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**THIS ACTION IS FUNDED BY THE EUROPEAN UNION**

**ANNEX 24**

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 Institutional support in the domain of the governance of road transport

**MULTI ANNUAL 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**

<b>1. Title CRIS/OPSYS business reference Basic Act</b>	Institutional support in the domain of the governance of road transport OPSYS number: ACT-61183 Financed under the Neighbourhood, Development and International Cooperation Instrument ( <u>NDICI-Global Europe</u> )
<b>2. Team Europe Initiative</b>	No
<b>3. Zone benefiting from the action</b>	Africa
<b>4. Programming document</b>	Multi-annual Indicative Programme for Sub-Saharan Africa 2021-2027
<b>5. Link with relevant MIP(s) objectives / expected results</b>	The Action contributes to the Priority Area 5 Sustainable Growth and Decent Jobs of the Regional MIP for Sub-Saharan Africa Specific objective 1 ‘Increase sustainable intra-African trade and mobility, making them safer, cheaper, faster and greener; and strengthening Africa- EU trade’ Result 1.3: Sustainable regional and multi-country infrastructure for land, air, and water transport is reinforced.
<b>PRIORITY AREAS AND SECTOR INFORMATION</b>	
<b>6. Priority Area(s), sectors</b>	Priority Area 5 (‘Sustainable Growth and Decent Jobs’) DAC Sector: 210- Transport
<b>7. Sustainable Development Goals (SDGs)</b>	Main SDG: SDG 9 (Industry, Innovation and Infrastructure). Other significant SDGs (up to 9) and where appropriate, targets: SDG 8 (Decent work and economic growth).
<b>8 a) DAC code(s)</b>	21000, -13, -22, -24 Road transport regulation and maintenance
<b>8 b) Main Delivery Channel</b>	EU institutions - 42000

	Other multilateral institution - 47000; Economic Community of West African States (ECOWAS/CEDEAO) - 47034; Southern African Development Community (SADC) - 47089; Economic and Monetary Community of Central Africa (CEMAC) - 47113			
<b>9. Targets</b>	<input type="checkbox"/> Migration <input checked="" type="checkbox"/> Climate <input checked="" type="checkbox"/> Social inclusion and Human Development <input checked="" type="checkbox"/> Gender <input checked="" type="checkbox"/> Biodiversity <input type="checkbox"/> Education <input type="checkbox"/> Human Rights, Democracy and Governance			
<b>10. Markers</b> <b>(from DAC form)</b>	<b>General policy objective @</b>	<b>Not targeted</b>	<b>Significant objective</b>	<b>Principal objective</b>
	Participation development/good governance	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>
	Trade development	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Nutrition @	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<b>RIO Convention markers</b>	<b>Not targeted</b>	<b>Significant objective</b>	<b>Principal objective</b>
	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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>11. Internal markers and Tags</b>	<b>Policy objectives</b>	<b>Not targeted</b>	<b>Significant objective</b>	<b>Principal objective</b>
	Digitalisation @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	digital connectivity	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	/
	digital governance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	digital entrepreneurship	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	digital skills/literacy	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
digital services	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Connectivity @	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
digital connectivity	YES	NO	/	

	energy transport health education and research	<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" 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"/>
<b>BUDGET INFORMATION</b>				
<b>12. Amounts concerned</b>	<p>Budget line(s) (article, item):</p> <p>14.020120 : EUR 14 900 000 (West Africa)</p> <p>14.020121 : EUR 14 900 000 (East &amp; Central Africa)</p> <p>14.020122 : EUR 10 200 000 (Southern Africa)</p> <p>Total estimated cost: EUR 40 000 000</p> <p>EUR 20 000 000 from the general budget of the European Union for 2022: 14.020120 : EUR 12 000 000 (West Africa); 14.020121 : EUR 6 000 000 (East &amp; Central Africa); 14.020122 : EUR 2 000 000 (Southern Africa)</p> <p>EUR 20 000 000 from the general budget of the European Union for 2023 from budget lines 14.020120 : EUR 2 900 000 (West Africa); 14.020121 : EUR 8 900 000 (East &amp; Central Africa); 14.020122 : EUR 8 200 000 (Southern Africa)</p> <p>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>			
<b>MANAGEMENT AND IMPLEMENTATION</b>				
<b>13. Type of financing<sup>1</sup></b>	<p><b>Direct management</b> through:</p> <ul style="list-style-type: none"> <li>- Grants</li> <li>- Procurement</li> </ul> <p><b>Indirect management</b> with the entity(ies) to be selected in accordance with the criteria set out in section 4.4.4</p>			

## 1.2 Summary of the Action

The present action harvests the results of the previous regional initiatives and continental transport policy advocacy programs and defines the steps under five shared common objectives, basically targeting a) the capacity of African

<sup>1</sup> Art. 27 NDICI

Budgetary allocations: Continental component is split as follows: 35% WA, 35% ECA, 30% SA. The Tripartite component is split as follows: 50%ECA, 50% SA.

institutions to bring investments to financial close with the International Financial Institutions (IFIs), b) the technically, financially and environmentally sustainable management of road assets, c) the harmonisation of technical and environmental regulations and standards on continental level, d) road safety and e) the performance of the regional network in terms of travel time and capacity.

African regions (West, Centre, East and South) have progressed unevenly in the domain of cross-boundary transport and transit and are not always aligned with strategies adopted by the African Union. At the same time, the African Union Commission has not always been in condition to turn general principles into projects mature enough to attract investors. This action proposes to the African Union Commission and the Regional Economic Communities to liaise, each one at its geographical and strategic (policy versus technical provisions) scale, under common headers.

The action is therefore built on two layers: the continental one plans a support to the African Transport Policy Program (SSATP) adding to the first 3 pillars managed by the World Bank (namely 1) Regional Connectivity and Economic Integration, 2) Sustainable Urban Mobility and Accessibility, 3) Road Safety) a 4th one managed directly by the European Commission and dedicated to Resilient Road Asset Management Systems. On the same layer is also the extension and development of the Infrastructures Support Mechanism (ISM), providing to the African Union Commission (AUC) the necessary expertise to develop financially sound investments proposals while encouraging a more favourable environment to the mobilisation of internal resources on the continent. The 'Road safety' component is then treated both at continental and at regional scale, depending on the specific activities. On the second layer are then three components related to three African regions identified on the basis of previous projects: West Africa (WA), Central Africa (CA) and the Tripartite region (East Africa Community - EAC, Common Market of East and Southern Africa - COMESA and Southern African Development Community - SADC). The same subjects treated at continental levels (SSATP 4 pillars, ISM Technical Assistance, Road Safety) are also to be found at this level declined to match the needs.

The final goal in the medium term is to bring the transport and transit policy to convergence on the whole continent despite the present differences in order to progressively achieve the level on internal and external connectivity necessary to adequately support the African Continental Free Trade Agreement (AfCFTA) and to adequately pursue the goals of Sustainable Growth and Decent Jobs (SDG8), reducing poverty (SDG1) and promoting inclusion, participation and gender equality (SDG5).

The objective of the European Green Deal<sup>2</sup> to bring about transformation change towards true sustainability will be treated as a cross-cutting issue in all activities. Where possible, measures will be identified that not only avoid negative impacts on climate, environment and biodiversity, but also will contribute to better environmental management, to climate adaptation and to the enhancement of biodiversity and related ecosystem services.

## 2 RATIONALE

### 2.1 Context

Despite the steady economic growth throughout the past decade in Africa and the more recent recovery from the 1.9 percent contraction in 2020 due to the COVID-19 pandemic, almost 400 million people still live below the poverty line across the continent and lack access to basic services in the area of health, education and nutrition, while inequality and governance challenges have not allowed for an inclusive growth. In many countries, per capita incomes will not return to pre-crisis levels until 2025. The number of extreme poor in sub-Saharan Africa is projected to have increased by more than 32 million<sup>3</sup>. In this context, the EUR 750 million for investments in infrastructures allocated with the Annual Action Plan (AAP) 2021<sup>4</sup>, and in particular the EUR 300 million share devoted to transports, is an important step to provide local economies the needed connectivity to grow and distribute wealth in the region. But infrastructures need, among others, a harmonized regional regulatory framework to perform at a satisfactory level, therefore the action presented in this document aims specifically at creating an enabling environment where connectivity networks will perform at their best.

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<sup>2</sup> COM/2019/640 final

<sup>3</sup> IMF, Regional Economic Outlook for Sub-Saharan Africa: Navigating a Long Pandemic (2021)

<sup>4</sup> C(2021) 9814 of 20.12.2021

The action benefits from the experiences made in the context of regional support programs to transport governance from the late 2000s to the 11th EDF , as well as continental initiatives including the Trans-African Highway Network (TAH), the norms and standards on the African railway network, the second PIDA priority action plan for the period 2021-2030 (PIDA PAP2), recommendations of the EU-AU task-Force on connectivity, the African Road safety Charter, and regional and continental transport policy advocacy programs. Such programs developed region-specific approaches with different objectives reflecting the maturity of local cross-boundary transportation systems. Different regional objectives and activities are now framed in a common matrix overarched by the 4 pillars of the SSATP<sup>5</sup> and integrated by further themes in specific support of the African Union Commission. Regional components of the action will be then composed by expected results and activities picked up “à la carte” from this global framework.

The resulting overall action is fully aligned to the strategic priorities of the EU’s strategic partnership with Africa, to the joint vision reaffirmed at the EU-AU Summit on 17-18 February 2022 underpinned by a substantial investment package. The investment package aims to boost public and private investment in transport facilitation and efficiency of connected transport networks.

The next decade is a ‘use it or lose it’ moment in economic history with infrastructure investments surpassing the total current stock. Given the long lifespan of such investments, we must ensure projects not only avoid negative impacts (do no harm), but are also low-emission, resilient, sustainable and circular (do good). It is important to realise that environmental and social screening, impact assessment, monitoring and management - legal requirements and standard practice in all countries to avoid negative impacts - are not enough to implement the objectives of the Green Deal. Transformative actions towards greener transport infrastructure are needed and will where possible be integrated into the action, with emphasis on the strategic planning phases which precede concrete transport sector investments. This is emphasised by the G20 Quality Infrastructure Principles<sup>6</sup>. Strategic environmental assessment (SEA) can play a proactive role in integrating transport infrastructure activities in the broader context of regional development planning and in aligning these activities with existing national environmental policies and the national plans under the UN Conventions on Climate (FCCC), Biodiversity (CBD) and Migratory Species (CMS), i.e. Nationally Determined Contributions (NDCs) on climate and National Biodiversity Strategies and Action Plans (NBSAP) on biodiversity and migratory species.

The action will mainstream environment and climate change aiming at promoting transformational change towards environmental sustainability, low carbon development and climate and disaster resilience. The formulation and implementation of activities will follow the human rights-based approach.

Because of its conception method, coupling the collection and harmonisation of previous regional programs on one side and the general policy principles from the African Union Commission to the different African regions on the other, the action demonstrates a clear added-value from a regional perspective in line with the subsidiarity principle. The proposed modality is also a guarantee of coherence between regional and national programmes in the different sectors.

In general, the action targets transport policy and management, through consensus building on continental priorities and advocacy for the adoption of standards and regulations on one side (continental), good practices and concertation of efforts on the other side (regional). Both levels aim at removing hindrances to free trade and mobility, while respecting sustainability boundaries. The expected impact is a reduction of costs for trade and to ease in mobility of persons, thus fostering growth of an integrated African economy and job opportunities. Gender-responsive road and transport infrastructure is important, as women’s access to infrastructure and transport is crucial for women’s economic empowerment, well-being, safety and security. Often transport projects are designed with little participation of stakeholders (women and communities living in vulnerable situations) and consequently their needs are not clearly articulated or addressed.

The action will be implemented through geographic components, institutionally anchored at the level of the African Union Commission (AUC), the African Union Development Agency (AUDA-NEPAD) and the Regional Economic Communities (RECs), which are the mandated entities for the definition and implementation of continental/regional legislative frameworks.

It is proposed to structure the action on the following geographic components:

- Continental level (AUC, AUDA-NEPAD and the World Bank (WB) lead multi-donor Africa Transport Programme )

<sup>5</sup> <https://www.ssatp.org/>

<sup>6</sup> [https://www.mof.go.jp/english/policy/international\\_policy/convention/g20/annex6\\_1.pdf](https://www.mof.go.jp/english/policy/international_policy/convention/g20/annex6_1.pdf)

- Regional component Tripartite region (East African Community - EAC, Common Market for Eastern and Southern Africa - COMESA, Southern African Development Community - SADC)
- Regional component West Africa with the Economic Community of West African States and Central Africa with the Economic Community of Central African States (CEEAC)

As said above, the common frame of this action provides a structured approach based on the principle of subsidiarity that will ensure overall coherence and complementarity among the different components of the action, while taking into account the different level of advancement in the different regions.

Although the action is built on the wrap-up of previous similar programmes of institutional support in road transport governance, it fits in perfectly with the Global Gateway Initiative<sup>7</sup> and complements the Strategic Corridors initiative (supported under the AAP2021 as part of 2021 Action on “Investments in Regional Infrastructure”<sup>8</sup>). In fact, through providing the “soft” component to the transport sector, the Action will contribute to setting necessary regulation and standards to fully exploit investments’ potential and sustainability in line with the African Union’s Agenda 2063 as well as the ambitions of the African Continental Free Trade Area.

The action builds on the work carried out in 2019-2020 in the framework of the Africa Transport and Connectivity Task Force, which was part of the 'Africa-Europe Alliance for Sustainable Investment and Jobs' and addresses its recommendations for an effective EU cooperation in transport domains across the African continent.

The action will contribute, together with the Action on investments in infrastructures from AAP 2021 to Sustainable Development Goal (SDG) 9 “Industry, innovation and infrastructures”.

## 2.2 Problem Analysis

According to the African Union Commission Medium-term Plan 2018-2023 "Delivering AU Reforms and Accelerating Agenda 2063", infrastructure is the cornerstone of the African economy. Investment in infrastructure accounts for over half of the recent improvement in economic growth in Africa and has the potential to achieve even more. Infrastructure is a key ingredient for sustainable development. Concerning the road transport sector, underdeveloped infrastructure has been estimated to shave off at least 2 percent of Africa’s annual growth. Infrastructure deficits in road transport infrastructure, but also including the broader Transportation, Energy, ICT, Water supply and Cross border and urban infrastructure sectors, have been acknowledged to be the biggest constraints to socio-economic development in Africa while also having the potential to contribute to post- COVID-19 recovery through job creation, industrialization, trade, and growth.

On the other hand infrastructure also acts as a driver of negative environmental impacts, directly by land conversion, fragmentation of natural habitats, extraction of minerals, disturbance (e.g. noise, hydrology, erosion), waste, pollution and greenhouse gas emissions, and indirectly by providing unintended access to unexploited natural areas (logging, poaching, land conversion) or inviting people to migrate into more vulnerable areas (e.g. floodplains); construction and use of transport infrastructure leads to the spread of communicable diseases (HIV/AIDS, COVID-19) and invasive plants or animals, etc. Hard infrastructure may be susceptible to damage or failure due to natural hazards exacerbated by climate change (extreme weather events, sea level rise, changing temperatures) leading to network unreliability and disruptions of value chains. Most of these negative impacts can be avoided by early recognition and alternative design assessment; moreover, large investments can also act as a trigger for climate action, better environmental management and enhanced biodiversity conservation (the latter also because biodiversity can offer valuable services such as erosion control, wind and water regulation, noise reduction and carbon sequestration).

Roads are the main mode of transport in Africa, carrying at least 80% of goods and 90% of passengers; 53% of the roads are unpaved, isolating people from basic education, health services, transport corridors, trade hubs and economic opportunities; road safety is a major issue, with road fatalities resulting in 225.000 deaths every year, about one-fifth of fatalities from road crashes worldwide and around six times the road fatality rate of the EU.

One of the reasons of the insufficient investments the sector reside in the lack of capacity on the African institutions to identify mature investments, formulate business plans to design, build and operate the correspondent infrastructures and to attract investors, including institutional ones.

The European Commission has allocated in 2021, 750 000 000 EUR for investment in infrastructures in Sub-Saharan Africa through blending with European and other like-minded International Financing Institutions; as explained above, this alone cannot be enough to fill the identified needs but can work as common field between

<sup>7</sup> Joint Communication on The Global Gateway (JOIN(2021) 30 final)

<sup>8</sup> OPSYS: ACT-61126; CRIS: NDICI AFRICA/2021/043-421

the EU and the African institutions (AU and the RECs in first place); the present action aims, among others, at providing those institutions with the necessary skills to present to investors their own priority project and to discuss with donors, EU included, at a more advanced level.

Coming to asset management, on the other hand, sustainable road sector management is essential for network reliability, the functioning of supply chains and overall connectivity and access. Experience shows however that this endeavour is plagued by a number of sector inefficiencies linked to road network management and finance, regulatory frameworks, trade and transport facilitation, institutional capacity, project preparation to attract climate-compatible and environmentally-sustainable investments.

Regarding road sector network management, premature deterioration of roads can be frequently noted due to insufficient maintenance, aggravated by damage caused by overloading of trucks. This leads to high economic costs to the society as whole. Efficient asset management both at operational and financing levels is therefore essential, with a focus on sustainable maintenance management and financing, looking at both routine and periodic maintenance for enhanced life-cycles of roads. This calls for efficient functioning of road agencies and road funds towards spending and allocation of resources with a view to network resilience, budget execution and commitment control, sustainable road fund operations, regulatory frameworks, axle-load control etc. Network asset management further would need to harvest the full use of digitalisation and data collection for informed decision-making on operational choices and take into account best suited approaches to promote the needed sectoral transformations and the boosting of climate compatible investments that contribute to climate, environmental and biodiversity objectives.

In the end, on transport and transit facilitation, exports from many African countries, particularly the landlocked countries, are handicapped by the cost of transport, the poor state of regional road corridors and inefficiencies in the logistics chain. Transport costs in Africa remain among the highest in the world and are burdened by labour market rigidities and the predominance of small-scale transporters (80 % of the heavy goods vehicle - HGV fleet). In West and Central Africa prices are artificially high in order to ensure the economic survival of small-scale transporters who operate uneconomic ageing trucks, accept waiting times at ports of 3-4 weeks in rotations organised by the trade unions and are furthermore subject to extortion rackets on the road. In the Tripartite region (Eastern and Southern Africa) the situation is better, although still much is left to be done, in particular, in the domain of the adoption and enforcement of standardized Vehicle Load Management and Transport Registers and Information Platform Systems. In West Africa on the other hand small and medium-sized enterprises (SMEs) exploit entrenched privileges and profit from such price levels. When it comes to transport infrastructure, States fail to maintain a level of service appropriate to regional and international trade because of the chronic lack of resources dedicated to road maintenance (20-30 % of requirements are collected by road funds), inefficiencies in contract management and a lack of accountability and transparency. In addition, the rules on axle loads are not applied in all countries.

All over Africa economic corridors are being developed, often connecting several countries. The concept of an economic corridor is narrowly connected to infrastructure development. Interconnected projects along corridors may have cumulative and multiplier impacts. These impacts are likely to be significant and will require an integrated approach to management. Corridor-wide SEAs can provide a basis for shaping and guiding development and for facilitating more detailed environmental and social impact assessment (ESIA) at project planning level. An increasing number of such SEAs is being produced over the last decade, often initiated by multilateral donors, but increasingly adopted by individual countries and international corridor authorities.

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

The main actor for the identification and promotion of priority infrastructures investments at continental level is the African Union Commission and its African Union Development Agency (AUDA-NEPAD) and its technical services, mandated to identify and submit proposals to the Specialised Technical Committee (STC) of ministers.

In variable measure depending on the region, RECs can also have a crucial role in identifying, formulating and submitting proposals, although always in alignment with priority indicated by AU at continental level.

Main actors in the domain of asset management are national ministries and executive agencies. Regional authorities should progressively gain responsibility in asset management when they already play an important role in project identification, regulatory harmonisation and advocacy on funding with International donors.

Main actors of this action are Regional Economic Communities, in charge of facilitating e.g. specific Multilateral Cross Border Road Transport Agreement, harmonization of regulation in alignment with continental policies developed by the AUC on the continental scale. Relevant civil society organisations representing groups including

business associations, people living in vulnerable situations, women and people with disabilities will be included, wherever possible.

### 3 DESCRIPTION OF THE ACTION

#### 3.1 Objectives and Expected Outputs

The Overall Objective (Impact) of this action is to promote sustainable, smart, resilient and safe mobility to strengthen land, air and water transport regulatory frameworks.

The Specific Objectives (Outcomes) of this action are to:

1. Efficiently plan and promote sustainable investments in road network of regional interest;
2. Ensure resilient and climate-proof road asset management, corridor efficiency and multimodal logistics, for both new investments and existing assets;
3. Define, implement and monitor harmonised and inclusive road transport strategies, policies, laws, regulations, standards and institutions;

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

- 1.1. Improved planning, identification, formulation, promotion and monitoring of bankable and environmentally sustainable projects;
- 1.2. Increase in engaged involvement of mandated institutions, international organisations, member states, private sectors and the European Commission including human rights and gender perspectives;
- 1.3. Strengthened African regulatory environment for institutional investments in African road transport and other infra projects;
  - 2.1. Second and third generation road funds enforcement are supported, efficient, climate-resilient and environmentally performing road management and funding practices are promoted, taking into account institutional developments in partner countries
  - 2.2. Management, monitoring and enforcement structures for regional corridors are established and reinforced
  - 2.3. Efficiency of the logistic chain on a regional basis is improved
- 3.1. Harmonised road transport policies, laws, regulations, standards and institutions are defined and implemented
- 3.2. Enhanced capacity of the institutions and support for more effective road safety activities

#### 3.2 Indicative Activities

Activities relating to Output 1.1

- training courses, IT platforms, technical assistance on planning, climate impact, climate finance, transactions services, AUC Service Delivery Mechanism (SDM) and Continental Business Network (CBN)

Activities relating to Output 1.2

- Organisation of events: Programme for Infrastructure Development in Africa - PIDA Week, Europe-Africa Business Forum (EABF), European Development Days (EDD), support PIDA Steering Committee, Reference Group on Infrastructure (RGI)
- Develop matchmaking platform, organise launch event, studies on industrial clusters
- Coordinate donors and private sector networks

Activities relating to Output 1.3.

- Study on regulatory reforms, organise workshop for showcasing and validating the results of study

Activities relating to Output 2.1:

- Juridical Technical assistance to RECs for law reform and provisions for devolvement on tendering procedures, regular use of road audits and enforcement of audits instructions

- Assistance in communication and visibility activities, for installation and operationalization of road management systems and for inter-institutional model operating agreements among road sector institutions
- Study on regional road design & maintenance standards and domestication ; pilot studies on innovative low-emission road design projects
- Legal assistance for formulation and promotion of draft harmonised directive on axle load control ; technical assistance and coordination with custom control posts; assistance in design and implementation of vehicle load control posts
- Provide support to policy dialogue including all the countries concerned, the RECs and the institutions working with these countries

#### Activities relating to Output 2.2

- Assistance to corridor management authorities establishment, mandate, equipment and staffing.
- Launch of institutional and legal studies, start-up operational funding, for observatories on corridor efficiency etc.; elaboration and adoption of manuals for regional trade and transport observatories; legal assistance on the mandate of regional abnormal practices observatories; study and assistance on deployment of regional road information systems (RIS)
- support in establishment of one stop custom control, to the creation of digital duties assessment and payment systems and to customs posts upgrading
- support to dematerialization of check points, adoption of Transport Registers & Information Platform System, development of study for a Transport Registers & Information Platform System (TRIPS)
- Study organigram of corridor management authority; and Road Transport Observatory to the entire West Africa region; Support to the deployment of the Information System including the Road Transport Observatory; evaluation of transit conditions along the interstate roads and at borders

#### Activities relating to Output 2.3:

- Proof concept study on priority corridors focusing on multimodal logistics; training modules in logistics chain;
- Review, development and submission of common technical standards for logistics to national and mandated regional technical bodies.

#### Activities relating to Output 3.1:

- Prepare uniform technical specifications for equipment, and M&E databases ; assist RECs in procurement and rollout phase;
- Revision of regional codes in sections concerning load management ; develop and validate TORs at AUC for Vehicle Load Management (VLM) Strategy; Revision of regional codes on vehicles regulations and standard; and drivers licenses; technical assistance on creation of regional databases of driver licenses, regional COVID digital certificates
- Review vehicle and road transport standards in line with the UN vehicles standards and submit to countries for adoption/domestication

#### Activities relating to Output 3.2:

- Provide technical assistance to the secretariat of ARSO, capacity-building to and training of the National Data Coordinators, coordination among Regional RSOs and ARSO
- Assistance in the establishment or reform of up to 12 national lead agencies for road safety; this includes developing and disseminating guidelines and creating a platform for the exchange of national initiatives/best practices, building on existing initiatives
- Assistance in the creation of a platform for collaborative research, exchange of good practice and creation of regional research knowledge base; assistance to the coordination of existing and new regional centres of excellence ; elaborate training materials for the engineering schools related to the Centres of excellence; training of trainers
- Assistance to develop a capacity-building, training and mentoring programme for NGOs, providing support for advocacy, developing long-term goals, sustainable strategies and accountability ; support to the diffusion of communication tools; advice and success stories; definition of marketing plan, events, communication materials etc; Strengthen and implement the ongoing Road safety index initiative ;

- Capacity building for emergency services to ensure effective post-crash care and develop training for professionals

### 3.3 Mainstreaming

#### **Environmental Protection & Climate Change**

##### **Outcomes of the SEA screening**

The Strategic Environmental Assessment (SEA) screening concluded that the action will not be subject to SEA; moreover, the integration of SEA in (inter)national transport planning will be supported, to inform strategic decision-making on for example corridor planning, transport policies and plans, or trajectory planning with alternative routings and/or transport modalities.

##### **Outcomes of the EIA (Environmental Impact Assessment) screening**

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**

The Climate Risk Assessment (CRA) screening concluded that this action itself is at no risk (no need for further assessment). However, climate concerns are integrated throughout the action. The use of climate risk assessment in the context of SEA and ESIA studies for infrastructure plans or projects will be actively supported. Hard infrastructure is susceptible to damage or failure due to natural hazards. Climate viability and change is expected to lead to more extreme weather events, sea level rise, changing temperatures, which all may contribute to increased risks. The action will enhance social, environmental and technical resilience of infrastructure, including the use of infrastructure, throughout the action.

##### **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 issues will be specifically integrated in the work programmes of regional components of the present action in line with the EU Gender Action Plan III (2021-2025)<sup>9</sup> and the EU guidelines on mainstreaming gender equality through the project approach.

Support to governance should ensure gender mainstreaming and be based on a gender sector analysis ensuring that they consider equally the needs of women and men, and that women and men benefit equally of the results. For this reason, in all domains of intervention, assessment of effects of institutional support will be mandatory on gender-related aspects as prescribed by proposal templates required by the blending facility.

#### **Human Rights**

In all sectors, respect for human rights will be ensured in line with EU and international standards. Among others, the applicable labour legislation will have to be fully respected by the partner actors in the implementation of the actions. Respect for human rights will have to be scrupulously observed during land acquisition and resettlement operations. The UN Guiding Principles on Business and Human Rights will be promoted amongst all private sector partners.

#### **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 generalized improved mobility. Governance at continental and regional level will therefore monitor effects on disabled people.

<sup>9</sup> JOINT COMMUNICATION TO THE EUROPEAN PARLIAMENT AND THE COUNCIL - EU gender action plan (GAP) III – An ambitious agenda for gender equality and women’s empowerment in EU external action JOIN(2020) 17 final of 25.11.2020

**Democracy**

This action is supposed to contribute to the creation of an enabling environment for investments such as the ones promoted in AAP 2021 in the domain of transports, among others<sup>10</sup>. Governance of investments means also improved transparency to prevent mishandling of public resources and corruption.

Governance structures shall promote tendering processes minimising such risks also thanks to the implication of national anti-corruption bodies; at the same time a full transparency of such procedures together with broad participation of stakeholders to the identification of design specification will be assured to get to inclusive offer of services and infrastructure not causing further segregation of segments of population.

**Conflict sensitivity, peace and resilience**

As the current action is making skills and tools available to continental and regional institutions to develop sound strategies for investments, the appropriate assessment of interventions in fragile areas shall become part of the competences acquired. Exchange platforms among technical bodies in fragile areas could also ease relations between national authorities showing how an improved management of transport and transit would eventually benefit all parties.

**Disaster Risk Reduction**

Resilient and climate-proof road asset management is explicitly targeted by the action. This should bring a systematic and homogeneous raise in technical standards and improved durability of the road network.

**Other considerations if relevant**

N.A.

### 3.4 Risks and Lessons Learnt

Category	Risks	Likelihood (High/ Medium/ Low)	Impact (High/ Medium/ Low)	Mitigating measures
1 (External environment)	Misalignment of transport policies by individual countries	Medium	Medium	Strong leadership at African Union level using the African Transport Program as overarching reference for all countries.
	Lack of knowledge regarding disaster risk may limit the integration of appropriate prevention and mitigation measures in the investment design.	Medium	Medium	Embedding disaster risks in Terms of Reference of assistance that will be provided at AUC and REC level by Infrastructure Support Mechanism, promoting of mainstreaming of disaster risk assessment and climate proofing of physical infrastructure, and mapping investment planning.
2 (Planning, processes and systems)	Choosing inadequate level for strategic planning as well as setting	Low	High	The Action is framing outputs and activities under the same outcomes (or specific objectives) in order to maintain a “vertical” alignment of issues between the

<sup>10</sup> COMMISSION IMPLEMENTING DECISION on the financing of the multiannual action plan in favour of Sub-Saharan Africa for 2021, C(2021) 9814 final of 20.12.2021.

	standards may jeopardise effectivity			continental and regional (WA, CA, Tripartite) components
3 (people and the organisation)	Inadequate resources for AUC/NEPAD and RECs	Medium	Medium	ISM will be asked to assess the expertise made available to the different organisations and provide methodological support
	High turnover of decision makers and implementing staff in RECs hampering effective planning	Medium	Medium	Identification and sensitisation of focal points and leaders in RECs to keep reform momentum, periodical reporting with AUC level to keep track of evolutions
	Mishandling of public resources and corruption.	Medium	Medium	Governance structures shall promote tendering processes minimising such risks and include national anti-corruption bodies. Full transparency of procedures together with broad participation of stakeholders for the identification of design specification for inclusive offers of services.
	The needs of women and individuals/communities living in vulnerable situations not sufficiently considered.	Medium	Medium	Governance structures will promote inclusion and a gender perspective to ensure the needs of women and communities living in vulnerable situations are taken into account and infrastructure promote inclusion, gender equality and prevents further segregation of segments of the population, especially the poor and marginalised.
4 (legality and regularity aspects)	Insufficient mandate for RECs	Medium	Medium	Where RECs are not empowered to propose reforms, the AUC should play a mediation role with national authorities to harmonize national legal frameworks
5 (communication and information)	Lack of common standard	Low	High	Permanent Exchange platforms are made available to foster common standards by dialogue before translation into regional and national regulation

#### Lessons Learnt:

Lessons learnt from past support to transport governance at continental level, such as the ongoing Technical Assistance to the African Union - Infrastructure Support Mechanism (ISM), teach us that this is the appropriate scale for advocacy and strategic planning such as the PIDA-PAP2 (under O.S.5). General awareness raising can be efficiently addressed also at continental level on issues such as road safety (O.S.2) or asset management (O.S.4) to the extent such activities pave the way for practical arrangements usually falling under the mandate of RECs and national authorities as well as corridor ones, where existing. In order to achieve a correct assembly of the action a high-level attention is hence

needed to attribute roles to the continental (AUC) or regional (RECs) scale. In the assessment of risks in the Action Document the different risks will be split in detail also by scale of intervention.

Absence of clear juridical framework for maintenance funds can lead to lack of transparency in fund management and lack of sustainability of road infrastructure. The common reference to SSATP guidance for 2nd and 3rd generation road funds can provide effective guidance to all countries.

Landlocked countries depend on efficient road corridors for food security, custom income and several other issues: effective harmonisation of border controls is therefore vital to guarantee a smooth supply chain.

Digitalisation can be an effective tool to reduce corruption in custom clearance, but it requires harmonization of rules and systems at regional level, where RECs play an important role.

### 3.5 The Intervention Logic

The underlying intervention logic for this action is that activities for all regions refer to a unique continental logical framework. This makes it possible to find common subjects of interest between regions as well as specific subjects where each region would benefit of different kind of support. All subjects, common and region-specific, correspond to a topic addressed at continental level by the SSATP and the ISM. The SSATP addresses the different subjects in its development of a continental strategy and its advocacy activities with national authorities for adoption and enforcement of common standards; the ISM provides to continental, regional and national deciders the tools and the skills to carry projects (investments and operations) to technical and financial maturity.

To a variable degree depending on the interested region, the following results (outputs) will contribute to correspondent specific objectives (outcomes):

(1) If planning, identification, formulation, promotion and monitoring of bankable and environmentally sustainable projects is improved, engaged involvement of mandated institutions, international organisations, member states, private sectors and the EC is increased, African regulatory environment for institutional investments in African road transport and other infra projects is strengthened and political alignment between African countries and the EU is maintained, then sustainable investments in road network of regional interest will be efficiently planned and promoted because the ISM experience with the AUC shows the subjects above represent the missing skills hindering the promotion of continental priorities;

(2) If second and third generation road funds enforcement are supported, efficient and climate-resilient and environmentally performing road management and funding practices are promoted, management, monitoring and enforcement structures for regional corridors are established and reinforced, efficiency of the logistic chain on a regional basis is improved and the AUC guarantees a common technical framing, then road asset management, corridor efficiency and multimodal logistics will be improved because still many countries suffer from an outdated infrastructure maintenance system and insufficient dedicated resources;

(3) If harmonised road transport policies, laws, regulations, standards and institutions are defined and implemented and the capacity of the institutions for more effective road safety activities is enhanced and the AUC guarantees a common technical framing then harmonized road transport strategies, policies, laws, regulations, standards and institutions will be defined, implemented and monitored as in the past the multitude of national regulatory settings have been one of the main causes at the origin of transit disruption and bottlenecks.

And in conclusion, results obtained in the previous list (outcomes) will lead in turn to the following impact:

If sustainable investments in road network of regional interest are efficiently planned and promoted, road asset management, corridor efficiency and multimodal logistics is improved and harmonised road transport policies, laws, regulations, standards and institutions then sustainable, smart, resilient and safe mobility and strengthen land, air and water transport regulatory frameworks will be improved because the experience of the last 20 years in different African region and the related successes and failures bring to evidence the elements above as the key drivers.

### 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)

<b>Results</b>	<b>Results chain (@): Main expected results (maximum 10)</b>	<b>Indicators (@): (at least one indicator per expected result)</b>	<b>Baselines (values and years)</b>	<b>Targets (values and years)</b>	<b>Sources of data</b>	<b>Assumptions</b>
<b>Impact</b>	To improve sustainable, smart, resilient and safe mobility and strengthen land, air and water transport regulatory frameworks	1 Volume of intra-regional trade (USD million, by corridor/REC)	Tbd in the inception phase	Tbd in the inception phase	Tbd in inception phase	<i>Not applicable</i>
<b>Outcome 1</b>	1 Sustainable investments in road network of regional interest are efficiently planned and promoted	1.1 Nr. of regional investment projects supported through AUDA-NEPAD successful in obtaining funds  1.2 KMs of roads built	1.1 tbd in the inception phase  1.2 tbd in the inception phase	1.1 tbd in the inception phase  1.2 tbd in the inception phase	1.1 AUDA-NEPAD annual report  1.2 Annual road agency reports, Reports of Ministries of Transport and/or trade	Political alignment between African countries and the EU is maintained
<b>Outcome 2</b>	2 Resilient and climate-proof road asset management, corridor efficiency and multimodal logistics is improved	2.1 Road asset value per country (USD million)  2.2 Average number of days needed for container transport (by corridor)  2.3 Average cost to deliver a container (disaggregated by corridor)  2.4 Average waiting time for border crossing (disaggregated by region)	2.1 tbd in the inception phase  2.2 tbd in the inception phase  2.3 tbd in the inception phase  2.4 tbd in the inception phase	2.1 tbd in the inception phase  2.2 tbd in the inception phase  2.3 tbd in the inception phase  2.4 tbd in the inception phase	2.1 annual reports from road agencies and/or road fund agencies, Ministry of Finance annual reporting  2.2 tbd in the inception phase  2.3 tbd in the inception phase  2.4 tbd in the inception phase	The AUC guarantees a common technical framing  Involved countries maintain policy convergence and political backing

<b>Outcome 3</b>	3 Harmonised and inclusive road transport strategies, policies, laws, regulations, standards and institutions are defined, implemented and monitored	3.2 Number of countries implementing at least 50% of harmonised framework (model laws, regulations, standards)	3.2 tbd in the inception phase	3.2 tbd in the inception phase	3.2 tbd in the inception phase	Political engagement from national leadership gives high visibility to the issue
		3.3 Number of accidents resulting in deaths or serious injury (disaggregated by corridor)	3.3 tbd in the inception phase	3.3 tbd in the inception phase	3.3 tbd in the inception phase	
		3.4 Value of Economic loss due to traffic accidents (USD)	3.4 tbd in the inception phase	3.4 tbd in the inception phase	3.4 tbd in the inception phase	
	...					
<b>Output 1 relating to Outcome 1</b>	1.1 Planning, identification, formulation, promotion and monitoring of bankable and environmentally sustainable projects is improved	1.1.1 No. of PPP e-learning courses and modules passed successfully by officials and agents	1.1.1 0 - No PPP e-learning courses developed passed successfully by officials and agents (2022)	1 course with 4 modules developed (2028)	1.1.1 ISM –TA Project Progress Reports  Pre- and post-training test reports	Political alignment between EU, AU and RECs and continuous commitment
		1.1.2, No. of new features developed with support of the EU-funded intervention	1.1. 2 0 (new features) (2022)	1.1.2 2  Added layering features (demography and urbanisation to show strategic corridors and trade data) (2028)	1.1.2 Progress reports for the EU-funded intervention	

		<p>1.1.3 No. of projects PIDA PAP II projects re-prioritised with support of the EU-funded intervention</p> <p>1.1.4 No. of links and materials linked to the EU-ISM website with support of the EU-funded intervention</p> <p>1.1.5 Status of Climate finance project methodologies (road transport projects) development</p> <p>1.1.6 No. of Projects identified and supported in applying for climate finance funds with support of the EU-funded intervention</p> <p>1.1.7 No. of Projects identified and supported in applying for finance non-climate-specific funds with support of the EU-funded intervention</p>	<p>1.1.3 Current list of 69 projects across 4 sectors (2022)</p> <p>1.1.4 Website in place (2022)</p> <p>1.1.5 – No methodology in place (2022)</p> <p>1.1.6 0 projects identified, 0 projects supported (2022)</p> <p>1.1.7 30 projects identified, 0 supported specifically on attracting climate funds (2022)</p>	<p>1.1.3 New PIDA PAP II List re-focused on current priorities PIDA PAPII List (2028)</p> <p>1.1.4 EU ISM website updated with links to online tools (2028)</p> <p>1.1.5 – Methodology developed (2028)</p> <p>1.1.6 20 projects identified, 2 projects supported in applying for funds (2028)</p> <p>1.1.7 30 projects supported (2028)</p>	<p>1.1.3 AUDA-NEPAD docs</p> <p>1.1.4 ISM-TA website</p> <p>1.1.5 – ISM-TA Project Progress Report</p> <p>1.1.6 – ISM- TA Project Progress Report</p> <p>1.1.7 ISM-TA Project Progress Report</p>	<p>Political alignment between EU, AU and RECs</p>
<b>Output 2</b>	1.2 Engaged involvement among mandated institutions, international organisations,					No major crisis affects to a major level

<b>relating to Outcome 1</b>	member states, private sectors and the EC is increased	1.2.1 No. of PIDA weeks and EABF organized with support of the EU-funded intervention	1.2.1 2 PIDA weeks supported in the past, 1 EABF (2022)	1.2.1 6 Infrastructure events (High level conferences, seminars, workshops and events ) are coordinated and successfully organised, including 2 PIDA weeks (2028)	1.2.1 PIDA Week Report	travels and communications
		1.2.2 No. of PIDA steering committees supported	1.2.2 2 PIDA steering committees meetings supported (2022)	1.2.2 4 PIDA steering committees supported (2028)	1.2.2 Steering Committee Reports and Minutes	
		1.2.3 No. of RGI meetings supported	1.2.3 0 RGI meetings supported in person since the outbreak of COVID-19 (2022)	1.2.3 4 RGI meetings supported in organising (2028)	1.2.3 RGI Meeting Minutes and Reports	
		1.2.4 strategic regional network improvement aligned with SSATP policy guidelines across REC levels	1.2.4 No. Of RECs applying: 0 (2022)	1.2.4 2027: all RECs (2028)	1.2.4 SSATP annual reports	
		1.2.5 Joint ventures and partnerships with EU counterparts to increase competitiveness of African SMEs, are created thanks to matchmaking platforms	1.2.5 0 – no joint-ventures on matchmaking platform (2022)	1.2.5 – X (tbd in the inception phase) joint-ventures on matchmaking	1.2.5 Project Progress Report	EU maintains a prominent role in relations with the AU

		1.2.6 Successful launch of platform	1.2.6 EABF used a one-off meeting platform (2022)	platforms are created (2028) 1.2.6 Meeting platform is used and promoted during EABF (2028)	1.2.6 Feedback from EABF on match results achieved.	
		1.2.7 No. of Promotional events for platform	1.2.7 Limited contact with supply side operators in Infrastructure (2022)	1.2.7 AUDA Network of country focal points tapped to access industry associations. AEFdialogue platforms leverages to promote B2B matchmaking platform. (2028)	1.2.7 Number of registrations, Number of matches established from event data	
		1.2.8 Industrial clusters identified within selected corridors for private sector engagement	1.2.8 0 – no cluster identified (2022)	1.2.8 X (Tbd in the inception phase) clusters identified (2028)	1.2.8 Project Progress Report	
		1.2.9 No. of meetings with external partners	1.2.9.1 0 Monthly technical coordination meeting with EDFIs and like-minded non-EU IFIs to jointly plan the complementary of interventions. (2022)	1.2.9.1 20 Partner coordination meetings held (2028)	1.2.9 Minutes of Partner Coordination meetings	
			1.2.9.2 0 project with effective	1.2.9.2 1 project with effective		Political alignment between EU, AU and RECs

			collaboration between AU and EU instruments. (2022)	collaboration between AU and EU instruments. (2028)		
<b>Output 3</b>  <b>relating to Outcome 1</b>	1.3 African regulatory environment for institutional investments in African road transport and other infra projects is strengthened	1.3.1 Regulatory reform identified on maximum ceiling for African institutional investor capital to be invested into African infrastructure  1.3.2 Regulatory reform identified on maximum ceiling for African institutional investor capital to be invested into African infrastructure	1.3.1 2 Papers on the economic benefits for MS, regions and continent of increasing threshold (2022)  1.3.2 2 Papers on the economic benefits for MS, regions and continent of increasing threshold (2022)	1.3.1 1 study (at least three countries covered) and 1 workshop at continental level held to validate and disseminate findings (2028)  1.3.2 1 study (at least three countries covered) and 1 workshop at continental level held to validate and disseminate findings (2028)	1.3.1 ISM-TA Project Progress Report; workshop report  1.3.2 ISM-TA Project Progress Report; workshop report	Necessary political momentum is attained and maintained
<b>Output 1</b>  <b>relating to Outcome 2</b>	2.1 Second and third generation road funds enforcement are supported, efficient and climate-resilient and environmentally performing road management and funding practices are promoted	2.1.1 No. of countries per region progressing from traditional to 2 <sup>nd</sup> generation road funds  2.1.2 No. of countries per region progressing to 3 <sup>rd</sup> generation road funds  2.1.3 reduced backlog maintenance of core road network (% of annual budget) per country of region,	2.1.1 TBD in the inception phase  2.1.2 2022: 0 (2022)	2.1.1 TBD in the inception phase  2.1.2 2027: 15 (2028)	2.1.1 TBD in the inception phase  2.1.2 annual reports road and/or road fund agencies	Convergence of transport policies is maintained  Political stability is assured

		<p>2.1.4 costed, time-bound and rolling annual work plan based on needs for core road network interventions (maintenance, rehabilitation, new construction, upgrading) in place - per country of region</p> <p>2.1.5 Low carbon emission road design introduced in road transport executive planning</p> <p>2.1.6 No. of new projects designed (upgrading, new construction, rehabilitation, maintenance) adhering to regional resilient road standards domesticated at national levels</p> <p>2.1.7 N. of regionally standardised weighbridges</p> <p>2.1.8 N of operational patrols</p>	<p>2.1.4 to be established at inception</p> <p>2.1.5 0 programmes integrating low carbon emission provisions (2022)</p> <p>2.1.6 to be established at inception</p> <p>2.1.7 5 others tbd in the inception phase</p> <p>2.1.8 Tbd in the inception phase</p>	<p>2.1.4 15 (2028)</p> <p>2.1.5 1 pilot programme integrating low carbon emission provisions (2028)</p> <p>2.1.6 150 (2027)</p> <p>2.1.7 Tbd in the inception phase</p> <p>2.1.8 Tbd in the inception phase</p>	<p>2.1.4 from annual national road agencies and road funds reporting</p> <p>2.1.5</p> <p>2.1.6: annual reports road agencies</p> <p>2.1.7 Tbd in the inception phase</p> <p>2.1.8 Tbd in the inception phase</p>	<p>Convergence of transport policies is maintained</p> <p>Political stability and policy convergence is maintained</p>
<p><b>Output 2</b> <b>relating to</b> <b>Outcome 2</b></p>	<p>2.2 Management, monitoring and enforcement structures for regional corridors are established and reinforced</p>	<p>2.2.1 N. of border posts upgraded , with support of the EU-funded intervention</p> <p>2.2.2 Regional abnormal practices observatory mandate</p> <p>2.2.3 Regional Road Information Systems (RIS) information on network conditions</p> <p>2.2.4 N. operational border post constructed with support of the EU-funded intervention.</p>	<p>2.2.1 Tbd in the inception phase</p> <p>2.2.2 Not covering transport in general (2022)</p> <p>2.2.3 Tbd in the inception phase</p> <p>2.2.4 1 (CAR°, others Tbd in the inception phase</p>	<p>2.2.1 Tbd in the inception phase</p> <p>2.2.2 Covering transport in general (2028)</p> <p>2.2.3 Tbd in the inception phase</p> <p>2.2.4 Tbd in the inception phase</p>	<p>2.2.1 Tbd in the inception phase</p> <p>2.2.2 Tbd in the inception phase</p> <p>2.2.3 Tbd in the inception phase</p> <p>2.2.4 Tbd in the inception phase</p>	<p>Political convergence on regional level is maintained</p> <p>Political support on regional level is confirmed</p> <p>Political support by involved countries is maintained</p>

		<p>2.2.5 N of check points along interstate roads constructed with support of the EU-funded intervention.</p> <p>2.2.6 Number of countries supplied with Transport Registers &amp; Information Platform Systems (TRIPS) with support of the EU-funded intervention</p> <p>2.2.7 Extent to which EU-funded intervention contributed to the State of development &amp; country roll-out of new CTMS modules (customs, traveller)</p>	<p>2.2.5 Tbd in the inception phase</p> <p>2.2.6 Number of countries that fully utilise TRIPS ( Tripartite) Tbd in the inception phase</p> <p>2.2.7 Customs and Traveller modules not yet developed (2022)</p>	<p>2.2.5 Tbd in the inception phase</p> <p>2.2.6 Tbd in the inception phase</p> <p>2.2.7 Tbd in the inception phase</p>	<p>2.2.5 Tbd in the inception phase</p> <p>2.2.6 Tbd in the inception phase</p> <p>2.2.7 Tbd in the inception phase</p>	<p>Political support at regional level confirmed</p>
<p><b>Output 3</b></p> <p><b>relating to</b></p> <p><b>Outcome 2</b></p>	<p>2.3 Increase in efficiency of the logistic chain on a regional basis is supported</p>	<p>2.3.1 Logistic index per axe</p>	<p>2.3.1 Tbd in the inception phase</p>	<p>2.3.1 Tbd in the inception phase</p>	<p>2.3.1 Tbd in the inception phase</p>	

		2.3.2 Common technical standards adopted	2.3.2 TBD in the inception phase	2.3.2 TBD in the inception phase	2.3.2 TBD in the inception phase	
<b>Output 1</b> <b>relating to</b> <b>Outcome 3</b>	3.1 Harmonised road transport policies, laws, regulations, standards and institutions are defined and implemented	3.1.1 Number of pieces of national legislation on harmonising standards related to road transport transposing continental or regional acts developed or revised with EU support	3.1.1 TBD in the inception phase	3.1.1 TBD in the inception phase	3.1.1 Text of laws and regulations	The AUC guarantees a common technical framing
		3.1.2 Number of countries / MS fully utilising Transport Registers and Information Platform System (TRIPS)	3.1.2 in the inception phase	3.1.2 TBD in the inception phase	3.1.2 TBD in the inception phase	Transport policy convergence is maintained
		3.1.3 Number of countries / MS fully utilising Corridor Trip Monitoring System (CTMS)	3.1.3 TBD in the inception phase	3.1.3 TBD in the inception phase	3.1.3 TBD in the inception phase	TBD in the inception phase
		3.1.4 Status of adoption of a Vehicle Load Management Agreement (VLMA) by the countries	3.1.4 VLMA not yet adopted by Heads of States (2022)	3.1.4 TBD in the inception phase	3.1.4 TBD in the inception phase	Policy convergence is maintained
		3.1.5 Level of understanding on building blocks of a harmonised Vehicle Load Management (VLM) strategy	3.1.5 Cross border Vehicle load management complex due to diverging objectives of landlocked	3.1.5 Achieve clarity on the scope for harmonisation of VLM along main regional transport	3.1.5 Progress report of study and final TORs	

		3.1.6 Number of countries fully implementing the VLMA	shippers, carrier and authorities of countries with Ports (2022) 3.1.6 Number of countries fully implementing VLMA (2022)	corridors and for potential for sharing of best practice across regions. (2028) 3.1.6 (2028)	3.2.3	
		3.1.7 Number of countries fully implementing at least 50% of regional vehicle regulations and standards  3.1.8 Number of countries having adopted Tripartite specifications for driving licence card 3.1.9 Better understanding on building blocks of continental and inter-regional harmonisation of driver regulations available	3.1.7 Number of countries implementing (2022)  3.1.8 Tbd in the inception phase (2022)  3.1.9 No inter-regional and continental harmonisation of driver regulations available (2022)	3.1.7 Tbd in the inception phase  3.1.8 Tbd in the inception phase  3.1.9 Detailed TORs on work required to harmonisation (2028)	3.1.7 Tbd in the inception phase  3.1.8 Tbd in the inception phase  3.1.9 Progress report of study and final TORs	Policy convergence is maintained  Transport policy convergence is maintained
<b>Output 2 relating to Outcome 3</b>	3.2 Enhanced capacity of the institutions and support for more effective road safety activities	3.2.1 No. of technical experts provided for the purposes of the ARSO secretariat  3.2.2 No. of National Data Coordinators trained by the EU-funded intervention with increased knowledge and/or skills 3.2.3 Better coordination among regional observatories and ARSO	3.2.1 No experts in secretariat, (2022)  3.2.2 NDCs not adequately trained (2022)  3.2.3 Tbd in the inception phase	3.2.1 Expertise provided in support of secretariat (2028)  3.2.2 At least half NDCs trained (2028)  3.2.3 Tbd in the inception phase	3.2.1 African Road safety Observatory reports  3.2.2 African Road safety Observatory reports  Pre-and post-training test reports 3.2.3 Tbd in the inception phase	transport policy convergence is maintained       political support is maintained

		3.2.4 Operational data centres at national level	3.2.4 Tbd in the inception phase	3.2.4 Tbd in the inception phase	3.2.4 Tbd in the inception phase	
		3.2.5 Definition and development of guidelines and best practices for national lead agencies	3.2.5 guidelines not developed (2022)	3.2.5 1 set of guidelines and best practices in place (2028)	3.2.5 Tbd in the inception phase	Political support at national level is confirmed
		3.2.6 Dissemination of guidelines for lead agencies	3.2.6 no events have been organised for dissemination of guidelines (2022)	3.2.6 Tbd in the inception phase (2028)	3.2.6 Tbd in the inception phase	
		3.2.7 No. of National lead agencies established or reformed	3.2.7 countries have old legislation in place (2022)	3.2.7 12 national lead agencies undergo legislative reform (2028)	3.2.7 National legislation	
		3.2.8 Establish Central African Centre of Excellence for Research in the field of Road Safety	3.2.8 none 2022	3.2.8 01 (2028)	3.2.8 African Road safety Observatory reports	Political and financial support by RECs and Member States is maintained
		3.2.9	3.2.9 Tbd in the inception phase	3.2.9 Tbd in the inception phase	3.2.9 Tbd in the inception phase	
		3.2.10 Strengthen the existing centres of excellence and create centres in the remaining African regions (North; West; Southern):	3.2.10 Tbd in the inception phase	3.2.10 Tbd in the inception phase	3.2.10 Tbd in the inception phase	
		3.2.11 Elaborate training materials for the engineering schools related to the Centres of excellence	3.2.11 Tbd in the inception phase	3.2.11 Tbd in the inception phase	3.2.11 Tbd in the inception phase	
		3.2.12 Extent to which EU-funded intervention contributed to development of programme for NGOs in terms of advocacy, developing long-term goals,	3.2.12 No programme (2022)	3.2.12 New programme in place for NGOs (2028)	3.2.12 Progress reports for the EU-funded intervention	Political support is maintained

		<p>sustainable strategies and accountability</p> <p>3.2.13 Extent to which EU-funded intervention contributed to development and implementation of the Road safety index initiative</p> <p>3.2.14 Capacity building for emergency services to ensure effective post-crash care; develop training for professionals</p> <p>3.2.15 Number of marketing and communication documents produced with support of the EU-funded intervention, disaggregated by type of document.</p>	<p>3.2.13 Safety Index in place (2022)</p> <p>3.2.14 0 (2022)</p> <p>3.2.15 0 (2022)</p>	<p>3.2.13 Implementation of the initiative (2028)</p> <p>3.2.14 1 (2028)</p> <p>3.2.15 1 marketing plan, x number of communication materials (2028)</p>	<p>3.2.13 Progress reports for the EU-funded intervention</p> <p>3.2.14 Progress reports for the EU-funded intervention</p> <p>3.2.15 Progress reports for the EU-funded intervention</p>	

BUDGET SUPPORT MODALITY as reflected by the national/sector public policy supported (4 levels of results / indicators / Baselines / Targets / Source of Data - no activities)

Not applicable

## 4 IMPLEMENTATION ARRANGEMENTS

### 4.1 Financing Agreement

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

### 4.2 Indicative Implementation Period

The indicative operational implementation period of this action, during which the activities described in section 3 will be carried out and the corresponding contracts and agreements implemented, is 96 months from the date of entry into force of the financing agreement.

Extensions of the implementation period may be agreed by the Commission's responsible authorising officer by amending this Financing Decision and the relevant contracts and agreements.

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

Does not apply

### 4.4 Implementation Modalities

The Commission will ensure that the EU appropriate rules and procedures for providing financing to third parties are respected, including review procedures, where appropriate, and compliance of the action with EU restrictive measures<sup>11</sup>.

#### 4.4.1 Direct Management (Grants)

##### **Grants: (direct management)**

##### **(a) Purpose of the grant(s)**

The grants will contribute to achieving the specific objective 3 of the Action (specifically Output 3.2 on Road Safety).

##### **(b) Type of applicants targeted**

The targeted applicants are non-governmental organisations (NGOs) or networks of NGOs which:

- are an observatory, institute, university, association/academy, NGO or non-profit think tank, or network of one or several types of the aforementioned actors,
- have a regional and/or multi-country anchor and coverage in Sub-Saharan Africa
- have a competence and expertise in road transport and in particular in road safety.

##### **(c) Justification of a direct grant**

N/A

##### **(d) Exception to the non-retroactivity of costs**

N/A

<sup>11</sup> 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.

#### 4.4.2 Direct Management (Prize(s))

Does not apply

#### 4.4.3 Direct Management (Procurement)

Procurement for Service contracts in direct management may contribute to attain the 3 Specific Objectives/Outcomes of the action, for the regional components Continental, ECOWAS and CEMAC/CEEAC.

#### 4.4.4 Indirect Management with a pillar assessed entity

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

- Have expertise in the road sector or a mandate in a specific thematic relevant for the scope of the action
- Have an African anchorage
- Possibly have experience in managing EU funds

The implementation by this(ese) entity(ies) may contribute to achieving the 3 Specific Objectives of the action, for the regional component Tripartite.

#### 4.4.5 Indirect Management with the Partner Country

N.A

#### 4.4.6 Contribution to <name of the relevant Regional Investment Platform>

N.A

#### 4.4.7 EFSD+ operations covered by budgetary guarantees

N.A

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

Should the implementation through direct management (grants) mentioned in 4.4.1. reveal not to be possible due to circumstances outside of the Commission's control, the Commission will revert to procurement under direct management as per 4.4.3.

Should direct management not be possible due to circumstances outside of the Commission's control, or should this implementation modality eventually be considered as inefficient for one or more of the regional components Continental, ECOWAS and CEMAC/CEEAC mentioned in 4.4.3., the Commission will revert to indirect management with pillar assessed entities, which will be selected by the Commission's services using the following criteria:

- Have expertise in the road sector or a mandate in a specific thematic relevant for the scope of the action
- Have an African anchorage
- Possibly have experience in managing EU funds

Similarly, should negotiations with Pillar Assessed Entities fail for the regional component Tripartite mentioned in 4.4.4., the Commission will revert to procurement under direct management, to attain the 3 specific objectives for this component as per 4.4.3.

#### 4.4.9 Other actions or expenditure

N.A

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

#### 4.6 Indicative Budget

Indicative Budget components	EU contribution (amount in EUR)		
	Tot	2022	2023
<b>Implementation modalities</b> – cf. section 4.4			
<b>Continental</b> composed of	<b>14 000 000</b>	6 000 000	8 000 000
Procurement (direct management) – cf. section 4.4.3	(12 000 000)	(6 000 000)	(5 000 000)
Grants (direct management) – cf. section 4.4.1	(2 000 000)		(2 000 000)
<b>Regional Tripartite</b> composed of	<b>12 000 000</b>		12 000 000
Indirect Management with a pillar assessed entity – cf. section 4.4.4	(12 000 000)		(12 000 000)
<b>Regional ECOWAS</b> composed of	<b>10 000 000</b>	10 000 000	
Procurement (direct management) – cf. section 4.4.3	(10 000 000)	(10 000 000)	
<b>Regional CEEAC/CEMAC</b> composed of	<b>4 000 000</b>	4 000 000	
Procurement (direct management) – cf. section 4.4.3	(4 000 000)	(4 000 000)	
<b>Grants</b> – total envelope under section 4.4.1	(2 000 000)		
<b>Procurement</b> – total envelope under section 4.4.3	(26 000 000)		
<b>Evaluation</b> – cf. section 5.2 <b>Audit</b> – cf. section 5.3	Evaluation will be financed by another action		
<b>Totals</b>	<b>40 000 000</b>	20 000 000	20 000 000

#### 4.7 Organisational Set-up and Responsibilities

The concept at the basis of this action is composed by two-layers, one continental and one regional, where the continental has the AUC and the AUDA-NEPAD as main beneficiaries and the regional is in turn split in three, one for ECOWAS, the second for CEEAC-CEMAC and the third for the Tripartite region (EAC-COMESA-SADC). Activities can benefit one or more beneficiaries as well as outputs and outcomes can refer to the continental or the regional, one or many, one. The idea is to keep objectives aligned between RECs and the AU,

in order to have institutional capacity grow in a harmonized way across the continent and not to develop on divergent axis. EUD-AU and DG INTPA will be responsible for the implementation of the continental component. Regional EUDs will be responsible for the implementation of the regional component related to the corresponding REC.

In this regard, a regular consultation is needed alongside the rollout of the action. This will be in part provided for by the planned exchange platforms and by the programming activities planned (PIDA weeks, regional conferences etc.), in part through events organized by AUC Partners namely AUDA NEPAD, UNECA and the SSATP, where RECs will have the chance to touch base between their local experiences and the continental debate.

Each geographic component will have an Operational Steering Committee (OSC) piloted by the European Commission and the AUC and AUDA-NEPAD for the continental component or the relevant REC Secretariat for the regional components. The OSCs will be tasked with overseeing and validating the overall direction and policy of the programme's component. It may include relevant regional or continental stakeholders. The Technical Assistance recruited under each geographic component will ensure the secretariat of the Operational Steering Committee.

In order to ensure convergence between the various regional components and sharing of experience and best practises, the Thematic Consultative Group on Investment on Regional Infrastructures, co-chaired by the European Commission and the AUC, and involving AUDA-NEPAD and all RECs will provide the strategic oversight. The Operational Steering Committees will report to it indicatively on an annual or bi-annual basis or ad-hoc if needed. The Infrastructure Support Mechanism will assure the secretariat to the Thematic Consultative Group and assure the continued communication between the continental components (SSATP, Road Safety) and the regional ones (Tripartite, West Africa, Central Africa).

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.

#### 4.8 Pre-conditions [Only for project modality]

Does not apply

## 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: ISM will provide the secretariat in charge, among others, to collect information necessary to feed indicators indicated in the Logical Framework and to enter those data in Opsys. Those data will be provided also with the periodic reporting to inform Steering Committee Sessions.

Further data collection, performance monitoring and reporting will be carried out for each component (SSATP, ISM, Road Safety, ECOWAS, CEEAC, Tripartite) individually. Specific modalities for each of them (baseline and targets) will be defined in the respective contracts/agreements and during the inception phases, in a way that will provide inputs for the performance monitoring of the Action globally.

Gender equality and the human rights based approach will be mainstreamed into the monitoring and evaluation of the project and that indicators will be sex-disaggregated and disaggregated by other relevant aspects whenever possible.

## 5.2 Evaluation

Having regard to the nature of the Action, evaluations will be carried out as appropriate for this Action or its components. The evaluation modalities will be adapted to the particular situation of each sub-regional component and will be defined in individual contracts.

In case a mid-term evaluation is envisaged: it will be carried out for problem solving and learning purposes, in particular with respect to share lessons learnt with other components of the Action and to assess the needs to launch a second phase of the Action.

In case a final or ex-post evaluation is envisaged: It will be carried out for accountability and learning purposes at various levels (including for policy revision). In case an evaluation is not foreseen, the Commission may, during implementation, decide to undertake such an evaluation for duly justified reasons either on its own decision or on the initiative of the partner.

Where an evaluation is planned and is to be contracted by the Commission, the Commission shall inform the implementing partner at least two 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 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.

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;

<b>Action level</b>		
<input checked="" type="checkbox"/>	Single action	Present action: all contracts in the present action