	Participation development/good governance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Aid to environment @	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Gender equality and women's and girl's empowerment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Reproductive, maternal, new-born and child health	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Disaster Risk Reduction @	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Inclusion of persons with Disabilities @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Nutrition @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	RIO Convention markers	Not targeted	Significant objective	Principal objective
	Biological diversity @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Combat desertification @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Climate change mitigation @	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Climate change adaptation @	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	11. Internal markers and Tags:	Policy objectives	Not targeted	Significant objective
Digitalisation @		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
digital connectivity digital governance digital entrepreneurship digital skills/literacy digital services		YES <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>	NO <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	
Connectivity @		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
energy transport health education and research		YES <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	NO <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	

	Migration @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Reduction of Inequalities @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Covid-19	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
BUDGET INFORMATION				
12. Amounts concerned	<p>Budget lines (article, item):</p> <p>14.020120 : EUR 117 000 000</p> <p>14.020121 : EUR 142 000 000</p> <p>14.020122 : EUR 56 000 000</p> <p>Total estimated cost: EUR 315 000 000</p> <p>Total amount of EU budget contribution EUR 315 000 000</p> <p>The contribution is for an amount of EUR 41 300 000 from the general budget of the European Union for year N (14.020120 - EUR 10 000 000; 14.020121 - EUR 31 300 000) and for an amount of EUR 173 700 000 from the general budget of the European Union for year N+1(14.020120 - EUR 82 000 000; 14.020121 - EUR 60 700 000; 14.020122 - EUR 31 000 000) and for an amount of EUR 100 000 000 from the general budget of the European Union for year N+2(14.020120 - EUR 25 000 000; 14.020121 - EUR 50 000 000; 14.020122 - EUR 25 000 000), subject to the availability of appropriations for the respective financial years following the adoption of the relevant annual budget, or as provided for in the system of provisional twelfths.</p>			
MANAGEMENT AND IMPLEMENTATION				
13. Type of financing¹	<p>Direct management through:</p> <ul style="list-style-type: none"> - Grants - Procurement <p>Indirect management with the entity(ies) to be selected in accordance with the criteria set out in section 4.4.3.</p>			

1.2 Summary of the Action

This action is a fundamental component of the Global Gateway strategy in Africa and contributes to its engagement to deliver connectivity, regional and continental integration and infrastructure, ensuring the ‘soft’ accompanying component to investments, improving the sustainability, resilience, security and safety of mobility and facilitating trade. It will focus on the eleven Strategic Corridors presented at the EU-AU Summit in February 2022 as part of the EU-Africa Global Gateway Investment Package.

¹ Art. 27 NDICI

The action intends to address both physical and non-physical barriers to trade, that have so far hampered intra-African trade and integration, and increase the efficiency of transport systems on corridors and of their management. Specific attention is also given to small-scale and informal cross-border trade, a substantial proportion of intra-regional trade in Africa, key for income generation, job creation and food security for many poor households and where women are overrepresented.

The overall objective of the Action is to contribute to enhanced regional and economic integration in Africa.

The Specific Objectives (Outcomes) are:

- (SO1) transport systems on selected Strategic Corridors are more efficient, greener and safer, and the physical circulation of goods and people is improved
- (SO2) trade and trading capacities along strategic corridors are boosted, through comprehensive implementation of trading agreements and economic measures (such as EPAs), improved customs procedures and facilitated transit
- (SO3) planning, management and maintenance of corridor assets are reinforced
- (SO4) small scale cross-border trade is facilitated in cross-border markets and regions with a focus on women traders.

The action will be coordinated at different levels including under the broader regional and continental integration dynamics, particularly for what concerns the institutional and regulatory dimensions of trade. At continental level The African Union Commission (AUC), the African Union Development Agency-NEPAD (AUDA-NEPAD) and the African Continental Free Trade Area (AfCFTA) are the leading organisations. The AfCFTA agreement is one of the African Union flagships under Agenda 2063 aiming at creating a single market for goods and services with free movement of people and investments, expanding intra-African trade across the continent, enhancing competitiveness, and supporting economic transformation in Africa. The European Union, as first trade partner for African products, primary Aid for Trade provider and key partner for sustainable and green investment in Africa is the strategic partner to support the African economic integration agenda. The Economic partnership agreements that the EU has negotiated with certain African countries also play an important role in supporting regional economic integration in Africa and helping African countries in the implementation of their AfCFTA commitment.

2 RATIONALE

2.1 Context

The Sub-Saharan Africa MIP 2021-27 prioritises Sustainable growth and decent jobs (Priority area 5), inter alia by strengthening economic integration and trade at regional, continental and intercontinental level. This increased integration will require improvement of sustainable, smart, resilient, secure and safe mobility as well as trade facilitation and removal of trade barriers, in perfect coherence with the Global Gateway strategy and its ambition of improving African connectivity within the continent and with Europe through significant investments in transport, energy and digital infrastructures.

In the past, EU-Africa cooperation in the transport sector, particularly for what concerns investments, was based on project-level and not necessarily framed in a larger strategic vision. On the other hand, ‘soft’ transport regional programmes often combined a regional governance/regulatory approach with activities at corridor level (such as the ‘Tripartite transport and transit facilitation program - TTTFP’). EU support to trade facilitation under 10th and 11th EDF was mainly deployed at sub regional level through programmes anchored to Regional Economic Communities and their regional integration strategies. Most programmes included a focus of their trade facilitation concrete activities on specific corridors.

Under NDICI, DG INTPA adopted a ‘Strategic corridors approach’ to increase the impact of EU intervention by being more focused on a limited number of corridors where the EU funding can make a difference, in view of both EU and African interests. The corridor selection exercise was carried out by DG INTPA with the support of the JRC and the involvement of DG NEAR, MOVE, TRADE and the EEAS, through a multi-criteria analysis starting from an initial long list of corridors as reflected in the official RECs and PIDA documents (PIDA-PAP2 project list). The result of this study is a selection of 11 transport corridors that were announced as part of the EU-Africa

Global Gateway Investment Package at the EU-AU Summit in February 2022². These corridors are³:

- in West Africa:

- Praia-Dakar-Abidjan
- Abidjan-Ouagadougou
- Abidjan-Lagos
- Cotonou-Niamey

- in Eastern Africa:

- Mombasa-Kisangani
- Berbera/Djibouti-Addis-Nairobi-Dar es Salaam
- Cairo-Khartoum-Juba-Kampala

- in Central Africa:

- Libreville-Kribi/Douala-N'Djamena
- Douala/Kribi-Bangui-Kampala

- in Southern Africa:

- Maputo-Gaborone-Walvis Bay/Lüderitz
- Durban-Lusaka-Lubumbashi.

The majority of EU transport investment funds in Africa (including for example funds made available by SSA MIP AAP2021 through the action 'Investments in regional infrastructure') will be directed towards priority projects on these corridors and their complimentary segments. Similarly, and to leverage the impact of these investments, concrete transport and trade facilitation measures that are proposed under this action, will also be focused primarily on the same corridors but also to any other segment or link that can emerge as priority during the implementation of the action. These corridors are part of a dynamic transport system and interact in complementarity with critical trade segments, such as the corridor linking the Atlantic port of Lobito in Angola to the mining areas in Zambia and the Democratic Republic of Congo. Synergies will be sought also with countries who have negotiated EPA's in order to render these projects more productive.

It is also recognised that this 'corridor approach' must be coordinated under the broader regional and continental (AUC/AUDA-NEPAD, AfCFTA) integration dynamics, particularly for what concerns the institutional and regulatory dimensions of trade. This action builds on the progress of subregional integration under the Regional Economic Communities and also on the momentum for African integration boosted by the African Continental Free Trade Agreement (AfCFTA) and the African Union action plan 'Boosting Intra-African trade (BIAT)'. The AfCFTA agreement is one of the African Union flagship projects under Agenda 2063 aiming at creating a single market for goods and services with free movement of people and investments, expanding intra-African trade across the continent, enhancing competitiveness, and supporting economic transformation in Africa. These corridors have also the potential to foster the integration of regional value chains and critical raw materials across the continent. The European Union, as first trade partner for African products, primary Aid for Trade provider and key partner for sustainable and green investment in Africa is the strategic partner to support the African economic integration agenda. Stepping up our cooperation is critical to maintain this strategic partnership and position.

For all of the above reasons, this action is a fundamental component of the Global Gateway strategy in Africa and its engagement to deliver connectivity, regional and continental integration and infrastructure, with the aim of achieving sustainable and inclusive growth, the creation of decent and green jobs, integration of regional value chains and the green transition, and of promoting transformative and competitive economies, insofar as it ensures 'soft' accompanying components to the EU-Africa Global Gateway Investment Package (transport/trade priority).

The action will ensure continuity with ongoing programmes, capitalising on their results (the West Africa Trade Facilitation program and the Transport governance programme, both ending in 2023-24, the PAGIRN and PAIRIAC in Central Africa, the TTFP in Eastern and Southern Africa, and the COMESA and SADC Trade Facilitation programmes). An action focusing on road governance at regional and continental level was already

² https://international-partnerships.ec.europa.eu/policies/global-gateway/transport/eu-africa-strategic-corridors_en

³ <https://publications.jrc.ec.europa.eu/repository/handle/JRC128942>

foreseen under AAP 2022 and its implementation will equally be coordinated with the present action.

2.2 Problem Analysis

Despite the significant progress achieved in these past years and the strong political momentum for African economic integration, intra-African trade remains low at just 14.4% of Africa's total exports⁴(the AfCFTA foresees to boost intra-African trade to 33%), due to both physical and non-physical barriers. Overall, intra-African trade remains complex, costly and slow.

Looking only at the basic economic measures, with regards to the tariff barriers, African countries' exports face average tariffs of 6.3% with non-African partners and 11.8% with African countries.

Transit time and cost also represent serious limiting factors in African trade and transport, significantly aggravated by the COVID19 crisis with huge logistic constraints that severely impacted the global economy. While the time and cost differ significantly from corridor to corridor, there are some common challenges that impact the overall African trade. For example, the average dwell time in some Sub-Saharan Africa ports is around 20 days (compared to three to four days in most large international ports)⁵. Average time to clear exports through customs in Sub Saharan Africa stands at 11 days⁶. The crossing of land border posts is also a typical bottleneck, often delaying transit by several days, due to procedural or operational inefficiencies. All these obstacles contribute to impeding the full development of intra- African trade.

With respect to physical constraints, transport and logistics infrastructure (roads, railways, ports, airports) are often underdeveloped and/or in need of rehabilitation and maintenance. Underperforming infrastructure has been estimated to shave off at least 2 percent of Africa's annual growth. Infrastructure deficit (in transport but also energy, ICT, water and urban) is acknowledged to be one of the biggest constraints to socio-economic development in Africa, while also having the potential to contribute to job creation, industrialisation, trade, and growth. Premature deterioration of infrastructure (roads in particular) is often due to insufficient maintenance, aggravated by damage caused by overloading of trucks, and the impacts of climate change, natural hazards and environmental degradation. This leads to high economic costs to the society as whole.

Infrastructure deficit, coupled with poor sector governance, make Africa the continent with the highest rate of road traffic injury mortality, despite the lowest motorisation rate⁷. Road vulnerable users are the main victims (80% are pedestrians or cyclists).

Transport also has a significant impact on the environmental footprint of human activities, accounting for almost one quarter of all global greenhouse gas (GHG) emissions and being one of the main contributors to urban air pollution in most cities. Africa, despite its low contribution to greenhouse gas emissions overall, remains the most vulnerable continent to the impacts of climate change and weather-related hazards. Under the Paris Agreement, African countries have outlined bold aspirations to build climate resilient and low-carbon economies in their Nationally Determined Contributions (NDCs). In addition, ongoing loss of biodiversity in Africa is driven by a combination of human-induced and climate change-related factors and many ecosystems and their biodiversity are particularly threatened.

The performance of strategic multimodal corridors and their efficient management at both operational (including increasing safety measures, adaptation to climate change and greening of transport systems) and financing levels by partner countries/regions need to be strengthened with a holistic approach in order to ensure seamless and efficient transport of people and freight. It is also important to consider that raising demographic trends and the expected increase in intra-African trade linked to AfCFTA operationalisation is expected to push freight demand by 28%.

⁴ UNCTAD 2023

⁵ World Bank, 2012 'Why does cargo spend weeks in Sub-Saharan African ports?'

⁶ World Bank, 2021

⁷ World Health Organization (WHO), 2018

translating to additional demand for almost 2 million trucks, 100 000 rail wagons, 250 aircraft and more than 100 vessels by 2030⁸.

Small-scale and informal cross-border trade represents a substantial proportion of intra-regional trade in the region, sometimes even exceeding formal flows such as in the case of some agricultural commodities. Cross-border trade is key for income generation, decent job creation and food security for many poor households that would otherwise be excluded from other economic activities.

Small-scale traders (the majority of whom are women) face a number of constraints at the borders, from high costs and cumbersome administrative procedures to insecurity, harassment and inadequate border infrastructures. Women traders also face challenges in the form of tariff and non-tariff barriers, access to finance, and socio-cultural norms. All these elements prevent their businesses from growing and keep them into informality.

Context specific problem analysis:

Of the four strategic corridors in West Africa, two are coastal corridors (Praia-Dakar-Abidjan and Abidjan-Lagos), and two are hinterland-port corridors unlocking Burkina Faso and Niger towards the seaports of Abidjan and Cotonou respectively. Particularly on the Praia-Dakar-Abidjan, the EU was historically and continues to be active in the financing of investments (although not necessarily accompanying soft measures in terms of transport governance were equally developed). The two corridors stretching into Sahel have additional specific challenges due to the instability and fragility of some regions, and to the vital need to preserve transit to ensure access to the sea of landlocked countries. The Abidjan-Lagos corridor is connecting a number of coastal cities that will soon become a large conurbation, and has therefore peculiar challenges such as the mobility of people (including in urban areas), services and small cross border trade, rather than the transport of freight. More than in other regions, ECOWAS has an important role in the steering of regional trade issues. There has been a lot of progress in the development of harmonised trade regulations and tools, however the effective implementation of these measures at borders remains among the key challenges to be addressed to improve connectivity and reduce transit costs.

In Central Africa, the two selected strategic corridors have the peculiarity of being in very different stages of development. The Libreville-Douala-N'Djamena multimodal corridor is the main backbone of Central Africa, crucial for the unlocking of Chad and linked to CAR, and as such has been the object of extensive transport cooperation with the EU and other partners in the last decades. However, big constraints remain in the efficient management of infrastructure assets and in the limited transposition of regional regulations. The Douala-Kampala corridor is far more underdeveloped in terms of infrastructure and connectivity (except in the part overlapping with other corridors) and needs extensive preparatory work and strict environmental safeguards. Strengthened road-river multimodality is a potential development. At regional level, there is a need to harmonise systems and procedures. The Lobito corridor is linked to a multimodal system that includes cross border railway connections.

Safety, security and operational efficiency of ports and shipping decarbonisation in the Gulf of Guinea is also a priority and a prerequisite for the good functioning of corridors in West and Central Africa, especially as ongoing programmes in this domain are ending in 2023.

In Eastern Africa, the Northern corridor (Mombasa-Kisangani) has a key role, being the busiest connection link in the region. A corridor authority exists (Northern Corridor Transit and Transport Coordination Authority, NTCCTA), tasked to coordinating transport infrastructure improvements. On the other hand the other two corridors are less structured and cross a number of fragile or (temporarily or permanently) unstabilised countries in the Horn of Africa region, and the support and work around them will have a more subregional development focus.

In Southern Africa, the two selected corridors are critical routes for economic integration, both connecting several landlocked countries to the main regional ports and to the main regional economy (South Africa). These strategic corridors are also crucial to unlock productive areas and support value chains development such as mining / including raw materials, strategic for both regional and EU economies (for instance, the EU and Namibia signed a

⁸ [Africa's logistics sector set to deliver results as free trade agreement kicks in - AfCFTA \(au-afcfta.org\)](#) based on UN ECA research Feb. 2022

partnership on sustainable raw materials and green hydrogen and there is an ongoing cooperation between the EU ports of Rotterdam and Antwerp and Namibian ports of Lüderitz and Walvis Bay in this framework; partnerships with other countries in the region are also envisaged). Despite ongoing programmes to reinforce the governance of road transport and trade (such as the TTFP and the Trade Facilitation programme), neither corridor is fully functional and the free movement of goods and people is still obstructed by a range of technical and institutional constraints. Given the economic potential of the region, there is also the need to develop, where environmentally, financially and economically appropriate, railway transport and intermodality.

Identification of main stakeholders and corresponding institutional and/or organisational issues (mandates, potential roles, and capacities) to be covered by the action:

Institutional stakeholders:

National authorities namely the ministries and agencies responsible for trade, transport and public works, including their national trade/transport committees, will be key interlocutors and partners but also will benefit from capacity building to strengthen their roles. Among these actors particular focus will be set on customs and border authorities, as well as port authorities.

Other national authorities, ministries and agencies responsible for environment, gender, economy, finance, energy, mining and security matters will also be associated when relevant, to ensure the achievement of proposed activities and the streamlining of cross-cutting issues. Similarly, the action will seek the involvement of women's NGO's and CSO's at regional, national or local level to ensure women's representativeness, empowerment and long-term sustainability.

Ad-hoc corridor governance institutions, corridor authorities or secretariats, intergovernmental coordination platforms at corridor level will have an important role in the coordination of interventions along the corridor and in ensuring the sustainability, maintenance and operability of the corridor.

Continental and regional authorities including the AfCFTA Secretariat, the African Union Commission (AUC), AUDA-NEPAD, the Regional Economic Communities and other bodies such as Regional Trade Committees, that have a mandate for economic integration and transport/trade matters are essential stakeholders and will have a coordination role in the effective implementation of regional and continental provisions and measures, to avoid duplication and creation of parallel structures and to develop common tools to simplify and harmonise legislation in trade and transport.

Private stakeholders:

Business and traders associations; concession holders on rail/roads/ports/logistics on corridors; transport operators; trade and transport private service providers, transport workers will be key right-holders of the action. The ultimate objective of the action is to have a direct impact on these actors that are essential to trade, therefore a number of activities will target direct support to these stakeholders. These actors will also play an important role in lobbying for better policy and measures implementation.

Finally important stakeholders to this action will be small scale cross-border traders, particularly women and youth. These actors are very present in the informal cross border trade transactions around cross border markets. They will benefit from a number of activities targeted to address their specific challenges.

Final right-holders include all corridor users, trade operators, and African citizens at large.

3 DESCRIPTION OF THE ACTION

3.1 Objectives and Expected Outputs

The overall objective of the Action is to contribute to enhanced regional and economic integration in Africa.

The Specific Objectives (Outcomes) are :

1. transport systems on selected Strategic Corridors are more efficient, greener and safer, and the physical

circulation of goods and people is improved

2. trade and trading capacities along strategic corridors are boosted, through comprehensive implementation of trading agreements and economic measures, improved customs procedures and facilitated transit
3. planning, management and maintenance of corridor assets are reinforced
4. small scale cross-border trade is facilitated in cross-border markets and regions with a focus on women traders.

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

Contributing to Specific Objective 1:

Output 1.1 Improved overall efficiency and greening of strategic corridors systems (multimodality, urban planning on centres along corridors, corridor observatories, harmonisation of standards etc)

Output 1.2 Technical, logistical, institutional and management capacities of corridor transport actors (Continental, regional and national institutions, corridor authorities/agreements, vehicle control bodies, service providers) are reinforced

Output 1.3 The carbon footprint of transport systems along the corridors is reduced

Output 1.4 Transit of people and goods is more secure and safer along the corridors and in ports

Contributing to Specific Objective 2:

Output 2.1 Customs and border regulations and procedures at regional level and along the selected corridors are harmonised, simplified and improved

Output 2.2 Capacities of regional and national bodies for the implementation of trade facilitation measures and agreements (international, continental and regional) are improved

Output 2.3 The trade logistics facilities are improved

Contributing to Specific Objective 3:

Output 3.1 Corridor investment and maintenance strategies, planning and financial capacities are reinforced, for all transport modalities, taking into account climate- and environment-related policies.

Output 3.2 Axle load control regulations and measures are harmonised, improved and enforced

Contributing to Specific Objective 4:

Output 4.1 Small scale trade is supported, particularly for women entrepreneurs

Output 4.2 Economic and social infrastructures are developed at border crossing and cross-border markets

3.2 Indicative Activities

Activities relating to Output 1.1 (non-exhaustive list):

- Elaboration of multimodal transport strategies and studies, urban and urban mobility planning strategies, aligned with national and regional climate, disaster risk reduction, and environmental protection strategies
- Elaboration of harmonised standards
- Corridor data collection and monitoring
- Establishment or reinforcement of corridor or regional observatories or secretariats
- Implementation of multimodal logistic platforms
- Development of parking/rest areas, bus bays/stations, transit points etc along the corridor

Activities relating to Output 1.2 (non-exhaustive list):

- Technical Assistance and capacity building activities to AUC, AUDA/NEPAD, RECs, national and regional institutions, corridor authorities/secretariats, supranational bodies, port authorities (including on DRR strategies and climate risk assessment)
- Professionalisation activities along transport value chain, including transport operators, trade unions, service providers (vehicle maintenance, mechanical services)
- Training and skill development of port and rail operators, transporters, drivers and other attendants, including on the handling and transportation of polluting and hazardous materials

Activities relating to Output 1.3 (non-exhaustive list):

- Studies and technical assistance on environmental/climate impacts of corridor development and strategies to green transport systems, as well as on their exposure to natural hazards, in particular climate-related ones.
- Support to implementation of regional regulations related to vehicle emissions
- Modal shift measures to incentivise and protect greener modes such as railways and waterways where possible

Activities relating to Output 1.4 (non-exhaustive list):

- Support to regional and national transport safety departments
- Training on road safety measures and awareness raising campaigns to be implemented along the corridors
- Support to implementation of regional regulations related to safety standards for all transport modes
- Capacity building and logistical support to security forces active on the corridors
- Capacity building and logistical support for port security and safety
- Control and prevention of the spread of diseases such as COVID-19, HIV, Ebola, etc on transit corridors.

Activities relating to Output 2.1 (non-exhaustive list):

- Implementation of common transit systems at regional level to harmonise and facilitate electronic transmission of custom declarations
- Simplify transit and customs procedures and controls in line with regional and continental measures
- Establishment of regional databases on transit and improved practices for quick release of goods
- Upgrade of border posts functioning and infrastructure (focus on joint border posts /one stop borders)
- Enhancing use of digital tools by Customs and other border agencies, including the introduction of 'smart border concepts'
- Establishment of truck tracking systems from charging to delivery points

Activities relating to Output 2.2 (non-exhaustive list):

- Alignment of regional trade and transport policies with continental provisions
- Capacity building activities for continental and regional bodies and committees for implementation of existing trade agreements and the adoption of specific trade facilitation measures
- Activities to reduce major bottlenecks to trade along the strategic corridors strengthening also the integration of key value chains
- Development and implementation of trade facilitation tools including guarantee mechanisms

Activities relating to Output 2.3 (non-exhaustive list):

- Upgrade or development of logistic infrastructure (agencies control facilities, warehouse, storage points, logistical hubs, dry ports, agro-industrial poles, market centres, rural connectivity etc)
- Studies on the development of Special Economic Zones/eco-industrial parks and clusters along the corridors

Activities relating to Output 3.1 (non-exhaustive list):

- Elaboration/reinforcement of climate-proof planning and maintenance strategies of corridors and studies on the development of transport systems
- Support/reinforcement of capacities of corridor oversight bodies (authorities, secretariats, management units etc)
- Technical Assistance at regional/multicountry level to implement strategies

Activities relating to Output 3.2 (non-exhaustive list):

- Harmonisation of axle load regulations and control systems
- Support/reinforcement of capacities of corridor oversight bodies (authorities, secretariats, management units etc) for the enforcement of axle load regulations
- Technical Assistance at regional/multicountry level to implement strategies
- Upgrade/rehabilitation/installation of axle load control equipment
- Political dialogue with partner countries and regions on transport governance, coordinated with international partners active in the region (particularly Team Europe) – in synergy with activities already

- foreseen under AAP 2022 Action on Institutional support for Road Transport Governance
- Awareness raising campaigns and trainings targeting transport operators and decision-makers

Activities relating to Output 4.1 (non-exhaustive list):

- Simplification of border procedures for small scale traders
- Training and sensitisation of border officials, including on gender
- Development of warrantage systems and improved access to credit for smallholders and small agricultural traders
- Trainings and support to strengthen small scale traders capacities and knowledge on tools, procedures, logistics and requirements

Activities relating to Output 4.2 (non-exhaustive list):

- Studies on Local Economic Development (LED) strategies along the corridors
- Urban development plans and capacity building for municipal authorities in bordering cities
- Upgrade or development of social/economic infrastructures particularly at border crossings, with specific attention to benefitting women traders (market stalls, water and sanitation facilities, facilities for conservation and transformation of agricultural products, public lighting, etc.)
- Explore and implement systems for border international currency exchanges via mobile money operators to simplify small-scale trade

It is understood that the present action covers mainly soft measures for trade and transport facilitation, but that minor non-soft activities (such as rehabilitation or supply of equipment and small scale infrastructure) can be included if relevant and necessary to reach the results.

3.3 Mainstreaming

Environmental Protection & Climate Change

Climate Change mitigation and adaption, as well as environmental protection, are targeted directly by this action as well as mainstreamed across its components. Even if not explicitly referenced in each objective, a significant aim of this Action is to ensure that climate and environmental ambitions are consistently promoted. This is in line with the goal of the Global Gateway in supporting sustainable and trusted connections that work for people and the planet. The package of soft measures will accompany the investment package, which is deployed respecting the highest social and environmental standards, in line with the EU's values and standards. In particular, Specific Objective 1 supports more efficient, **greener** and safer transport systems, through Outputs 1.1 (Improved overall efficiency of strategic corridors systems, including multimodality) and 1.3 (The carbon footprint of transport systems along the corridors is reduced). More in general, a number of results will favour a reduction of emissions on corridors (at equal levels of traffic) and positive effects on the environment: more efficient transit (on corridors and at border posts), fluidification of traffic, better overall road conditions, reinforcement of institutional capacities in general and technical capacities, including handling of polluting and hazardous materials, mainstreaming of nature-based solutions, promotion of measures to protect biodiversity (ecoducts, tunnels, barriers, etc.).

While a Strategic Environmental Assessment (SEA) will not be required for this action, given the nature of the measures, it should be carried out in preparation and planning for the 11 strategic corridors to ensure the best environmental and climate sustainability.

Moreover, while biodiversity conservation or combatting desertification are not a main focus of this action, these objectives will be integrated and promoted in the various projects to be developed under the corridors, where relevant.

Outcomes of the EIA (Environmental Impact Assessment) screening (relevant for projects and/or specific interventions within a project)

The EIA (Environment Impact Assessment) screening classified the action as Category C (no need for further assessment). However, this action may support studies and assessments for the preparation of the 11 corridors.

Outcome of the CRA (Climate Risk Assessment) screening (relevant for projects and/or specific interventions)

within a project)

The Climate Risk Assessment (CRA) screening concluded that this action is no or low risk (no need for further assessment). However, this action may support relevant studies to ensure that investments in the corridors take due consideration of climate risks.

Gender equality and empowerment of women and girls

As per the OECD Gender DAC codes identified in section 1.1, this action is labelled as G1. Gender equality will be mainstreamed throughout the action, transport infrastructure is also key to gender equality and well-designed transport projects have the potential to improve women's access to education, health care, employment opportunities and economic resources. Specific Objective 4 (small scale cross-border trade is improved in cross-border markets and regions with a focus on women traders) and its linked Outputs 4.1 and 4.2 focus in particular on small scale women traders and propose to improve and facilitate their social and economic situation, by removing barriers preventing women from market access, investment and business development, empowering them and increasing awareness to better protect them from all forms of gender-based violence.

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 promoting inter-alia labour or social measures in line with the concepts of decent jobs. The activities that could be particularly sensitive, such as those targeting security of transport and trade along the corridors will be especially monitored to ensure human rights are respected at all times. Road safety is a critical issue for both human rights and sustainable development (SDG 3 on health to halving the number of deaths and injuries from road traffic accidents, and in SDG 11 to providing access to safe, affordable, accessible and sustainable transport systems for all). The action will support measures to increase road safety and empower road users, establish road safety as a right and responsibility, including for vulnerable road users (Output 1.4).

Disability

As per OECD Disability DAC codes identified in section 1.1, this action is labelled as D0. This implies that persons with disabilities are not directly targeted. Nevertheless, governance in the road transport sector will have consequences largely improving the conditions of disabled people through generalised improved mobility.

Democracy

This action will contribute to inclusive economic integration and socio-economic growth, through facilitation of trade and mobility along the corridors, inter alia thanks to better governance and management of public assets and reinforced institutional roles at regional and continental level.

Conflict sensitivity, peace and resilience

The action does not target conflict sensitivity and peace specifically, but will look for synergies with other ongoing or planned actions targeting peace and resilience through the improvement of livelihoods across borders when taking place on the same corridors, such as the 'Peaceful and resilient borderlands' regional action.

Disaster Risk Reduction

DRR will be integrated and promoted throughout this action by ensuring an enabling environment, e.g. by considering it in strategies and plans, for resilient and climate-proof investments and asset management. This will bring a systematic and homogeneous raise in technical standards and improved durability of the transport network, including in response to threats from natural hazards.

3.4 Risks and Lessons Learnt

Category	Risks	Likelihood (High/	Impact (High/	Mitigating measures
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		Medium/ Low)	Medium/ Low)	
External environment	Different measures and tools are developed at corridor level in parallel to established regional and continental measures, thus creating duplication and disrupting regional integration	Medium	Medium	<p>Close engagement of the regional and continental authorities to ensure coordination and effective implementation of existing regulatory frameworks.</p> <p>Governance structure combining regional continental and national actors accordingly to focus on the steering and monitoring of the actions.</p>
External environment	Needs identified along the corridors are too extensive, beyond the available EU funding resources	Medium	Low	<p>This action provides significant funds, coming in complementarity to the already engaged important blending allocations that will leverage funds to cover infrastructure needs along the strategic corridors..</p> <p>Should these not suffice, strengthening cooperation with other relevant development partners and namely with EU Member states in a Team Europe spirit will promote complementary funding to cover identified gaps.</p>
People and organisation	Lack of ownership by continental or regional authorities	Medium	Low	See organisational set-up + TA to AUC ongoing and under preparation + other EU TA based at RECs
People and organisation	Creation of unnecessary administrative structures	Low	High	<p>For certain corridors, the creation of a corridor authority may not be a good solution, at least in the short term.</p> <p>The project should keep a constant dialogue and avoid financing the operational costs of administrative structures leading to the the establishment of unviable permanent corridor authorities.</p>
People and organisation	Limited/no capacities of intergovernmental authorities and bodies with a governance mandate over the corridor to coordinate the	High	Medium	<p>When relevant, existing regional and corridor governance structures will be strengthened and supported through TA to ensure capacities to coordinate and monitor, at the same time avoiding duplication of structures.</p> <p>When these structures do not exist, the programme will look at the most relevant governance anchoring and promote a</p>

	actions			<p>closer coordination mechanisms among countries at corridor or regional level, as most appropriate.</p> <p>The close cooperation of the various EUDs concerned will also help strengthening coordination.</p>
External environment	Insecurity and instability on corridors, in ports and at border regions impedes the roll out of activities	Medium	Medium	<p>When relevant certain activities of the programme can support improvement and securitisation of transport and trade.</p> <p>Moreover this action comes in complementarity to the regional Borderlands intervention that focuses on borders with higher insecurity and instability contexts.</p>
Planning, processes and systems	Certain activities/ corridor assessments are less mature and need additional time for development of concrete support proposals	High	Low	<p>This action will allow to crossfeed and boost interaction among the different responsible actors, facilitating the transmission of best practices and measures from the more to the less advanced.</p> <p>Multiannuality in the engagement of funds will mitigate the risk of undercontracting.</p>
Planning, processes and systems	The approach and activities on the different corridors are uncoordinated and incoherent	Medium	Medium	<p>The proposed structure of one single action covering all regions and corridors in Africa is in itself a mitigating measure to this risk, as the coordination systems that will be put in place will allow the overall view and vision of this action's contribution to the Global Gateway.</p> <p>Strong coordination between INTPA HQ and the regional and lead corridor delegations will allow coherence and systematic monitoring.</p>

Lessons Learnt:

As mentioned above, throughout the 10th and 11th EDF the EC has supported a number of programmes on both transport and trade facilitation measures. These programmes have been developed at national and regional levels.

Key lessons learned from ongoing and past EU regional programmes in these thematic priorities, include:

- Complementarity of trade and transport activities. Traditionally these matters have been addressed through separate programmes, which led to duplication of activities. Addressing these interlinked aspects simultaneously within a corridor approach will ensure stronger coherence and complementarity.
- Effectiveness of support at corridor level. Previous programmes have shown that impact is stronger closer to the final rights-holders, and the importance of transposing trade and transport measures on corridors, where the transit takes place effectively.
- Relevance of the regional and continental mandated institutions to promote regulatory harmonisation, simplification and ensure coherent implementation of measures along the corridors.

- Importance of engagement of private sector stakeholders to ensure impact on the final rights-holders. Trade associations, transporters and other private service providers need to be more integrated through Public-Private dialogue but also need to play an active role in promoting the trade facilitation, by improving their systems, processes, tools and capacities.
- Ownership by national authorities is crucial. For example, experience with EDF-funded projects shows that if the construction of border posts is done at the regional level without proper involvement of the national authorities, there is a risk that they will be under-utilised or even abandoned.
- Key to include mainstreaming topics as core activities of the action, namely around climate and environmental issues and gender issues, considering the strong impact of trade and transport on these matters
- Importance to focus support on a number of concrete priority corridors, to avoid dispersion of funds and increase impact.
- Importance to coordinate with other development actors, particularly Team Europe, and converge on the same priorities.
- Ensuring effective capacity building of local stakeholders, versus replacement of their role by implementing partners.
- Ensuring the sustainability of the action, through strong ownership from local stakeholders, at corridor, national, regional or continental level.
- Need for a stronger visibility of Team Europe interventions on trade and transport: the Global Gateway and the Strategic Corridor initiative provides an opportunity to frame EU and EU MS support (both for investments and soft measures) in a more strategic context.

3.5 The Intervention Logic

Trade and transport facilitation are two key enablers to unlock intra-African regional integration. If trade and transport along key strategic corridors are improved, Africa integration is strengthened and countries in Africa are better connected, this in turn will lead to socio-economic growth. The current action proposes an intervention addressing the two interlinked objectives of trade and transport facilitation, focusing activities and measures on the same strategic corridors on which the bulk of investments through blending and hard infrastructure programmes will take place, so as to leverage the impact of such investments.

On the one hand, in order to facilitate transport in Africa it is essential to improve the overall transport systems of specific strategic corridors (Specific Objective 1). To do so it will be key to have an overall view of the corridor system and efficiency. Developing strategies and plans and reinforcing the capacities of the relevant authorities will enable a comprehensive monitoring and overview of the corridor functioning (Output 1.1 and 1.2). The overall efficiency of the cannot be increased to the detriment of the environment, hence the consideration of the corridors' carbon footprint and the need to foster multimodality and greener transport systems (Output 1.3). Finally, security and safety challenges are crucial and will be addressed in coherence/complementarity with ongoing and proposed regional security actions (Output 1.4)

Corridor efficiency system improvements need to be sustained. It is therefore essential to focus on strengthening the partners' capacities, aiming at better management of corridors and enhanced maintenance systems that will allow preserving the corridor infrastructure assets (Specific Objective 3). This will be achieved through the development and strengthening of relevant strategies, plans and capacities (Output 3.1) and through harmonisation, enforcement and acceptability of axle load control measures (Output 3.2).

On the other hand, for a real impact on the Overall Objective of regional integration, these SOs will go hand in hand with more specific trade facilitation measures. A critical element of trade facilitation is the customs operations. Customs need to work efficiently and be able to apply and comply with the economic measures and regulations from different trade agreements in order to ensure a fluid transit (Specific Objective 2). To do so it is essential to have harmonised regulations and simplified procedures, as well as interconnectivity between customs bodies and authorities (Output 2.1). The efficiency of customs authorities and other border agencies that implement the trade agreements and economic measures will only be possible by strengthening local capacities of all the relevant bodies (Output 2.2). Complementary to the regulatory and capacities dimension the third enabling pillar to this trade facilitation improvement will be the appropriate logistic infrastructure enabling transit along the corridors, including dry ports, warehouses, cold-chain maintenance, border agencies facilities and border posts (Output 2.3). This will be done in coordination with important investments in transport infrastructure that will be ensured through complementary EU actions such as 'Investments in Regional Infrastructure'. Finally trade facilitation along the borders will also require to target specifically small scale cross-border traders (Specific Objective 4) as despite not being the largest in terms of trade volume, this is the trade modality with the largest number of people mobilised and highest impact on livelihoods of most vulnerable groups. In order to improve this trade it will be important to develop and implement adapted and simplified regulatory frameworks and procedures (Output 4.1) as well as to improve the overall environment of cross border market areas in which such trade takes place (Output 4.2). This specific objective will have an important focus on women traders who are overrepresented in this stakeholder group.

It is foreseen that each corridor will have at disposal an envelope in the range of EUR 20-25 million (depending on the size of the corridor and the envisaged activities). Resources for support at regional level are also available when this is considered appropriate (confirmed for ECOWAS and CEMAC/ECCAS regions, under discussion in other regions).

The budget in section 4.6 is indicated at the level of regional budget lines for simplicity and to allow for a certain flexibility if needed during the 3 years of contractualisation.

3.6 Logical Framework Matrix

This indicative logframe 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)	Baselines (values and years)	Targets (values and years)	Sources of data	Assumptions
Impact	To enhance regional and economic integration in Africa.	1. Score points increased in Africa Trade integration	TBD	TBD	1 Africa Regional Integration Index https://www.integrate-africa.org/rankings/all-africa/	<i>Not applicable</i>
Outcome 1	1.1 More efficient, greener and safer transport systems on selected Strategic Corridors, and improved physical circulation of goods and people	1.1 Ind.19 EURF - Total length of transport infrastructure supported by the EU (kms): a) roads; b) railways; c) waterways. 1.2 Logistics performance infrastructure *index/ranking (OPSYS core indicator) (Number)	1.1 0 1.2 TBD	1.1 TBD 1.2 TBD	1.1 EU intervention monitoring and reporting systems (Progress and final reports for the EU-funded intervention; Reports from the subcontractors, infrastructure/equipment handover and inspection documents) 1.2 World Bank Logistics Performance Index [link to https://lpi.worldbank.org/international]	

Outcome 2	2 Boosted trade and trading capacities along strategic corridors, through comprehensive implementation of trading agreements and economic measures, improved customs procedures and facilitated transit	2 Volume and value of intra-regional trade in [X] in supported region (Tonnes/MWh/etc**, Currency)	TBD	TBD	2 WTO, ITC and regional trade organisations	
Outcome 3	3 Reinforced planning, management and maintenance of corridors assets	3 Improved physical state of corridor infrastructure	TBD	TBD	National/regional/corridor statistics from institutional or technical bodies or corridor observatories EU intervention monitoring and reporting systems (Progress and final reports for the EU-funded intervention; Reports from the subcontractors, infrastructure/equipment handover and inspection documents)	
Outcome 4	4 Improved small scale cross-border trade in cross-border markets and regions, with a focus on women traders	4. % increase of small scale cross border traders under simplified trade procedures	TBD	TBD during inception phase of specific projects	4 Customs information	
Output 1 relating to Outcome 1	1.1 Improved overall efficiency and greening of strategic corridors systems (multimodality, city planning on centres along corridors, corridor observatories, harmonisation of standards etc)	1.1 Number of studies, reports and plans to improve the efficiency of corridor systems finalised with EU support	0	15	1.1 EU intervention monitoring and reporting systems (Progress and final reports for the EU-funded intervention; Reports from the subcontractors, infrastructure/equipment handover and inspection documents)	

Output 2 relating to Outcome 1	1.2 Reinforced technical, logistical, institutional and management capacities of corridor transport actors (Continental, regional and national institutions, corridor authorities/agreements, vehicle control bodies, service providers)	1.2.1 Number of Organisations, Authorities, Bodies supported with capacity building 1.2.2 Number of participants to trainings and workshops with local stakeholders, (disaggregated by gender, country, topic)	1.2.1 0 1.2.2 0	1.2.1 8 1.2.2 TBD during inception phase of specific projects	1.2 EU intervention monitoring and reporting systems (Progress and final reports for the EU-funded intervention; Reports from the subcontractors, infrastructure/equipment handover and inspection documents)	
Output 3 relating to Outcome 1	1.3 Reduced carbon footprint of transport systems along the corridors	1.3.1 Number of recommendations implemented, from studies on environmental/climate impact of corridor development and strategies to green transport systems finalised with EU support 1.3.2 (if possible) tons of CO2eq avoided with respect to business-as-usual scenario, thanks to implementation of measures aimed at greening corridor systems	1.3.1 0 1.3.2 0	1.3.1 TBD 1.3.2 TBD	1.3.1 EU intervention monitoring and reporting systems (Progress and final reports for the EU-funded intervention; Reports from the subcontractors, infrastructure/equipment handover and inspection documents) 1.3.2 EU intervention monitoring and reporting systems (Progress and final reports for the EU-funded intervention, environmental/climate studies)	
Output 4 relating to Outcome 1	1.4 More secure and safer transit of people and goods along the corridors and in ports	1.4.1 Number of African ports targeted by security and safety capacity building activities with EU support 1.4.2 Number of safety measures implemented on corridors with EU support	1.3.1 0 1.3.2 0	1.3.1 6 (TBC during inception phase) 1.3.2 20 (TBC during inception phase)	1.4 EU intervention monitoring and reporting systems (Progress and final reports for the EU-funded intervention; Reports from the subcontractors, infrastructure/equipment handover and inspection documents)	

Output 1 relating to Outcome 2	2.1 Harmonised, simplified and improved customs and border regulations and procedures at regional level and along the selected corridors	2.1.1 Average number of days to complete all cross-border processes to import and export goods of supported border crossing (disaggregate by border crossings, and import vs export) (OPSYS core indicator) (Number of days) 2.1.2 Passenger and freight volumes, by mode of transport	2.1.1 TBC per each corridor 2.1.2 TBC per each corridor	2.1.1 TBD per each corridor during inception phase 2.1.2 TBD per each corridor during inception phase	2.1 Border crossing time surveys (at least twice over programme lifetime) as part of intervention M&E system 2.2 International organisation data portals and reports (Global SDG Indicators Database, https://unstats.un.org/sdgs/indicators/database)	
Output 2 relating to Outcome 2	2.2 Supported capacities of regional and national bodies for the implementation of trade facilitation measures and agreements (international, continental and regional)	2.2.1 Ind. 16 EURF - Number of processes related to partner country practices on trade, investment and business, or promoting the external dimension of EU internal policies or EU interest, which have been influenced. 2.2.2 Number of participants to trainings and workshops with local stakeholders, (disaggregated by gender, country, topic)	2.2.1 0 2.2.2 0	2.2.1 TBD during inception phase 2.2.2 TBD during inception phase	2.2 EU intervention monitoring and reporting systems (Progress and final reports for the EU-funded intervention; Reports from the subcontractors, infrastructure/equipment handover and inspection documents)	
Output 3 relating to Outcome 2	2.3 Improved trade logistics facilities	2.3 Number of trade logistics facilities improved	2.3 0	2.3 45 (TBC during inception phase)	EU intervention monitoring and reporting systems (Progress and final reports for the EU-funded intervention; Reports from the subcontractors, infrastructure/equipment handover and inspection documents)	
Output 1 relating to Outcome 3	3.1 Reinforced corridor investment and maintenance strategies, planning and financial capacities for all transport modalities, taking into account climate- and environment-related policies.	3.1 Number and status of strategies, plans and policies developed with EU support with a focus on corridor maintenance	3.1 0	3.1 TBD during inception phase	EU intervention monitoring and reporting systems (Progress and final reports for the EU-funded intervention; Reports from the subcontractors, infrastructure/equipment handover and inspection documents)	

Output 2 relating to Outcome 3	3.2 Harmonised, improved and enforced axle load control regulations and measures	3.2.1 Number of axle load control regulations harmonised	3.2.1 0	3.2.1 TBD during inception phase	EU intervention monitoring and reporting systems (Progress and final reports for the EU-funded intervention; Reports from the subcontractors, infrastructure/equipment handover and inspection documents)	
		3.2.2 Number of axle load facilities developed or supported along the corridors	3.2.2 0	3.2.2 TBD during inception phase		
		3.2.3 Number of participants in trainings and workshops organised to raise awareness on overload damage(disaggregated by gender, age and country)	3.2.3 0	3.2.3 TBD during inception phase		
Output 1 relating to Outcome 4	4.1 Supported small scale trade , through implementation of simplified procedures, capacity building activities, gender sensitive measures (focus on women entrepreneurs)	4.1.1 Number of procedures simplified and harmonised	4.1.1 0	4.1.1 TBD	EU intervention monitoring and reporting systems (Progress and final reports for the EU-funded intervention; Reports from the subcontractors, infrastructure/equipment handover and inspection documents)	
		4.1.2 Number of small scale traders supported (disaggregated by gender, age, countryand type of trade)	4.1.2 0	4.1.2 TBD		
		4.1.3 number of gender-specific actions for cross-border trade supported by the EU	4.1.3 0	4.1.3 TBD		
Output 2 relating to Outcome 4	4.2 Developed economic and social infrastructures at border crossing and cross-border markets	4.2 Number of cross border markets and areas along the corridors with targeted support	4.2 0	4.2 TBD	EU intervention monitoring and reporting systems (Progress and final reports for the EU-funded intervention; Reports from the subcontractors, infrastructure/equipment handover and inspection documents)	

N.B. This action has a Sub-Saharan African geographic scope and covers activities to be implemented on 11 strategic corridors. The outputs pursued, as well as baselines and targets, will differ from corridor to corridor, so specific and more accurate logframes will need to be defined at corridor/programme level. This logframe intends to provide a common framework to allow aggregation of results.

4 IMPLEMENTATION ARRANGEMENTS

4.1 Financing Agreement

In order to implement the action in Southern Africa and Western Africa, it is envisaged to conclude financing agreements e.g. with the Southern Africa Development Community (SADC) and with the Economic Community of West African States (ECOWAS) respectively.

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 96 months from the date of adoption by the Commission of this Financing Decision and 96 months from the date of entry into force of the financing agreement with SADC and ECOWAS.
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

N/A

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 measures⁹.

4.4.1 Direct Management (Grants)

Grants: (direct management)

(a) Purpose of the grant(s)

Parts of this action may be implemented through grants contributing to the achievement of Specific Objectives 1 'transport systems on selected Strategic Corridors are more efficient, greener and safer, and the physical circulation of goods and people is improved', 3 'planning, management and maintenance of corridor assets are reinforced' and 4 'small scale cross-border trade is facilitated in cross-border markets and regions with a focus on women traders'. This modality could be used particularly in cases where specific targeted applicants are considered as best placed to implement the activities along the corridors.

(b) Type of applicants targeted

NGOs (both local and international) or networks of NGOs, national and local authorities, economic operators such as SMEs or groupings of small scale cross border traders (particularly women), trade groups, specific transport or trade corridor entities such as observatories, corridor secretariats or authorities, technical bodies, regional economic communities and African continental institutions.

The part of the action under the budgetary envelope reserved for grants may, partially or totally and including where an entity is designated for receiving a grant without a call for proposals, be implemented in indirect management with an entity, which will be selected by the Commission's services using the criteria defined in section 4.4.3 below.

4.4.2 Direct Management (Procurement)

Procurement may contribute to attain the 4 Specific Objectives/Outcomes of the action. This modality will be

⁹ www.sanctionsmap.eu. Please note that the sanctions map is an IT tool for identifying the sanctions regimes. The source of the sanctions stems from legal acts published in the Official Journal (OJ). In case of discrepancy between the published legal acts and the updates on the website it is the OJ version that prevails.

used in the cases where specific technical assistance are required.

4.4.3 Indirect Management with an entrusted entity

A part of this action may be implemented in indirect management with different entities, which will be selected by the Commission's services using the following criteria:

- Expertise in the transport and/or trade sectors;
- Experience working with African institutions and organs or regional organisations;
- Operational capacity, value addition, transparency and absence of conflict of interest.

The implementation by these entrusted entities will entail the implementation of activities contributing to the achievement of all 4 specific objectives.

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

Should the implementation through direct management procurement as described in section 4.4.2 reveal not be possible due to circumstances outside of the Commission's control, the Commission will revert to indirect management with a entrusted entity, which will be selected by the Commission's services using the following criteria i) Expertise in the transport and/or trade sectors ii) Experience working with African institutions and organs or regional organisations iii) Operational capacity, value addition, transparency and absence of conflict of interest.

Similarly, should the implementation through indirect management as described in section 4.4.3 reveal not be possible due to circumstances outside of the Commission's control, the Commission will revert to direct management - procurement, to attain the 4 specific objectives for this component.

4.5. Scope of geographical eligibility for procurement and grants

The geographical eligibility in terms of place of establishment for participating in procurement and grant award procedures and in terms of origin of supplies purchased as established in the basic act and set out in the relevant contractual documents shall apply.

The Commission's authorising officer responsible may extend the geographical eligibility on the basis of urgency or of unavailability of services in the markets of the countries or territories concerned, or in other duly substantiated cases where application of the eligibility rules would make the carrying out of this action impossible or exceedingly difficult (Article 28(10) NDICI-Global Europe Regulation).

4.6. Indicative Budget

Indicative Budget components	EU contribution year N (amount in EUR)	EU contribution year N+1 (amount in EUR)	EU contribution Year N+2 (amount in EUR)	Total EU contribution
West Africa region	10 000 000	82 000 000	25 000 000	117 000 000
Implementation modalities – cf. section 4.4				
Indirect management with entrusted entities - cf. section 4.4.3	10 000 000	62 000 000	15 000 000	87 000 000
Grants (direct management) – cf. section 4.4.1	0	10 000 000	2 000 000	12 000 000
Procurement (direct management) – cf. section 4.4.2	0	10 000 000	8 000 000	18 000 000
East-Central Africa region	31 300 000	60 700 000	50 000 000	142 000 000
Implementation modalities – cf. section 4.4				
Indirect management with entrusted entities - cf. section 4.4.3	31 300 000	35 700 000	30 000 000	97 000 000
Grants (direct management) – cf. section 4.4.1	0	10 000 000	5 000 000	15 000 000
Procurement (direct management) – cf. section 4.4.2	0	15 000 000	15 000 000	30 000 000
Southern Africa region	0	31 000 000	25 000 000	56 000 000
Implementation modalities – cf. section 4.4				
Indirect management with entrusted entities - cf. section 4.4.3	0	26 000 000	20 000 000	46 000 000
Grants (direct management) – cf. section 4.4.1	0	4 000 000	2 000 000	6 000 000
Procurement (direct management) – cf. section 4.4.2	0	1 000 000	3 000 000	4 000 000
Indirect management with entrusted entities - cf. section 4.4.3 – total envelope	41 300 000	123 700 000	65 000 000	230 000 000
Grants – total envelope under section 4.4.1	0	24 000 000	9 000 000	33 000 000

Procurement – total envelope under section 4.4.2	0	26 000 000	26 000 000	52 000 000
Evaluation – cf. section 5.2 Audit – cf. section 5.3	Will be covered by another Decision			
Totals	41 300 000	173 700 000	100 000 000	315 000 000

4.7 Organisational Set-up and Responsibilities

Continental level:

To provide the overall strategic oversight, ensure convergence and sharing of experience and best practices between the different corridor and regions, a coordination at continental level will be ensured by joint meetings of the already established Thematic Consultative Groups:

on Economic Integration, co-chaired by the European Commission and the AfCFTA Secretariat, and involving all RECs at the level of Director of Trade

on Infrastructure/Transport co-chaired by the European Commission and the AUC, and involving AUDA-NEPAD and all RECs at the level of Director of Infrastructures

Some resources for better operationalisation of these groups were allocated through the action Investments in Regional Infrastructure, with details to be finalised; further support could be allocated through this action if necessary.

Corridor/regional level:

In order to ensure the political and institutional anchoring of EU action at corridor level, strategic coordination and steering for each corridor (or group of corridors) will be established and take place at least yearly. Such strategic coordination/steering committees will be co-chaired by the EU and the institutional entity that is recognised as legitimately having a role in this task, as defined below (to be confirmed once the action enters in its operational stage):

- For the four West Africa corridors: coordination at the level of ECOWAS
- For the two Central Africa corridors: coordination at the level of ECCAS (or CEMAC for some aspects)
- For the two Southern Africa corridors: coordination at the level of SADC
- For the Mombasa-Kisangani corridor: coordination with the NCTTCA
- For the corridors Cairo-Khartoum-Juba-Kampala and Berbera-Djibouti-Addis-Dar es Salaam: coordination ensured at multi-country level, with participation of RECs if relevant, depending on specific actions

For other possible corridors, coordination mechanisms will be sought with relevant political and institutional counterparts.

Relevant regional/corridors stakeholders (notably private sector representatives) and implementing partners will be invited.

Individual project level:

Operational activities contributing to the Action will be implemented through individual projects, with a corridor or regional focus. During projects' preparation along a corridor, and with a view to establishing optimised partnerships in a Team Europe spirit, EUDs in the lead will ensure appropriate communication to potential implementing partners (particularly from Team Europe). Each individual project will define specific arrangements for steering of the implementation, involving all relevant stakeholders and, from the EU side, the corridor lead delegation and the delegation that is contracting authority (if different). Coordination of activities and regular exchange of information is also expected between projects along the same corridors or on overlapping corridors, in order to avoid duplication of activities and to take advantage of synergies, under the responsibility of corridor lead delegations and with the involvement of relevant stakeholders.

EU internal coordination:

In addition to the above, in consideration of the particular complexity of this action and of its strategic importance, an internal coordination mechanism between Delegations Contracting Authorities and HQ will be put in place, to allow for a constant flow of information, ensure that a global vision of projects implemented through this Global Gateway initiative is available for strategic communication and reporting needs, mitigate the risk of undercontracting of funds, ensure that actions have the appropriate regional dimension. This coordination will take the form of a specific subgroup of the ARCTs Trade and Transport, involving relevant regional, bilateral and thematic units from the Commission, and meeting periodically (for example every 6 months, plus ad-hoc according to needs). The invitation can be extended to implementing partners on a case by case basis as appropriate.

As part of its prerogative of budget implementation and to safeguard the financial interests of the Union, the Commission may participate in the above governance structures set up for governing the implementation of the action and may sign or enter into joint declarations or statements, for the purpose of enhancing the visibility of the EU and its contribution to this action and ensuring effective coordination.

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) and the partner's strategy, policy or reform action plan list (for budget support).

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).

Roles and responsibilities for data collection, analysis and monitoring:

At the level of each project, the responsibility for data collection and monitoring will lie with the implementing partners, contractors or grant rights-holder in the framework of their contractual responsibility.

Project-specific logframes will be defined in the respective contracts/agreements and during the inception phases, in a way that will allow as much as possible for aggregation of results of the Action globally

At regional level, Technical Assistance recruited under the regional component, acting as secretariat of the Regional Steering Committee, will ensure the coordination and consolidation of data collected at the level of corridors and the aggregation and analysis of results, inter alia for strategic communication purpose. At continental level, the same task will be performed by the Commission and the AUC, within the mandate of the EU-AU Thematic Consultative Groups, and with the additional purpose of reporting at political level for example in the occasion of high-level EU-AU events or summits.

5.2 Evaluation

Having regard to the nature of the action, a ex-post evaluation maybe carried out for this action or its components via independent consultants.

It will be carried out for accountability and learning purposes at various levels (including for policy revision), taking into account in particular the fact that the action proposes an innovative structure, combining two priorities and with a strong corridor approach prioritised under a consolidated single action.

The evaluation reports may be shared with the partners and other key stakeholders following the best practice of evaluation dissemination. The implementing partner and the Commission shall analyse the conclusions and recommendations of the evaluations and, where appropriate, apply the necessary adjustments.

The financing of the evaluation may 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.

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.

In line with the 2022 ‘[Communicating and Raising EU Visibility: Guidance for External Actions](#)’, 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 in principle 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 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

A Primary Intervention (project/programme) is a coherent set of activities and results structured in a logical framework aiming at delivering development change or progress. Identifying the level of the primary intervention will allow for:

Articulating Actions or Contracts according to an expected chain of results and therefore allowing them to ensure efficient monitoring and reporting of performance;

Differentiating these Actions or Contracts from those that do not produce direct reportable development results, defined as support entities (i.e. audits, evaluations);

Having a complete and exhaustive mapping of all results-bearing Actions and Contracts.

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 chosen can be modified (directly in OPSYS) and the modification does not constitute an amendment of the action document.

The intervention level for the present Action identifies as (tick one of the 4 following options);

Action level (i.e. Budget Support, blending)		
<input type="checkbox"/>	Single action	Present action: all contracts in the present action
Group of actions level (i.e. top-up cases, different phases of a single programme)		
<input type="checkbox"/>	Group of actions	Actions reference (CRIS#/OPSYS#):
Contract level		
<input type="checkbox"/>	Single Contract 1	
<input type="checkbox"/>	Single Contract 2	
	(...)	
Group of contracts level (i.e. series of programme estimates, cases in which an Action includes for example four contracts and two of them, a technical assistance contract and a contribution agreement, aim at the same objectives and complement each other)		
<input checked="" type="checkbox"/>	Group of contracts for corridor 1	Number of contracts will be defined at corridor level
<input checked="" type="checkbox"/>	Group of contracts for corridor 2	Number of contracts will be defined at corridor level
<input checked="" type="checkbox"/>	Group of contracts for corridor 3	Number of contracts will be defined at corridor level
<input checked="" type="checkbox"/>	Group of contracts for corridor 4	Number of contracts will be defined at corridor level
<input checked="" type="checkbox"/>	Group of contracts	Number of contracts will be defined at corridor level

	for corridor 5	
<input checked="" type="checkbox"/>	Group of contracts for corridor 6	Number of contracts will be defined at corridor level
<input checked="" type="checkbox"/>	Group of contracts for corridor 7	Number of contracts will be defined at corridor level
<input checked="" type="checkbox"/>	Group of contracts for corridor 8	Number of contracts will be defined at corridor level
<input checked="" type="checkbox"/>	Group of contracts for corridor 9	Number of contracts will be defined at corridor level
<input checked="" type="checkbox"/>	Group of contracts for corridor 10	Number of contracts will be defined at corridor level
<input checked="" type="checkbox"/>	Group of contracts for corridor 11	Number of contracts will be defined at corridor level