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ANNEX 6

to the Commission Implementing Decision on the financing of the multiannual action plan in favour of
Sub-Saharan Africa for 2022-2026 Part 2

Action Document for “Gulf of Guinea Inter-regional Network - GOGIN II”

MULTIANNUAL PROGRAMME

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

1 SYNOPSIS

1.1 Action Summary Table

1. Title OPSYS/CRIS business reference Basic Act	Gulf of Guinea Inter-regional Network - GOGIN II OPSYS/CRIS number: ACT-61062 Financed under the Neighbourhood, Development and International Cooperation Instrument (<u>NDICI-Global Europe</u>)
2. Team Europe Initiative	No
3. Zone benefiting from the action	The action shall be carried out in the Gulf of Guinea: West Africa: Benin, The Gambia, Ghana, Guinea, Guinea-Bissau, Ivory Coast, Liberia, Nigeria, Sierra Leone, Togo, Senegal Central Africa: Cameroon, Equatorial Guinea, Gabon, the Republic of the Congo, Sao Tome and Principe South Africa: Angola
4. Programming document	Multi-annual indicative programme for Sub-Saharan Africa 2021-2027
5. Link with relevant MIP(s) objectives / expected results	Priority area 2 – Democratic Governance Peace and Security, and Culture <u>Result 2.4:</u> Maritime and port security and safety of navigation are improved in African maritime zones.
PRIORITY AREAS AND SECTOR INFORMATION	
6. Priority Area(s), sectors	Priority Area 2 – Democratic Governance Peace and Security, and Culture Addressing trans-regional and global threats to critical infrastructure

7. Sustainable Development Goals (SDGs)	Main SDG: 16 ‘Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels’ Other significant SDG: 9 ‘Industry, innovation and infrastructure’			
8 a) DAC code(s)	15180 – governance – 50% 15210 – maritime security- 50%			
8 b) Main Delivery Channel	Public sector institutions - 10000			
9. Involvement of multilateral partners	No			
10. Targets	<input type="checkbox"/> Migration <input type="checkbox"/> Climate <input type="checkbox"/> Social inclusion and Human Development <input type="checkbox"/> Gender <input type="checkbox"/> Biodiversity <input checked="" type="checkbox"/> Human Rights, Democracy and Governance <input type="checkbox"/> Education			
11. Markers (from DAC form)	General policy objective @	Not targeted	Significant objective	Principal objective
	Participation development/good governance	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Aid to environment @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Gender equality and women’s and girl’s empowerment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Trade development		<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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Climate change adaptation @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Internal markers and Tags	Policy objectives	Not targeted	Significant objective	Principal objective
	Digitalisation @	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	digital connectivity		<input checked="" type="checkbox"/>	<input type="checkbox"/>
	digital governance		<input type="checkbox"/>	<input type="checkbox"/>

	digital entrepreneurship digital skills/literacy digital services		<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Connectivity @ transport people2people energy digital connectivity	<input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Migration @ (methodology for tagging under development)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Reduction of Inequalities (methodology for marker and tagging under development)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Covid-19	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
BUDGET INFORMATION				
13. Amounts concerned	Budget lines: BGUE-B2022-14.020120-C1-INTPA - West Africa – EUR 3 200 000 BGUE-B2022-14.020121-C1-INTPA - East and Central Africa – EUR 1 600 000 BGUE-B2022-14.020122-C1-INTPA - Southern Africa – EUR 200 000 Total estimated cost: EUR 5 000 000 Total amount of EU budget contribution EUR 5 000 000			
MANAGEMENT AND IMPLEMENTATION				
14. Type of financing	Indirect management with Expertise France (EF)			

1.2 Summary of the Action

As stated in the 2022 Strategic Compass, stability in the Gulf of Guinea (GoG) remains a major security imperative for the EU, also as they are key trade routes. The GoG has become a global hotspot for maritime criminality, with a wide range of threats ranging from piracy, armed robbery to kidnap-for-ransom, oil theft and bunkering, different forms of smuggling and trafficking and Illegal, Unreported and Unregulated (IUU) fishing, environmental degradation and security at ports. Despite recent improvements, coastal countries and regional institutions still need to enhance their capacities to be better equipped to address these challenges in line with the Yaoundé Code of Conduct.¹

¹ Yaoundé Code of Conduct in full ‘Code of Conduct concerning the repression of piracy, armed robbery against ships, and illicit maritime activity in West and Central Africa’ was signed on 25th June 2013 by 22 African States to promote regional maritime cooperation and a stable maritime environment, contribute to peace, good order and continuing prosperity of West and Central Africa. [link](#))

Since 2016, the ‘Gulf of Guinea Inter-regional Network’ (GOGIN) has been contributing to maritime safety and security in the region. GOGIN provided technical support to the Yaoundé Architecture (YA) including regional and zonal centres, and national bodies in charge of fighting illicit activities at sea. It focused mainly on part of the YA promoting information exchange and coordination between countries in order to enhance collective Maritime Domain Awareness (MDA), defined as the understanding of the situation at sea, and enhancing response to incidents at sea. To this end, in 2020, GOGIN has designed, in close collaboration with the Yaoundé Architecture Heads of Institutions², and developed the Yaoundé Architecture Regional Information System, called YARIS: a web-based information exchange and coordination platform. YARIS has since then gained significant support from the GoG and international maritime security community and its deployment is one of the major contributions of the EU to the Yaoundé Architecture. The platform has been deployed across the region and currently almost all maritime centres of the YA (national and supranational) have received an initial training on YARIS.

The present Action aims to continue and enhance the work initiated by GOGIN (included its extensions under so-called GOGIN+), which will come to an end in December 2022. Its overall objective is to contribute to improve maritime safety and security in the Gulf of Guinea in order to favour blue economy and economic development of the countries. The **Specific Objective (Outcome)** of this action is that the YARIS maritime information-sharing and coordination platform is operational, handed over to the Gulf of Guinea region, fully used and that its functioning is sustainable.

To achieve the Action’s objectives, large-scale capacity building and mentoring activities will be further developed and proposed to maritime administrations and agencies of the 19 coastal states (national networks) and the centres of the Yaoundé Architecture. Moreover, YARIS will be technically enhanced based on users’ needs and YARIS Steering Committee’s guidance³.

The international and regional actors, such as Maritime Domain Awareness for Trade – Gulf of Guinea (MDAT-GoG), EU Coordinated Maritime Presence (CMP) and individual EU Member States will be encouraged to connect and use YARIS. Finally, in order to ensure the sustainability of the system, the Action will finalise the handover of the legal ownership of YARIS to the Yaoundé Architecture, along with a transfer of competences. The ownership of YARIS by the regional structure is the defining feature of the system compared to other MDA tools being used in the region.

2 RATIONALE

2.1 Context

Maritime transport represents the largest proportion by volume of world trade and around 90% of Europe’s global trade is transported by sea. The Gulf of Guinea is one of the key maritime routes connecting Europe to Africa and thus of strategic importance to both continents. However, illicit activities taking place at sea considerably threaten the security, stability, socio-economic and human development in the region.

In the last years, the volume of reported maritime (illicit) incidents of different nature has considerably increased across the region. In 2020, 27 of the world’s 28 recorded kidnapping at sea incidents occurred in the Gulf of Guinea. The number of seafarers exposed to kidnapping in 2020 was 623, while only 8 seafarers suffered a similar

² Yaoundé Architecture Heads of Institutions – strategic level of the Yaoundé Architecture responsible for giving guidance on the implementation chaired by the Economic Community of West African States (ECOWAS), Economic Community of Central African States (ECCAS), Gulf of Guinea Commission (GCC).

³ YARIS Steering Committee will have a mandate to make decisions on training, deployment, transfer of ownership and financial sustainability of the system. Composition that will be proposed by the EU: EU, ECOWAS, ECCAS as chairs; implementing entity; observers will be decided together with the chairs and might include: EU Member States, Representatives of the Yaoundé Architecture maritime centres, other EU funded projects.

threat anywhere else.⁴ Cases of piracy, armed robbery and/or kidnap-for-ransom have been a major concern in 2020, though we have witnessed a downtrend of these cases in 2021 and 2022.⁵ On the contrary, the Niger Delta saw an increase in on-land oil bunkering activities and an increase of stolen oil trade having a direct impact on EU energy security. It is therefore visible that the Gulf of Guinea's maritime threats are constantly shifting and evolving if not addressed at their root causes. The negative impact of illicit maritime activities is multifaceted – it goes from an increase in shipping and insurance costs linked to mounting attacks against ships to the depletion of fishery resources linked to IUU fishing. In all these cases, local communities, as well as national and regional institutions and economies tend to be directly affected. This escalation has prompted the Gulf of Guinea to the centre of international attention and concern, also calling for more pro-active actions from local governments and regional institutions to efficiently prevent, deter and punish these threats.

Factors enabling maritime crime in the GoG vary and include the presence of criminal syndicates and local criminal groups, deficient national legal systems, law enforcement and maritime authorities that do not have the tools and capacity to respond to threats at sea and on land. Maritime law enforcement agencies often lack sufficient operating capacity and/or readiness and tend to operate with a weak understanding of events taking place at sea – or Maritime Domain Awareness. Even where intra- and inter-regional cooperation has improved, notably since the setting up of the Yaoundé Architecture in 2013, there is still much room for improvement.

Technology plays a particularly important role in advancing maritime law enforcement capabilities while simultaneously enhancing Maritime Domain Awareness. Yet, in the region, the technological capabilities of maritime law enforcement agencies must be significantly improved to achieve effective Maritime Domain Awareness. At national level, single administrations possess only fragmented information, which must be enriched and crosschecked with partner administrations' own information to allow for an informed and evidence based decision-making process. In addition to technology, inter-agency cooperation at the national, regional, and inter-regional levels is key. While information aggregation and sharing is critical to develop a thorough and complete global maritime picture of the situation at sea against transnational threats, information must be shared to be enriched and corroborated.

Several initiatives targeting these and other responses have been undertaken in the last years, numerous with direct EU support, notably:

- **Critical Maritime Routes Monitoring, Support and Evaluation Mechanism (CRIMSON)** CRIMSON providing coherence, visibility, evaluation and communication for all the cooperation programmes,
- **Support to West Africa Integrated Maritime Security (SWAIMS)** reinforcing the institutional, legal and operational framework for cross-border maritime cooperation including with the private sector and civil society in West Africa.
- **Support Programme to the Maritime Security Strategy in Central Africa (PASSMAR)** reinforcing the institutional, legal and operational framework for cross-border maritime cooperation including with the private sector and civil society in Central Africa.
- **Improved regional fisheries governance in western Africa (PESCAO)**, strengthen the regional approach to the sustainable use and management of fishery resources, including combating illegal, unreported and unregulated fishing (IUU fishing) in West Africa.
- **West and Central Africa Port Security (WeCAPS)** enhancing port security through assistance to comply with the International Ship and Port Facility Security (ISPS) standards.
- **Improvement of Ports' Customs and Operations Efficiency in African ports (IPCOEA)**,
- **The Gulf of Guinea Inter-Regional Network (GoGIN)**, enhancing maritime domain awareness and information sharing.

⁴ Joubert, Lydelle. 2021. State of Maritime Piracy: 2020. Broomfield, Colorado: Stable Seas, One Earth Future.

⁵ <https://www.maritime-executive.com/article/imb-piracy-and-armed-robbery-at-27-year-low-in-2021>

- **Seaport Cooperation Project (SEACOP)**, reinforcing capacities in seaports by supporting the setup of Joint Maritime Control Units (JMCUs) in selected countries in West Africa, Latin America and the Caribbean.

Since 2016, the “Gulf of Guinea Inter-regional Network” (GOGIN) and its follow-up extensions, have contributed to increase maritime safety and security in the region of the Gulf of Guinea by providing technical support to the Yaoundé Architecture and the national states’ structures in charge of fight against maritime illicit activities. It has particularly focused on promoting technological development and information exchange within the Yaoundé Architecture bodies, i.e. the several multinational maritime coordination centres, regional centres and inter-regional coordination centre, as well as between countries through the national Maritime Operational Centres (MOCs), and European and international partners. To this end, GOGIN developed YARIS – a web-based information exchange and coordination platform that since 2020 has been deployed throughout the region.

To further enhance maritime security in the GoG, an Assistance Measure under the European Peace Facility (EPF) has been approved on 4 May 2022⁶ to support African-led maritime security and anti-piracy activities conducted by military actors in the GoG. The objective is to ultimately reduce the incidence, duration and intensity of violence and criminality, protect maritime vessels, coastal populations, and their livelihoods. Aiming at improving the Yaoundé architecture, including through YARIS, one component of this AM is the delivery of an Intelligence, Surveillance and Reconnaissance (ISR) system which will benefit the navies and military actors in the GoG region, which are signatories of the YCoC. The ISR will, among others, allow the EU’s Maritime Awareness Information Coordination Cell (MAICC) to have information and enhance EU’s knowledge and hence benefit the EU naval team that participate in CMP. The information properly processed will be shared via YARIS and with MARSUR, CMP operational network developed by EDA.

The EU Senior Coordinator for Maritime Security in the Gulf of Guinea will contribute to the overall coherence and coordination between the activities developed by EU actors, related to the implementation of the EU GoG Strategy to the relevant European Commission’s decision-making and programming processes, and carries out representation and outreach activities with other relevant actors in the region.

2.2 Problem Analysis

In 2013, countries of the Gulf of Guinea and regional organisations (ECOWAS, ECCAS and the Gulf of Guinea Commission) adopted the Yaoundé Code of Conduct (YCoC). This document embodies the region’s willingness to “co-operate to the fullest possible extent in the repression of transnational organised crime in the maritime domain, maritime terrorism, IUU fishing, and other illegal activities at sea.”

Since then, a number of policy and institutional frameworks directly linked to the YCoC has been developed, such as the adoption of the ECOWAS Integrated Maritime Strategy (EIMS) in March 2014, the setting up of the Interregional Coordination Centre (ICC) in Yaoundé, the inauguration of the Regional Centre of Maritime Security in Central Africa (CRESMAC) and the Regional Centre of Maritime Security in West Africa (CRESMAO). The Protocol Relating to the Strategy to Secure ECCAS’ Gulf of Guinea Vital Interests in Seas and its instruments have been subsumed into the EIMS, which has taken the regional lead. Together with the YCoC these different regional policies and bodies constitute the Yaoundé Architecture, whose implementation and development have been strongly supported by the EU. ECOWAS equally supports the African Union (AU) Charter on Maritime Security, Safety and Development adopted during the AU Extraordinary Summit held in Lomé, Togo in 2016.

⁶ (CM 2953/22)

In 2014, the EU Gulf of Guinea Strategy⁷ and its subsequent Action Plan⁸ were adopted ahead of EU Maritime Security Strategy, which promotes a similar cross-sectoral approach establishing opportunities between civil society, private, public, including military and law enforcement sectors. Through the Strategy, the EU has been supporting the Yaoundé Architecture as a whole, and in particular all national and regional efforts to address the maritime security challenges in the Gulf of Guinea. The Strategy has been recently updated in October 2022 focuses on three objectives: 1) building a common understanding of the threats to the maritime domain and transversal challenges in the GoG, 2) supporting national governments and regional institutions in their endeavours to put in place the necessary institutions and capabilities to ensure security, good governance and rule of law, in a way that promotes local ownership, 3) supporting the development of prosperous economies in the region, and 4) strengthening cooperation and coordination structures between the EU and its Member States (e.g. CMP, EU political dialogue with GoG states), the Yaoundé Architecture, the regional organisations and countries of the region to ensure effective action across borders at sea and on land.

In 2014, the EU Strategy on the Gulf of Guinea and a subsequent Action Plan were adopted to support the Yaoundé Architecture as a whole, and in particular all national and regional efforts to address the maritime security challenges in the Gulf of Guinea. It was developed in the context of the EU Maritime Security Strategy (EUMSS)⁹ adopted later that year and it promotes a similar cross-sectoral approach to establish opportunities for cooperation between civil society, private, public, including military and law enforcement sectors. The strategy has been revised in October 2022, and it focuses on the following specific objectives: 1) Building a common understanding of the threats to the maritime domain and transversal challenges in the Gulf of Guinea; 2) Supporting national governments and regional institutions and capabilities to ensure security, good governance and rule of law, in a way that promotes local ownership. 3) Supporting the development of prosperous economies in the region and 4) Strengthening cooperation and coordination structures between the EU and its Member States (e.g. CMP, political dialogue), the Yaoundé Architecture, the regional organisations and the countries of the region to ensure effective action across borders at sea and on land.

The YARIS platform, developed by GOGIN, was developed for and with the Yaoundé Architecture to meet its needs. It will further contribute to implementing the updated EU Gulf of Guinea Strategy, notably the Objective 1 on building a common understanding of the threats to the maritime domain and transversal challenges in the GoG. By allowing to locate ships, and share real-time information about maritime security incidents, it will contribute to enhancing maritime domain awareness (MDA). Eventually it will improve information and evidence sharing. YARIS will also contribute to Objective 4 by strengthening cooperation between different actors: EU navies and maritime structures in the GoG countries. The platform provides a set of functionalities able to enhance pragmatically several strategic maritime security goals:

(1) Maritime Situational awareness (MSA): YARIS allows to fuse information which could be provided by different sources, either automatically (Automatic Identification Systems, Vessel Monitoring System, radars, satellite imagery) or through manual inputs, and to integrate and merge them in a specific context (enriched maps). Thus, YARIS allows maximizing the currently limited surveillance information available to the Yaoundé Architecture and countries through synergies and fusion of information. Furthermore, by maximizing the MSA, YARIS allows to optimise the use of maritime security assets to respond to expected or confirmed threats.

(2) Analysis and planning: thanks to the record of the data provided (either by the automatic systems or by manual inputs) and the analytical tools, analyses of situations and behaviours of vessels can be done instantly or for cold considered assessment. This capacity is paramount to be able to understand criminal patterns, anticipate criminal behaviours and plan methodically maritime security operations.

⁷ EU Strategy on the Gulf of Guinea, <https://www.consilium.europa.eu/media/28734/141582.pdf>;
<https://www.consilium.europa.eu/en/meetings/fac/2014/03/17/>

⁸ EU Gulf of Guinea action plan, 16 March 2015, <https://www.consilium.europa.eu/media/21521/st07168en15.pdf>

⁹ EU Maritime Security Strategy

(3) Coordination of members of the Yaoundé Architecture and national maritime stakeholders: YARIS enables the development of a human network allowing to share information and to coordinate activities between all or some of the Gulf of Guinea centres involved in the fight against criminality at sea, based on the need to know (sharing of documents, secured chat, e-mails, and video-conference). Likewise, YARIS allows to develop national inter-agency maritime security networks, thus enhancing the capacity of the Maritime Operations Centres, which are the foundation of the Yaoundé Architecture, therefore enhancing the whole Architecture and its interaction with foreign partners.

(4) Support evidence for criminal justice: YARIS allows magistrates to follow maritime security operations and provides records for criminal justice purposes in Gulf of Guinea countries.

Currently, all existing MOCs (except in Equatorial Guinea) and MMCCS, the two CRESMs and the ICC have benefited from an initial training on YARIS. In parallel, YARIS has been constantly improving its functionalities and user-environment in close coordination with users in the region.

The YARIS platform has proven instrumental not only to ensure the implementation of the EU Strategy and Action Plan, but also to enhance the EU and Member States' role as maritime security providers/actors in the GoG. Since May 2021, all regional centres of the YA have been given access and use the platform and the rollout of YARIS has been intensified in order to give it a real/full regional reach. However, in order to ensure that the platform is fully used, there needs to be a monitoring system in place, notably that a dedicated person in a team is responsible for regular missions to the maritime centres in the GoG countries and assesses beneficiaries' ability to operate the tool and the extent to which it is used on daily basis (especially in the national, zonal and regional centres).

YARIS will also play an important role in the consolidation of the EU Coordinated Maritime Presence in the Gulf of Guinea, notably by facilitating the exchange of information between EU, African and other stakeholders regarding maritime security incidents.

However, due to magnitude of needs, in particular regarding the operationalisation and transfer of ownership of YARIS to the Yaoundé Architecture, more time and resources are required to complete the work. This Action will therefore allow to continue developing and fine-tuning the platform for the next 12 months. During this time, GOGIN II will provide additional capacity building activities and mentoring for all the beneficiaries and complete the work initiated together with national and regional bodies members of the Yaoundé Architecture.

Regarding the transfer of ownership of YARIS, the Implementing Partner will have to work closely with the beneficiaries especially the representatives of the Regional Economic Communities supported by the EU Delegation to Nigeria, the EU Delegation to Libreville, and the EEAS in order to hand over the ownership of the system to the region.

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

The main stakeholders are coastal states, notably their maritime authorities and maritime operation centres, as well as the different bodies of the Yaoundé Architecture, represented by the ECOWAS and ECCAS regional organisations, in addition to the different regional maritime centres, namely: the Interregional Coordination Centre (ICC), the Centre of Regional Maritime Surveillance for Western Africa, (CRESMAO) in Abidjan, Cote d'Ivoire, the Centre of Regional Maritime Surveillance for Central Africa (CRESMAC) in Pointe Noire, Congo and the zonal level Multinational Maritime Cooperation Centres.

Additional stakeholders are EU Member States, non-EU states such as the US, as well as international and regional organisations, such as the Maritime Domain Awareness for Trade – Gulf of Guinea (MDAT-GOG), which provides an interface to shipping industries, UNODC and Interpol. Industry stakeholders and civil society organisations could also be given access to YARIS, if the coastal countries agree but it remains mainly an institutional platform.

The Maritime Analysis and Operations Centre (MAOC) an initiative by 6 EU Member Countries (France, Ireland, Italy, Spain, Netherlands, Portugal) and the UK and is co-funded by the Internal Security Fund of the European Union, may also be of relevance given its role as a forum for multi-lateral cooperation to suppress illicit drug trafficking by sea and air. Drug trafficking in the Gulf of Guinea/Western African coast is encouraged by the lack

of naval assets in this area. Consequently, it is important to consider within the scope of this programme the possibility to address this challenge by deployment of civilian maritime assets mainly in the Gulf of Guinea area, ideally coordinated with MAOC participating countries: equitable sharing, including funding for interception operations, and better coordination of assets already deployed in other missions in the same geographical area.

The Maritime Area of Interest Coordination Cell (MAICC), within the EEAS / EUMS, coordinates the efforts of Member States' with assets in CMP. The Cell participates in the maritime security relevant fora and major maritime security exercises organized in the Region. It has established a valuable network with relevant stakeholders in the Region in particular with the YA International Coordination Centre (ICC).

3 DESCRIPTION OF THE ACTION

3.1 Objectives and Expected Outputs

The Overall Objective (Impact) of this action is to contribute to improve maritime safety and security in the Gulf of Guinea in order to favour blue economy and economic development of the countries.

The Specific Objective (Outcome) of this action is that the YARIS maritime information-sharing and coordination platform is operational, handed over, used and that its functioning is sustainable.

The Outputs to be delivered by this action contributing to the Specific Objective (Outcome) are:

- 1.1 The transfer of ownership of YARIS to the Yaoundé Architecture is prepared and completed
- 1.2 The national maritime administrations and regional centres have the competencies to make full use of YARIS
- 1.3 YARIS meets the technical requirements of the beneficiaries in view of the transfer of ownership
- 1.4 The YA is supported to develop collaboration with regional and international partners in the operational work of YARIS

3.2 Indicative Activities

Activities related to Output 1.1:

- Organise and prepare the YARIS Steering Committee and its working groups with the regional organisations (ECOWAS, ECCAS) as representatives of the Yaoundé Architecture to discuss and approve the conditions of the transfer of ownership
- Organise the transfer of competences for the future YARIS managers
- Support identification of potential donors for YARIS in the future
- Organise a ceremony for the signature of the legal agreement of transfer of ownership

Activities related to Output 1.2:

- Provide capacity building of the YARIS platform to the different national authorities involved in the action of the State at sea, in each country, according to their functions; this includes train the trainer sessions
- Provide capacity building to the YARIS operators and their managers to the maritime centres of the Yaoundé Architecture (including transnational operational specific organisations: fisheries, search and rescue) according to their mandate (strategy, operations, etc.)
- Ensuring the use of YARIS through monitoring tool (periodic missions)
- MDA assessments of MOC's and FOB's of the coastal countries

Activities related to Output 1.3:

- Strengthen and fine-tune the current functionalities of the YARIS platform
- Ensure technical feasibility of integration of data from the systems of the beneficiaries
- Ensure additional developments as previously agreed during the Steering Committee

Activities related to Output 1.4:

- Support the Yaoundé Architecture, this includes ICC, in ensuring involvement of EU and international stakeholders (such as MDAT-GOG, EU MS, non-EU countries, UNODC, INTERPOL) in the use of YARIS
- Identification of an alternative institutional solution to creating a YARIS platform that retains the symbolic ownership and operational functionality
- Ensure a wide promotion of the use of YARIS as the key tool for maritime security in the Gulf of Guinea

3.3 Mainstreaming

Environmental Protection & Climate Change

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).

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)

Gender equality and empowerment of women and girls

As per OECD Gender DAC codes identified in section 1.1, this action is labelled as G1. This implies that the Action will promote an increased participation and leadership of women in all activities proposed, and include as much as possible gender assessments conducted by organisations working in the field of maritime law enforcement and crime to inform the working methodologies. Moreover, sex disaggregated data will be integrated into the logical framework whenever appropriate.

Human Rights

A Human rights-based approach will be applied by the respect of the working principles (participation, non-discrimination, accountability, and transparency). A “Do-No-Harm” approach will be applied that relies on the understanding/analysis of the impact of aid on existing conflicts and its interactions within a particular context, with the goal to limit or prevent unintended negative effects on the social fabric, the economy and the environment. Appropriate vetting of all trainers and participating institutions is necessary to assure that human rights standards are maintained. All assistance and training aspects should include precautionary measures to ensure that international human rights standards and norms are met.

Disability

As per OECD Disability DAC codes identified in section 1.1, this action is labelled as D0. This implies that while working on disability-related issues is not a main objective in this action, the specific needs of disabled beneficiaries (including for access to the facilities supported by this project) will be duly assessed and addressed.

Democracy

Illicit activities taking place at sea have a direct negative impact on the degradation of governance, democracy and the Rule of Law. Activities proposed in the framework of this Action will contribute to enhance states and regional institutions capacities to combat illicit maritime activities and, ultimately, should then contribute to combat the failings in democratic processes. The implementers of the Action must observe regulatory measures to mitigate funds transfers to politically exposed persons or other individuals or entities that may abuse programmatic arrangements.

Conflict sensitivity, peace and resilience

Maritime-based illicit activities are directly related to the peace and security situation in targeted countries/regions. This Action has been designed with a conflict sensitivity lens and the activities it proposes will also adopt a conflict-sensitive approach. It will strive to increase the stability within countries and regions by supporting national and regional institutions combating criminal groups operating in the Gulf of Guinea.

Disaster Risk Reduction

N/A

Other considerations if relevant

N/A

3.4 Risks and Lessons Learnt

Category	Risks	Likelihood (High/ Medium/ Low)	Impact (High/ Medium/ Low)	Mitigating measures
Planning, processes and systems	Refusal by ECCAS or ECOWAS to take part in discussions and/or to agree on the transfer of ownership of YARIS	High	High	Regular working sessions/missions in the field to identify potential blockage and solution. Request support from European Union Delegations (EUDs) / European Commission/ EEAS Senior Coordinator . Address the issue with ECOWAS/ECCAS member states (political leverage). Promote YARIS at the national level so that the national maritime authorities execute pressure on the RECs.
Planning, processes and systems	The YARIS Steering Committee is not able to gather on a regular basis thus putting on hold strategic discussions with ECOWAS/ECCAS about YARIS	High	High	Regular working sessions with partners / coastal states to highlight the importance of the Steering Committee (SC). Request support from EUD / EC/ EEAS Senior Coordinator.
People and the organisation	The Yaoundé Architecture partners are not able to identify a legal representative to sign the transfer of ownership	High	High	Matter to be addressed in the first meetings of the SC to identify the legal representative of the Yaoundé Architecture. Request support from EUDs / EU Brussels/EEAS Senior Coordinator.
Planning, processes and systems	Conflict of interest between EU and other stakeholders about YARIS implementation	High	Medium	Participation to the international events about maritime information sharing in the Gulf of Guinea. Presentation of YARIS advantages to a maximum of stakeholders, including the private sector.

				Request support from EUDs / EU Brussels/ EEAS Senior Coordinator.
People and the organisation	Lack of interest of coastal countries in using YARIS and exchanging information	Low	Low	Regular contacts and advocacy with national authorities. Improvements of YARIS to fit with user expectations. Request support from EUDs and EC. Support of the MMCC in the way of the surveillance of their zone (redundancy to be sure that the relevant information is shared).
People and the organisation	Coastal countries prefer alternative information sharing systems	Medium	Medium	Regular contacts and advocacy with national and regional authorities. Improvements of YARIS to fit with user expectations. Request support from EUDs and EC.
People and the organisation	Lack of interest of Nigeria in using YARIS and exchanging information	Medium	Medium	Propose a tailor-made YARIS solution to Nigeria, including their needs related to their specific information systems and organisation. Promote the idea of YARIS as a way to operationalise the partnership between the Nigerian Navy, EU naval assets operating in the region and the CMP.
People and the organisation	Position of ICC, CRESM centres and the RECs are contradictory	Medium	High	Report the difficulties to ECCAS & ECOWAS and request their official position and support. Use of SC to de-conflict between the stakeholders.
external environment	Political instability and security hamper the implementation of the project	Medium	Medium	Monitoring of situation by the project's team. Regular contacts with EUDs.
People and the organisation	Other stakeholders pursue a plan to provide other than YARIS information sharing tool to the Yaoundé Architecture for maritime operations	Medium	Medium	Coordinate and seek to ensure synergies and complementarities between EU and others' efforts. Communication on YARIS comparative advantages. Support the integration of non-Gulf of Guinea stakeholders on YARIS. Request EU political support from EU Brussels/EEAS Senior Coordinator and EUDs in the Gulf of Guinea..
Planning, processes and systems	RECs and possibly states with lack of financial means to support the functioning of the platform (YARIS support and	High	High	Use the SC meetings to signal the estimated operational costs. Help with resource mobilisation.

	maintenance, hosting of Cloud solution, IT experts)			
Planning, processes and systems	Technological and human resources constraints of beneficiaries (e.g. YA centres do not operate 24/7, which might decrease the reactivity speed)	Medium	Medium	Use the SC to promote the need for technological and human resources to operate the YARIS system.
external environment	COVID-19 travel restrictions	Low	High	Encourage vaccination of the YARIS training team. Use of tools allowing to provide support at distance.

Lessons Learnt:

GOGIN was formulated to contribute to maritime safety and security in the Gulf of Guinea to favour blue economy and economic development of the countries, providing assistance to vessels and people, antipollution and blue economy and to transnational structures belonging to the Yaoundé Architecture.

Following an evaluation carried out in 2018, there was an agreement on a number of adjustments to the GOGIN project to address various operational challenges and to take into account recommendations made in the framework of the Critical Maritime Routes programme evaluation conducted by the CRIMSON project.

As a result of the evaluation, it was decided to expand GOGIN to all the countries of the Gulf of Guinea, going beyond the pilot zone (maritime zones E and D) and to be less piracy-oriented. The importance was given to advocacy and collaboration with international partners to secure YARIS's central role. It is also key to support the national level as this is first entry point to feed YARIS with maritime information, because zonal and regional levels cannot work if national level is not robust.

Many stakeholders are involved around YARIS and behind the designation "Yaoundé Architecture", it is paramount to distinguish those with strategic/political roles from those with technical one.

3.5 The Intervention Logic

The underlying intervention logic for this action is that:

IF maritime centres obtain the competencies to make full use of YARIS, **ASSUMING** that the training proposals are agreed by the countries and by the Yaoundé Architecture,

IF YARIS is technically fine-tuned and adjusted to meet the requirements of the beneficiaries, **ASSUMING** that the YARIS Steering Committee provides guidance on these enhancing measures to ensure local ownership and sustainability,

IF the ICC is supported to secure regional and international partners involvement in the YARIS network, **ASSUMING** that the partners, including private sector, support YARIS, and

IF the transfer of ownership of YARIS to the Yaoundé Architecture is prepared and completed, **ASSUMING** that both ECOWAS and ECCAS as representatives of the Yaoundé Architecture agree to the establishment of the YARIS Steering Committee and actively participate in its discussions,

THEN the operationalisation and sustainability of the YARIS maritime information-sharing and coordination platform are enhanced, **ASSUMING** that ECOWAS, ECCAS, the Yaoundé Architecture centers and coastal states work together with the EU to support YARIS,

THUS contributing to improve maritime safety and security in the Gulf of Guinea.

At the same time, through assistance addressing maritime pollution, the action contributes to disaster risk reduction and environmental protection.

This intervention logic ensures the cooperation of the partner countries and the Yaoundé Architecture in the enhancement of the operationalisation of the YARIS platform, taking into close consideration the national and regional needs both in terms of use and in terms of training. This should create a more genuine sense of ownership and should increase the chances of sustainability of YARIS. The inclusion of international partners is essential as the platform achieves its highest potential when it is fed with large quantity of data from different sources. It also gains acknowledgement from the maritime community as a reliable asset when international partner use it to communicate with the YA and GOG countries regarding maritime situation in the GOG (piracy alerts...).

3.6 Logical Framework Matrix

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 contribute to improving maritime safety and security in the Gulf of Guinea in order to favour blue economy and economic development of the countries.	1 Number of yearly maritime harmful incidents by type, by zone and country	1. To be defined	1.To be defined	ICC/IMB, National progress reports, country statistical data and report	<i>Not applicable</i>
Outcome 1	The YARIS maritime information-sharing and coordination platform is operational and used and that its functioning is sustainable.	1.1 Increased capacity of national and regional organisations within the Maritime Domain Awareness 1.2 Number of centres where YARIS is deployed and actively used	1.1 To be defined 1.2 To be defined	1.1 To be defined 1.2 To be defined	1.1 YARIS assessment/other regional maritime projects' assessments 1.2 To be defined	ECOWAS, ECCAS, Yaoundé Architecture centres and coastal states work together with the EU to support YARIS
Output 1 related to Outcome 1	1.1 The transfer of ownership of YARIS to the Yaoundé Architecture is prepared and completed	1.1.1 Members appointed to management board by RECs 1.1.2 Budgetary allocation for YARIS maintenance by ECCAS & ECOWAS	1.1.1 No Steering Committee board appointed 1.1.2 No REC funding	1.1.1 Full set of board members (7) 1.1.2 Allocation of €100,000 p.a.	1.1.1 Management Reports	Training proposals are agreed by the countries and by the Yaoundé Architecture

		<p>1.1.3 The contract regarding transfer of ownership is signed between EF and the future owner</p> <p>1.1.4 Staff appointed to manage YARIS regarding the needs</p> <p>1.1.5. GoGIN II YARIS management skills transferred to staff appointed</p>	1.1.3 No agreement of ownership between EF and future owner	1.1.3 Agreement signed	1.1.2 ECCAS/ECOWAS budget allocations	
Output 2 related to Outcome 1	1.2 The national maritime administrations and regional centres have the competencies to make full use of YARIS	<p>1.2.1 Centres of the Yaoundé Architecture (MOCs, MMCCs, CRESMs, ICC) and national operation centres where YARIS is deployed and operational</p> <p>1.2.2 Number of centres and national administrations having benefitted from the whole YARIS training package and the competences (test) to make full use of YARIS.</p> <p>1.2.3 Number of centres having benefitted from mentoring actions to ensure regular use of YARIS</p> <p>1.2.4 National and YA YARIS training teams in place and running courses for national users</p> <p>1.2.5 Development of partnerships with regional training institutions to implement YARIS trainings</p> <p>1.2.6 Monitoring tools to assess the level of use of YARIS</p>	<p>1.2.1 x many centres and national administrations with YARIS user accounts</p> <p>1.2.2 x many centres and national administrations operational</p> <p>1.2.3 x mentoring sessions/exercises</p> <p>1.2.4 x many national YARIS training teams set up</p> <p>1.2.5 x trainings provided at regional training institutions</p> <p>1.2.6. level of connexion to YARIS by each centre over per month</p> <p>1.2.5 x many monitoring missions in-situ to assess the level of use</p> <p>1.2.6 x many centres or agencies participates to COMCHECK and SITREP</p>	<p>1.2.1 x many centres trained and well-versed in use of YARIS by the end of 2023</p> <p>1.2.2 x many centres trained by the end of 2023</p> <p>1.2.3 x many national YARIS training teams</p> <p>1.2.5 x trainings provided at regional training institutions</p>	<p>1.2.1 Routine information exchange</p> <p>Weekly YARIS reports</p> <p>CRESMAO bulletin</p> <p>Reports from OBANAGAME, GANO, zonal exercise</p> <p>1.2.2 EF keeping track of the trained personnel feeding to UNODC training tool developed for ICC</p> <p>1.2.5 Reports from regional training institutions (ISMI, RMU)</p> <p>1.2.6 Joint operations with other projects/monitoring missions' reports</p>	The YARIS Steering Committee provides guidance on these enhancing measures to ensure local ownership and sustainability

Output 3 related to Outcome 1	1.3 YARIS is a user friendly tool which offers the set of functionalities which are considered as priority in view of the transfer of ownership	1.3.1 Number of countries consulted by GOGIN to identify specific YARIS requirements according to their specific organisation. 1.3.1 YARIS is technically enhanced (IT developments) based on prioritized requests shared through ticketing system. 1.3.2 YARIS is technically capable to integrate additional sources of information	1.3.1 to be defined 1.3.2 to be defined	1.3.1 to be defined 1.3.2 to be defined	1.3.1 to be defined 1.3.2 to be defined	The partners including private sector support YARIS Users and future owners express clear needs regarding YARIS functionalities
	1.4 The YA is supported to develop collaboration with regional and international partners in the operational work of YARIS	1.4.1. Number of international partners having requested to be connected to YARIS to cooperate with Yaoundé Architecture and countries. 1.4.2. YARIS deployed in international exercise and operations (Obangame, GANO, zonal exercise)	1.4.1 To be defined 1.4.2 Number of international partners having benefited from a presentation and demonstration of YARIS.	1.4.1 To be defined 1.4.2 YARIS incorporated in GANO planning	1.4.1 To be defined 1.4.2 Exercise reports	Both ECOWAS and ECCAS as representatives of the Yaoundé Architecture agree to the establishment of the YARIS Steering Committee and actively participate in its discussions.

4 IMPLEMENTATION ARRANGEMENTS

4.1 Financing Agreement

In order to implement this action, it is not envisaged to conclude a financing agreement with the region.

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 24 months from the date of adoption by the Commission of this Financing Decision.

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 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.¹⁰

4.3.1 Indirect Management with a pillar assessed entity

This action may be implemented in indirect management with Expertise France (EF). This implementation entails building on the successes of GOGIN I. The envisaged entity has been selected using the following criteria:

- YARIS system has been developed by GOGIN and is currently owned by EF;
- EF has unique knowledge, know-how, and the operational capacity in order to fulfil the objectives of the action.
- EF's accumulated contacts and relationships with beneficiaries in the region.

If negotiations with the above-mentioned entity fail, this action may be implemented with another pillar assessed entity. This entity should then meet the following criteria:

- Be able to operate, update and train on the use of the YARIS system,
- have experience in working with the Regional Economic Communities,
- have experience in working in the West African region,
- have extensive experience on maritime security projects and be able to conduct reliable analysis for better maritime domain awareness.

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

N/A

¹⁰ 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.

4.4 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, subject to the following provisions.

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 realisation of this action impossible or exceedingly difficult (Article 28(10) NDICI-Global Europe Regulation).

For this multi-country action, natural persons who are nationals of, and legal persons who are effectively established in the following countries and territories covered by this action, are also eligible:

ECOWAS and ECCAS countries.

4.5 Indicative Budget

Indicative Budget components	EU contribution (amount in EUR)
Implementation modalities – cf. section 4.3	
Indirect management with Expertise France	5 000 000
Evaluation – cf. section 5.2 Audit – cf. section 5.3	may be covered by another Decision
Contingencies	N.A.
Totals	5 000 000

4.6 Organisational Set-up and Responsibilities

GOGIN Steering Committee (GOGIN SC)

The Steering Committee (GOGIN SC) consisting of ECCAS and ECOWAS, and its member states, and EU will be giving direction to the project. GOGIN SC will meet on regular 6-month basis. As SC chairs, RECs and EU will decide on case-by-case basis who the invitation to the SC should be extended to.

YARIS Steering Committee (YARIS SC)

The YARIS Steering Committee will only be dedicated to the discussions on YARIS. It will include the RECs, and a board later appointed by the RECs. As SC chairs, RECs and EU will decide on case-by-case basis who the invitation to the SC should be extended to.

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.

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:

The Action shall ensure a systematic M&E system covering the action. The development of such an M&E system shall be done in close association between EUD. Yearly M&E sessions shall be set up at the level of the project, including the institutional beneficiaries' representatives, and regular M&E documentation shall be provided by the IP (bi-annually or quarterly) to ensure a comprehensive follow-up and assessment.

The identification of the baselines and the collection of data shall be the responsibility of the implementing partner while the overall M&E indicators follow-up shall be done by the EUD, with dedicated funds and staff, working closely with the M&E staff from the implementer.

Monitoring and evaluation will assess gender equality results, an impact on rights of groups living in the most vulnerable situations and the implementation of the rights based approach working principles (applying all human rights for all; meaningful and inclusive participation and access to decision-making; non-discrimination and equality; accountability and rule of law for all; and transparency and access to information supported by disaggregated data). Monitoring and evaluation will be based on indicators that are disaggregated by sex, age, disability when applicable.

5.2 Evaluation

Having regard to the importance of the action, a midterm and/or final evaluation will be carried out for this intervention or its components via independent consultants contracted by the Commission. The focus will be on problem solving, corrective measures, accountability and learning purposes at various levels (including for policy revision).

The Commission shall inform the implementing partner(s) 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 dissemination¹¹. 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 action will ensure gender and human rights expertise during all evaluation missions. The financing of the evaluation may be covered by another measure constituting a Financing Decision.

¹¹ See best [practice of evaluation dissemination](#)

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.

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

An Intervention (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.

The present Action identifies as:

Action level		
<input checked="" type="checkbox"/>	Single action	Present action: all contracts in the present action
Contract level		
<input checked="" type="checkbox"/>	Single Contract 1	foreseen individual legal commitment (or contract)