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

**ANNEX IV**

to the Commission Implementing Decision on the financing of the annual action plan in favour of the Asia-Pacific region for 2023 part 2

**Action Document for the Contribution to the Pacific Regional Infrastructure Facility (PRIF)**

**ANNUAL PLAN**

This document constitutes the annual 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.

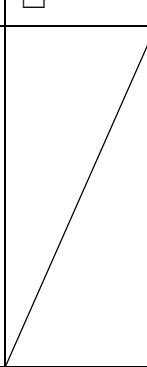
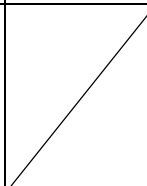
## 1 SYNOPSIS

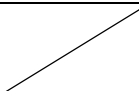
### 1.1 Action Summary Table

<b>1. Title CRIS/OPSYS business reference Basic Act</b>	Contribution to the Pacific Regional Infrastructure Facility (PRIF) OPSYS number: ACT-61895 Financed under the Neighbourhood, Development and International Cooperation Instrument (NDICI-Global Europe)
<b>2. Team Europe Initiative</b>	Yes This action will contribute to the TEI “Green-Blue Alliance for the Pacific and Timor-Leste.”
<b>3. Zone benefiting from the action</b>	The action shall be carried out in Pacific Region at the following locations: i) Cook Islands, ii) Federated States of Micronesia, iii) Fiji, iv) Kiribati, v) Nauru, vi) Niue, vii) Palau, viii) Republic of the Marshall Islands, ix) Samoa, x) Solomon Islands, xi) Tonga, xii) Tuvalu, xiii) Vanuatu and xiv) Papua New Guinea.
<b>4. Programming document</b>	Regional Multi-annual Indicative Programme for Asia and the Pacific 2021-2027
<b>5. Link with relevant MIP(s) objectives / expected results</b>	<p>The proposed action intends to contribute to Sectors 1 and 2 of the Pacific chapter (2.1.4) of the Regional MIP Asia-Pacific - Priority 1 (Regional Integration and Cooperation). In particular, this action is expected to contribute to achieving the following objectives and results:</p> <ul style="list-style-type: none"> <li>• <b>Sector 1: Climate Action and Environmental Sustainability</b> <ul style="list-style-type: none"> <li>○ <b>Specific objective 1</b> – Support Pacific partners in their sustainable responses to the impacts of global warming. <ul style="list-style-type: none"> <li>▪ ER<sup>1</sup> 1.1: Increased capacity for anticipation of, adaptation and resilience to the impacts of global warming; including severe climate-related risks and events.</li> <li>▪ ER 1.2: Increased capacity to deliver on international climate commitments and to implement multilateral environmental agreements legislation while ensuring just transition.</li> </ul> </li> <li>○ <b>Specific objective 2</b> – Support Pacific partners to build further their capacity to reduce greenhouse gas emissions.</li> </ul> </li> </ul>

<sup>1</sup> ER : Expected result

	<ul style="list-style-type: none"> <li>▪ ER 2.1: Reduced dependency on and use of fossil energy sources.</li> <li>▪ ER 2.2: Increased energy efficiency and use of renewable energy sources, including use of sustainable and smart mobility</li> <li>▪ ER 2.3: Increased skills development in green, sustainable technologies, leading to decent work.</li> </ul> <ul style="list-style-type: none"> <li>○ <b>Specific objective 3</b> – Support Pacific partners in carrying out regionally integrated approaches to strengthen natural resources conservation, management and governance and the application of circular economy both on land and in the oceans, including through capacity building for maintaining a secure marine environment. <ul style="list-style-type: none"> <li>▪ ER 3.3: Improved waste management and increased capacity to move towards a more circular economy.</li> </ul> </li> </ul> <ul style="list-style-type: none"> <li>• <b>Sector 2: Inclusive and Sustainable Economic Development</b> <ul style="list-style-type: none"> <li>○ <b>Specific Objective 1</b> - Support a more diversified, equitable, sustainable and resilient economic growth, based on addressing climate change impacts and principles of environmental sustainability. <ul style="list-style-type: none"> <li>▪ ER 1: Higher levels of compliance to and implementation of international regulations, rules and standards, including tax good governance standards.</li> </ul> </li> <li>○ <b>Specific Objective 3</b> – Enhance the regional trade and investment environment notably through EPA enforcement; corporate due diligence and UN business and human rights principles. <ul style="list-style-type: none"> <li>▪ ER 3: Improved regional investment and private sector climate</li> </ul> </li> </ul> </li> </ul>
<b>PRIORITY AREAS AND SECTOR INFORMATION</b>	
<b>6. Priority Area(s), sectors</b>	430 – Other Multisector
<b>7. Sustainable Development Goals (SDGs)</b>	Main SDG (1 only): 9 – Industry, innovation and infrastructure Other significant SDGs (up to 9) and where appropriate, targets: 5 – Gender equality 6 – Clean Water and Sanitation 7 – Affordable and clean energy 8 – Decent Work and economic growth 9 – Industry, innovation and infrastructure 10 – Reduced inequalities 11 – Sustainable cities and communities 13 – Climate action 17 – Partnerships for the goals
<b>8 a) DAC code(s)</b>	43010 – Multisector aid
<b>8 b) Main Delivery Channel</b>	<i>Asian Development Bank – 46004</i>

<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 type="checkbox"/> Biodiversity <input type="checkbox"/> Education <input type="checkbox"/> Human Rights, Democracy and Governance			
<b>10. Markers (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 checked="" type="checkbox"/>	<input type="checkbox"/>
	Aid to environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Gender equality and women's and girl's empowerment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Reproductive, maternal, new-born and child health	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Disaster Risk Reduction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Inclusion of persons with Disabilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Nutrition	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<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 type="checkbox"/>	<input checked="" 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>
Digitalisation		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
digital connectivity digital governance digital entrepreneurship digital skills/literacy digital services		YES <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	NO <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
Connectivity		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
digital connectivity energy transport		YES <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	NO <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	

	health education and research	<input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
	Migration	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Reduction of Inequalities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Covid-19	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>BUDGET INFORMATION</b>				
<b>12. Amounts concerned</b>	Budget line(s) (article, item): BGUE-B2023-14.020132-C1-INTPA Total estimated cost: EUR 2 000 000 Total amount of EU budget contribution: EUR 2 000 000.			
<b>MANAGEMENT AND IMPLEMENTATION</b>				
<b>13. Type of financing</b>	<b>Indirect management</b> with Asian Development Bank (ADB)			

## 1.2 Summary of the Action

Increased inclusive and resilient infrastructure development is critical to driving sustainable development and economic growth and social equity in the Pacific. Without adequate and resilient infrastructure, the Pacific countries are unable to fulfil their economic potential and benefits of growth are not spread to poorer and more remote areas. Well-planned, well-built and well-maintained infrastructure can boost sustainable economic growth, enhance economic integration and deliver broader development outcomes.

The Pacific Regional Infrastructure Facility (PRIF) is a multi-partner coordination and technical assistance facility, established in 2008, that supports the planning, prioritization, coordination, and management of infrastructure in the Pacific. The PRIF provides an interface between development partners and its Pacific member countries to improve the quality and coverage of infrastructure and service delivery. It aims to improve development effectiveness and the sustainability of infrastructure investments in Pacific island member countries by (i) strengthening coordination among PRIF partners, (ii) improving infrastructure policies and regulation, and (iii) improving infrastructure planning and management. Indirectly, the action contributes to improving climate mitigation and adaptation by promoting climate resilient infrastructure, resource efficiency and sustainable energy.

The PRIF Pacific Country Members are Cook Islands, Federated States of Micronesia, Fiji, Kiribati, Nauru, Niue, Palau, Republic of the Marshall Islands, Samoa, Solomon Islands, Tonga, Tuvalu and Vanuatu. Papua New Guinea is an associate member<sup>2</sup>. The economic infrastructure sectors covered include : energy; transport (road, aviation, and maritime); urban development and solid waste management; Information and communication technology; water and sanitation. Key cross cutting issues addressed include gender, climate change, disaster risk management, environment and social safeguards and sustainable infrastructure management.

The current PRIF partners<sup>3</sup> are the Asian Development Bank (ADB), Australian Department of Foreign Affairs and Trade (DFAT), European Union<sup>4</sup>, European Investment Bank (EIB), Japan International Cooperation Agency (JICA), New Zealand Ministry for Foreign Affairs and Trade (MFAT), United States Department of State and the World Bank Group (WB).

The EU contribution to PRIF intends to support the provision of technical advice to PRIF partners countries on themes such as:

- infrastructure plans and planning frameworks;
- infrastructure policy and regulatory advice;

<sup>2</sup> As an associate member, PNG will benefit from regional technical assistance and participate in PRIF capacity building and knowledge activities.

<sup>3</sup> Development agencies seeking membership to join PRIF need to officially write to the PRIF Management Committee (PMC) expressing interest and commitment to function in accordance with the principles and governance procedures of the PRIF Charter.

<sup>4</sup> The European Union joined PRIF in 2010.

- strategies and research on infrastructure sectors and crosscutting themes;
- project implementation and coordination advice;
- infrastructure management advice, including asset management, maintenance, and budget frameworks;
- issues such as performance benchmarking, project scoping, innovative technologies; and
- private sector participation.

By addressing Pacific infrastructure issues – including remoteness, small size, climate vulnerability; the action intends to contribute to Sector 1 “Climate Action and Environmental Sustainability” and Sector 2 “Inclusive and Sustainable Economic Development” of the Pacific chapter under priority 1 “Regional Integration and Cooperation” of the Regional Multi-annual Indicative Programme Asia and the Pacific 2021 – 2027.

The action is aligned with the 2030 Agenda for Sustainable Development and the European Consensus on Development. It contributes directly to the Sustainable Development Goals, in particular SDG 9 – Industry, innovation and infrastructure, SDG 5 – Gender equality, SDG 6 – Clean Water and Sanitation, SDG 7 – Affordable and clean energy, SDG 11 – Sustainable cities and communities, SDG 13 – Climate action and SDG 17 – Partnerships for the goals as well as to the United Nations Framework Convention on Climate Change (UNFCCC). The action is also aligned with the 2050 Strategy for the Blue Pacific Continent, the post-Cotonou Pacific Regional Protocol and the European Green Deal. The action contributes to the Gender Action Plan III, notably its key thematic priority ‘strengthening economic and social rights and the empowerment of girls and women’ and ‘addressing challenges and harnessing the opportunities offered by the green transition and the digital transformation’.

The proposed action fits particularly well into the framework established by the Team Europe Initiative (TEI) ‘EU-Pacific Green Blue Alliance’ by providing TA that integrates Climate Change and Disaster Risk Management (CCDRM) into the regulatory and institutional frameworks of the Pacific countries. However, the presence and prospect of financial engagement of the EU Member States in the Pacific region is limited at this stage. Nevertheless, it paves the way for enhanced engagement. While the action is not considered part of the Global Gateway flagships that have been identified for the Pacific<sup>5</sup> due to its small size, the action will, nonetheless, contribute to the implementation of the Global Gateway strategy in the Pacific by paving the way for potential EFSD+ investment projects.

## 2 RATIONALE

### 2.1 Context

Increased infrastructure investment is critical to driving sustainable development and economic growth in the Pacific. Over the next ten years, annual infrastructure investment needs in the Pacific region are estimated to be USD 3.1 billion per year. However, this is against a backdrop of constrained fiscal space and increased government debt as governments driven by the response to the COVID-19 pandemic. Other challenges include geographic remoteness and dispersed populations that increase the cost of infrastructure in a region with significant vulnerability to disasters related to natural hazards and climate change. Overcoming these challenges will require countries to make smarter investments in infrastructure and improve infrastructure governance as well as the overall efficiency of government. Countries will need to spend better. In this context, it is key to improve development effectiveness and the sustainability of infrastructure investments in the Pacific countries.

The EU recognises the importance of working to prevent global warming beyond 1.5 °C with its ambitious commitment to becoming climate neutral by 2050. This commitment is at the heart of its European Green Deal, which outlines policy proposals to achieve climate neutrality. The Pacific Leaders, in the 2050 Strategy for the Blue Pacific Continent, have also committed, with the support of their partners, to ensuring net zero carbon emissions by 2050. Despite their negligible contribution to climate change, the Pacific Countries are taking ambitious action to meet their commitments under the Paris Agreement. At the same time, they are disproportionately affected by the impacts of climate change. In this context, enhancing the partnership between the EU and the Pacific countries in the global action against climate change is of utmost importance. This action

<sup>5</sup> 13 PICs, excluding PNG and TL

can contribute to strengthen and illustrate this partnership by facilitating relevant infrastructure development while tackling climate change, building climate and disaster resilience, and enhancing environmental sustainability .

The European Consensus for Development echoes the importance of addressing climate change, underlines the linkages between sustainable development and climate action, reaffirms poverty eradication as EU's primary development objective, but it also integrates the economic, social, and environmental dimensions of sustainable development and underlines the importance of applying the development effectiveness principles. In this context, it is key to ensure that issues such as aid coordination and effectiveness, climate change, disaster risk management, environment and social safeguards and sustainable infrastructure management are adequately addressed while responding to infrastructure development needs of the Pacific region.

As recognized in the EU-Pacific Green-Blue Alliance, the Pacific is one of the most vulnerable regions in the world to the impacts of climate change which represent significant threats to the long-term development and security of the region, and significantly compromise populations' livelihoods and food security. Contributing to enhancing climate adaptation of Pacific countries is therefore an essential parameter of infrastructure development in the Pacific.

In 2020, the European Commission commissioned a 'Study on investment opportunities in the Pacific region'. The report concluded that ADB's Pacific Regional Infrastructure Facility (PRIF) and the Private Sector Development Initiative (PSDI) are standing out "*in terms of their suitability and effectiveness for infrastructure coordination and private sector development collaboration and should pave the way for future activities*". Therefore contributing to PRIF is the most efficient way to support infrastructure development planning in the Pacific. It will also help to step up the collaboration with other strategic and likeminded partners, such as Australia, New Zealand, the ADB and the WB by being part of the coordination of infrastructure planning and the exchange and dissemination of good practices at regional level. As such, it will strengthen the EU alliances with the region and will increase the visibility of the EU as a key partner supporting climate change mitigation and adaptation and sustainable development in the Pacific.

## 2.2 Problem Analysis

The key challenges that limit the quality and coverage of infrastructure and service delivery in the Pacific are outlined below:

1. **Unmet and Increasing Infrastructure Demands** – Infrastructure investment and service delivery in Pacific island countries (PICs) lag well behind global and Asian averages. Small in size and geographically dispersed Pacific countries face unique challenges of access to markets, internal and regional transport and communications and specific impacts on land availability and livelihoods. Relative levels of electrification, paved roads, paved airports, telecommunications and adequate port facilities are low. There is a lack of adequate maintenance of existing infrastructure and lack of resilience of the same. Pacific member countries also face frequent natural disasters and climate change impacts, resulting in significant additional infrastructure needs. ADB estimates that the Pacific region requires USD 3.1 billion annually to fully address its climate adjusted infrastructure needs. This represents 9.1% of GDP much higher than the 5.9% for the rest of Asia.
2. **Lack of Adequate Investment** – Given the narrow economic base of Pacific countries, budget resources, utility self-financing and private financing for infrastructure development are limited and member countries rely heavily on development aid and remittances. Country absorptive capacity in terms of the planning, construction and management of infrastructure and in some cases debt sustainability places serious limits on infrastructure development. In addition, the enabling conditions are generally not conducive for private sector investment in infrastructure, and these are also linked extreme climate change vulnerability and land issues.
3. **Weak Government Capacity** – Policy, institutional, regulatory, planning and management capacity issues negatively affect infrastructure development and management and in turn the performance and sustainability of investments. There are huge challenges to finding the necessary managerial and technical skills, sourcing spare parts, cost recovery and budget management to adequately maintain infrastructure which has often resulted in a cycle of build, neglect and replace. The Pacific governments have limited capacity to absorb the additional burden of planning, coordination and project management required. Cooperation among the donor agencies is now critically important to maintain a planned, efficient and sustainable approach to development assistance.

4. **High Cost Environment** – Pacific member countries remoteness and small populations, preclude economies of scale in infrastructure delivery and management this leads to high costs of infrastructure services. Even construction materials for basic civil works are scarce and often must be shipped in to build infrastructure such as roads or breakwaters.

PRIF, given its coordination and technical assistance functions, can contribute:

1. To meet priority infrastructure needs – PRIF can help member countries identify priority economic infrastructure project pipelines and ensure due consideration of climate change impacts, disaster risk reduction and resilience building for financing.
2. To increase investment – PRIF can facilitate donor coordination and links with member countries to finance priority infrastructure projects that are climate change and environmentally sound. It can also help identify opportunities to scale-up financing and encourage private sector participation. It can also provide more predictable and longer term financing through long-term partnership.
3. To improve government capacity – PRIF can provide support to build capacity in resilient and sustainable infrastructure planning and management. It can also help identify gaps in capacity and key infrastructure issues with data and comparative analysis. **PRIF also provides a forum / platform known as the Community of Practice (PRIF COP) to share infrastructure-related information and knowledge of common interest among infrastructure practitioners in government, development partner agencies, academia and the private sector for better infrastructure outcomes in the Pacific.**
4. To lower costs – PRIF can help find best practice and technological solutions to common infrastructure issues such as overcoming the high cost of infrastructure provision and be a knowledge hub also on maintaining infrastructure, enhancing its resilience and reducing disaster risks.

The main PRIF<sup>6</sup> stakeholders include the following:

1. **The PRIF Pacific Members:** Cook Islands, Federated States of Micronesia, Fiji, Kiribati, Nauru, Niue, Palau, Republic of the Marshall Islands, Samoa, Solomon Islands, Tonga, Tuvalu and Vanuatu. They benefit from i) a better access to technical and capacity building assistance and to funding for resilient and climate-friendly infrastructure; ii) enhanced quality of infrastructure investments and iii) Strengthened capacity to plan, manage and maintain resilient infrastructure for sustainable and improved delivery of services.
2. **PRIF Associate Member:** Papua New Guinea which benefits from PRIF technical assistance, capacity building activities and knowledge products, also on climate change impacts and resilience building.
3. **PRIF Partners:** These partners are the development / donor agencies active in the Pacific committed to increasing the quality and effectiveness of infrastructure assistance in the region and which have or are planning to assist the Pacific countries in the economic infrastructure sector. The ADB, DFAT, EU, EIB, JICA, MFAT, the US Department of State and the World Bank Group including the International Finance Corporation (IFC) are the current PRIF Partners.
4. **PRIF Management Committee (PMC):** It comprises management level representatives of the PRIF Development Partners who provide the overall direction, management and strategic oversight of the PRIF workplan and activities. The PMC meets at least four times per year.
5. **PRIF Working Groups (WGs):** Comprise technical specialists from the PRIF development partners across a number of sector or thematic areas. The sectors covered include energy; transport (air, land and marine); information communication technologies (ICT), water and sanitation, urban development and solid waste management, sustainable infrastructure management, and environmental and social safeguards. Working groups provide a forum for information sharing and coordination of activities and are responsible for championing a PRIF response to priority and emerging sector development challenges in the region.
6. **PRIF Coordination Office:** The PRIF Coordination Office (PRIF CO) – comprises nine staff who are responsible for the implementation of the PRIF work program and activities, including donor coordination and technical assistance for Pacific Island member countries and PRIF partners.
7. **Other Stakeholders** includes the private sector, contractors, suppliers, financiers, regional organisations and the Pacific people who benefit from more and better infrastructure.

<sup>6</sup> The PRIF Charter explains or outlines the general principles and guidelines governing the PRIF cooperation

## 3 DESCRIPTION OF THE ACTION

### 3.1 Objectives and Expected Outputs

The Overall Objective of this action is to contribute to improving the quality and coverage of infrastructure investments and service delivery in PRIF countries.

The Specific Objectives of this action are:

1. To improve the coordination of development partners' investments in sustainable and more resilient infrastructure development and maintenance and maximise partnering and co-funding opportunities;
2. To strengthen the capacity of the Pacific member countries in terms of infrastructure planning and management and facilitate the creation of a conducive environment for private sector participation;
3. To identify best practices and improve information and knowledge sharing.

The Outputs to be delivered by this action contributing to the corresponding Specific Objectives are:

Contributing to Outcome 1 (or Specific Objective 1)

- 1.1 Development partners' pipelines are regularly updated and shared<sup>7</sup>;
- 1.2 Development partners coordination meetings are organized;
- 1.3 PRIF technical assistance for effective decision-making is identified and prioritized by development partners.

Contributing to Outcome 2 (or Specific Objective 2)

- 2.1 PRIF members benefit from technical assistance and capacity building facility;
- 2.2 Pacific countries National Infrastructure Investment Plan (NIIP) are available and progress monitored.

Contributing to Outcome 3 (or Specific Objective 3)

- 3.1 Communications and Outreach Strategy implemented;
- 3.2 Knowledge products disseminated;
- 3.3 Community of Practice initiative is implemented<sup>8</sup>.

### 3.2 Indicative Activities

Activities relating to Output 1.1, 1.2 and 1.3:

- Formal collection, consolidation and dissemination of PRIF Development partners pipeline activities and changes in priority every six months;
- Coordination activities linked to the organization of the PRIF Management Committee (PMC) of working groups and of ad-hoc meetings;
- Requests for technical assistance and knowledge work<sup>9</sup> from PRIF partners, PRIF member countries and regional organizations are prioritized, developed and approved by Working Groups initially, before final approval by the PMC;
- Implementation of prioritized technical assistance requested by PRIF partners.

Activities relating to Output 2.1 and 2.2:

<sup>7</sup> This will ensure that Member Partner-supported activities complement and do not duplicate one another.

<sup>8</sup> To help address Pacific infrastructure knowledge and capacity gaps, the PRIF Community of Practice (PRIF COP) provides a forum to share infrastructure-related information and knowledge of common interest among infrastructure practitioners in government, development partner agencies, academia and the private sector for better infrastructure outcomes in the Pacific.

<sup>9</sup> Example: assessments, studies, report, applied research on engineering solutions adapted to Pacific conditions.



- Capacity building activities<sup>10</sup>;
- Implementation of prioritized technical assistance requested by Pacific member countries;
- Support to the preparation and monitoring of National Infrastructure Investment Plans (NIIPs) guided by the PRIF Comprehensive Program for National Infrastructure Planning and Management (2020) and the Guideline to Preparing National Infrastructure Investment Plans (2022).

Activities relating to Output 3.1, 3.2 and 3.3:

- design, implementation, monitoring, and evaluation of at least one community-based solution or another small-scale project approach
- Communication and visibility activities in line with the Communications and Outreach Strategy
- Implementation of prioritized knowledge work
- PRIF Community of Practice initiative
- Communications and Outreach activities
- Organization of PRIF Week

Team Europe Initiative:

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

### 3.3 Mainstreaming

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

**Outcomes of the Strategic Environmental Assessment (SEA) screening** (relevant for budget support and strategic-level interventions):

The SEA screening concluded that no further action was required.

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

The EIA 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 the OECD Gender DAC codes identified in section 1.1, this action is labelled as G1. This implies that PRIF will continue to promote Gender Equality and Social Inclusion in infrastructure development throughout the life cycle—planning and design, implementation, maintenance and management, and monitoring and reporting. Gender mainstreaming in infrastructure development in the Pacific will help to ensure that infrastructure is designed and built to maximize positive and equitable benefits – such as income generating opportunities and access – while mitigating risks and threats. This approach has been informed by a study on practices on identifying and addressing gender equality and social inclusion issues through the full infrastructure project cycle. It entails elements such as guiding principles, good practice, technical needs of PICs, and risk analysis, measurement and monitoring.

<sup>10</sup> Example: provision of advice, training, support, webinar.

The action supported by the EU will contribute to emphasizing that each stage of an infrastructure project must address the safety and accessibility needs of all users, including women, elderly, children, lesbian, gay, transgender, queer, and intersex, people living with disabilities, and other socially-excluded groups. The action will support a gender mainstreaming approach that considers the diverse needs of women and other populations in various roles, including as active stakeholders, employees, entrepreneurs, contractors, decision-makers as well as the end-users of the infrastructure.

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### **Human Rights**

Infrastructure underpins core economic activity and is an essential foundation for achieving inclusive and sustainable economic and social growth as it enhances access to services, education and work opportunities if it is designed, built and maintained giving due consideration on the needs of all members of the population, including the most vulnerable. By promoting Gender Equality and Social Inclusion in infrastructure development throughout the life cycle, the action will ensure that a human rights based approach is followed.

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### **Disability**

As per OECD Disability DAC codes identified in section 1.1, is labelled as D0. This implies that, while it is considered that the action is not considered relevant for inclusion of persons with disabilities, by promoting that each stage of an infrastructure project must address the safety and accessibility needs of all users, including women, elderly, children, lesbian, gay, transgender, queer, and intersex, people living with disabilities, and other socially-excluded groups, the action will facilitate a better access to infrastructure and services to the persons with disabilities in the future in the Pacific.

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### **Reduction of inequalities**

In many Pacific countries, levels of income inequality are still high and these inequalities have been exacerbated by the COVID-19 crisis. Investments in social security could help countries in the region tackle inequality (some forms of social security are in place, but most systems are still underdeveloped). Spatial inequalities also account for a large part of inequality. Improving connectivity and access to public services could help reducing such regional inequality. Three-quarters of the Pacific population live in rural areas and rely largely on agriculture and fishing for their main source of livelihoods. Facilitating the process of structural economic transformation is a challenge to face and requires, among others, a more conducive environment for the private sector and investment, innovation and better infrastructure. At the same time, improving the access of the rural poor to irrigation, electricity, transport services, new technology and improved seeds, agricultural extension services, and financial services is vital for raising farm productivity. As micro, small and medium-sized enterprises provide most jobs, it is also important that the governments support their development. Key constraints faced entail access to finance, human capital and markets.

In that context, inclusive and community based infrastructure development has de key role to play and the promotion of Gender Equality and Social Inclusion in infrastructure development throughout the infrastructure life cycle can help maximize positive and equitable benefits and therefore reduce inequalities in Pacific countries.

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### **Democracy**

Democratic values will be promoted and protected throughout the project's activities. For example, the PRIF will facilitate to the extent possible an increased local participation in infrastructure development.

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### **Conflict sensitivity, peace and resilience**

Most Pacific countries are fragile and conflicts may arise and resilience may need to be (re-)built. A Do No Harm approach and conflict sensitive approach combined with the promotion of Gender Equality and Social Inclusion will be promoted. To the extent possible, PRIF Members will check if some activities or envisaged infrastructure development may exacerbate conflict dynamics and cause tensions or whether some have the potential to create opportunities for building or sustaining peace. The issue of climate induced displacement and displaced communities, will be taken into account, in order for development initiatives to be opportunities to ease tensions whenever possible. The programme actions will avoid causing further displacement and loss of land. It is also worth noting that PRIF work through its Environmental and Social Working Group has published a "Shared approach for Management of Environmental and Social Risks and Impacts" in the Pacific which will further guide the implementation of activities. Finally, infrastructure has a central role to play in supporting resilience in the

Pacific. Large-scale spending on infrastructure will underpin economic development. The way the infrastructure investments are planned, operated, and financed will fundamentally shape resilience in the region. As the infrastructure assets are likely to be exposed to hazards; choices made about their location and design will therefore determine whether and to what extent losses occur. Second, the resilience of infrastructure as a system shapes the ability of users to trade in, and gain access to, basic services in the event of a disaster. Third, infrastructure affects the geographic distribution of economic activity—and therefore the spatial profile of future development, which can take place in more or less disaster-prone locations. Such parameters will guide PRIF efforts and inform decision making of stakeholders.

#### Disaster Risk Reduction

The countries covered by this action are each prone, to different degrees, to natural disasters. There is a natural focus on building-back-better and other initiatives related to reducing the vulnerability to disasters. PRIF aims to improve development effectiveness and the sustainability of infrastructure investments in Pacific island member countries. This requires not only to strengthen the capacity of the Pacific countries to better manage the infrastructure but also to incorporate climate adaptation activities into infrastructure development in order to ensure that buildings and construction activities can better withstand climate change-related events and reduce their impacts. Indeed, with climate change, and the growing frequency and severity of disaster events, Pacific countries require more resilient infrastructure that adapt to these impacts on the social, environmental and economic status of their already fragile and vulnerable small island states. PRIF assists initiating applied research on engineering solutions adapted to Pacific conditions. PRIF research in coastal protection and in pavement design has aimed to provide affordable and adapted technical designs for Pacific Island Countries to meet their specific needs.

#### Other considerations if relevant

Not applicable

### 3.4 Risks and Lessons Learnt

Category	Risks	Likelihood (High/ Medium/ Low)	Impact (High/ Medium/ Low)	Mitigating measures
External environment	Limited interest of ADB to continue managing the facility or lack of funding from other development partners	Low	High	Actively participate in ongoing discussions on PRIF phase V preparation.
Political	Limited engagement of PRIF country members due to other priorities or shock events	Medium	High	PRIF to reduce the coordination burden for its members.  In case of shocks, PRIF can help with the prioritization of relevant recovery needs and contribute to build back better.  Increase communication activities.
Planning and processes	Support is not aligned to country needs and cannot achieve its objectives	Low	High	Requests for technical assistance and knowledge work from PRIF partners, PRIF member countries and regional organizations are prioritized, developed and approved by Working Groups

				initially, before final approval by the PMC <sup>11</sup> .
Organisational	High turnover of staff in PRIF Members and PRIF partner countries	High	High	<p>Ensure knowledge products are disseminated, processes documented and best practices shared</p> <p>Ensure institutionalization of working methods.</p> <p>The PRIF Coordination Office, which is responsible for the implementation of the PRIF work program and activities, including donor coordination and technical assistance for Pacific member countries and PRIF partners, can help facilitate the integration of new members<sup>12</sup>.</p> <p>Develop communications and outreach activities</p> <p>Strengthen PRIF Community of Practice, which is an informal forum established to facilitate the sharing of knowledge and lessons learnt between infrastructure practitioners in the Pacific.</p>

#### Lessons Learnt:

- To help Pacific member countries meet infrastructure needs, it is key to identify priority national economic infrastructure plans for government and donor financing and support sustainable infrastructure management.
- Pacific countries rely on donor support. PRIF can play a facilitating role in the financing of priority infrastructure projects by linking stakeholders, sharing information and helping the coordination. PRIF also helps identify opportunities for private sector participation.
- Policy, institutional, regulatory, planning and management capacity issues in the Pacific negatively affect infrastructure development and management and in turn the performance and sustainability of investment. PRIF provides member country support to build capacity in infrastructure planning and management. It helps identify capacity gaps and key infrastructure issues with data and comparative analysis.
- Remoteness, small size, climate vulnerability and other issues often present unique challenges for infrastructure development and management in the Pacific. PRIF through technical assistance can help find best practice and technological solutions to common infrastructure issues and acts as a knowledge hub.
- The PRIF facility entered its fourth implementing phase on 31 October 2019 and will conclude its implementation by October 2024 but is on track currently to conclude earlier. The PRIF partners have provided USD 12.5 million for this phase (ADB, USD 2.0 million; Australia, USD 4.1 million; New Zealand, USD 4.5 million; and the US, USD 2.0 million).
- In 2020, the European Commission commissioned a ‘Study on investment opportunities in the Pacific region’. The report concluded that the Pacific Regional Infrastructure Facility (PRIF) and the Private Sector Development Initiative (PSDI) are standing out *“in terms of their suitability and effectiveness for*

<sup>11</sup> NIIPs are country-driven.

<sup>12</sup> Reference to footnote 3 for admission of new members to PRIF.

*infrastructure coordination and private sector development collaboration and should pave the way for future activities”.*

### 3.5 The Intervention Logic

The underlying intervention logic for this action is that :

*IF* development partners have increased knowledge and awareness of Pacific countries infrastructure developments and emerging needs and lead effective identification and prioritization of PRIF technical assistance for effective decision-making, working group meetings foster an open & collaborative environment and Pacific countries’ technical and/or operational capacity is enhanced donor pipelines updates, coordination meetings, National Infrastructure Investment Plans, technical assistance and knowledge work, pilot testing, capacity building and the set-up of a community of practice, and communications and visibility activities *AND* PRIF partners and Pacific countries remain committed to join their efforts to create a conducive environment for Pacific infrastructure development *THEN* i) Development partner investments in infrastructure development and maintenance will be well coordinated and development partners will maximize partnering and co-funding opportunities; design infrastructure project investments to maximize positive and sustainable economic, social and environmental impacts; ii) the capacity of Pacific countries in infrastructure planning and management will be strengthened and the private sector participation enabled; and iii) there will be improved best practices, knowledge and information sharing *BECAUSE* key challenges that limit the quality and coverage of infrastructure and service delivery will be addressed;

*IF* i) Development partner investments in infrastructure development & maintenance are well coordinated and development partners maximize partnering and co-funding opportunities avoiding any duplication and support complementarity; ii) Pacific countries have strengthened their capacity in infrastructure planning and management and enabled private sector participation; and iii) PRIF partners effectively with Pacific countries and regional organizations will deliver sustainable solutions to new and existing infrastructure needs, facilitates the coordination and provides quality support *AND* Development partners, alongside Pacific governments and the private sector are the key drivers of quality and coverage of infrastructure investments and service delivery; Pacific governments play a central role in leading the agenda and enabling a conducive environment; and working in partnership with regional organizations, associations and networks to design and implement technical activities is an adequate approach to ensure sustainability, *THEN* i) development partners will provide adequate, targeted and effective funding for infrastructure development and sustainability; ii) Pacific country governments will mobilize and sustain capacity and investment towards improved quality sustainable infrastructure development & maintenance; and iii) PRIF will foster greater regional cooperation and integration on sustainable infrastructure development & maintenance *BECAUSE* PRIF has piloted successfully this approach in previous phases;

*IF* i) development partners provide adequate, targeted and effective funding for infrastructure development and maintenance; ii) Pacific country governments mobilize and sustain capacity and investment towards priority sustainable infrastructure development & maintenance; and iii) PRIF fosters greater regional cooperation and integration on sustainable infrastructure development & maintenance *AND* private sector participation, climate change and disaster risks, gender and inclusion and sustainable infrastructure management are adequately mainstreamed, *THEN* the action will contribute to improving the quality and coverage of infrastructure investments and service delivery in Pacific countries *BECAUSE* Pacific infrastructure challenges will be met: national priority infrastructure needs will have been identified, adequate investment will have been encouraged, government capacity been enhanced, there is improved coordination and specific infrastructure issues addressed.

### 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<sup>13</sup> 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.

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<sup>13</sup> PRIF's quarterly reports will be the progress reports

Results	Results chain (a): Main expected results (maximum 10)	Indicators (a): (at least one indicator per expected result)	Baselines (values and years)	Targets (values and years)	Sources of data	Assumptions
<b>Impact (Overall Objective)</b>	To contribute to improving the quality and coverage of infrastructure investments and service delivery in Pacific countries	1. Percentage of priority projects included in National Infrastructure Investment Plans (NIIPs) funded by development partners (general) and / or PIC government contributions	1 TBD (2023)	1 TBD (2027)	1 NIIPs monitoring reports, PRIF annual reports	<i>Not applicable</i>
<b>Outcome 1 (Specific Objective)</b>	1. Improved coordination of development partner investments in infrastructure development and maintenance and maximised partnering and co-funding opportunities	1.1 Number of pieces of evidence that PRIF TA contributed to donor priorities, pipelines development and investment design  1.2 Number of development partner co-funding agreements that PRIF coordination TA contributed to	1.1 0 (2023)  1.2 0 (2022)	1.1 5 (2027)  1.2 1 (2027)	1.1 PRIF annual reports	DPs, PICs and private sector as key drivers of quality and coverage of infrastructure investments and service delivery; PICs central role in leading the agenda and enabling a conducive environment; Partnership to design and implement ensures sustainability
<b>Outcome 2 (Specific Objective)</b>	2. Strengthened the capacity of the Pacific countries in terms of infrastructure planning and management and creation of a conducive environment for private sector participation facilitated	2.1 Number of PRIF member countries engaged in PRIF activities	2.1 13 (2022)	2.1 14 (2027)	2.1 PRIF annual reports	
<b>Outcome 3 (Specific Objective)</b>	3. Best practices identified and information and knowledge shared	3.1 Number of best practices or approaches identified by PRIF and shared with member countries	3.1 0 (2022)	3.1 7 (2027)	3.1 PRIF annual reports	
<b>Output 1 relating to Outcome 1</b>	1.1 Donor pipelines updated and shared regularly	1.1.1 Number of donor pipelines updates	1.1.1 2 (2022)	1.1.1 6 (2 per year)	1.1.1 PRIF PMC reports	PRIF partners and Pacific countries

		1.1.2 Number of sector assessments prepared by PRIF, disaggregated by sectors and countries	1.1.2 2 (2022)	1.1.2 5 (2027)	1.1.2 PRIF PMC and final sector assessments by sector	remain committed to join their efforts to create a conducive environment for Pacific infrastructure development
<b>Output 2 relating to Outcome 1</b>	1.2 Coordination meetings organized	1.2.1 Number of PMC meetings  1.2.2 Number of Working Groups meetings	1.2.1 4 per year (2022)  1.2.2 24 (2021)	1.2.1 4 per year (2024, 2025, 2026)  1.2.2 At least 3 meetings per WG per annum (2024, 2025, 2026)	PRIF annual reports	
<b>Output 3 relating to Outcome 1</b>	1.3 Technical assistance / knowledge work requests prioritized, developed and approved	1.3.1 Approved strategic workplan prepared and implemented by the coordination office  1.3.2 Number of new technical assistance / knowledge work requests approved  1.3.3 Number of sector assessments produced under PRIF phase V	1.3.1 – 1 (2022)  1.3.2 – 0 (2023)  1.3.3 – 0 (2023)	1.3.1 – 1 (2024, 2025, 2026 and 2027)  1.3.2 - 5 (2027) <sup>14</sup>  1.3.3 – 6 (2027)	PRIF annual reports	
<b>Output 1 relating to Outcome 2</b>	2.1 Capacity building initiatives provided	2.1.1 Number of capacity building activities conducted under PRIF phase V	2.1.1 0 (2022)	2.1.1 6 (2027)	PRIF annual reports	
<b>Output 2 relating to Outcome 2</b>	2.2 National Infrastructure Investment Plans developed and monitored	2.2.1 Number of National Infrastructure Investment Plans developed  2.2.2 Number of National Infrastructure Investment Plans progress reports	2.1.1 - 4 (2021)  2.1.2 - 0 (2021)	2.1.1 - 13 (2027)  2.1.2 – 3 (2027)	NIIPs published  PRIF quarterly and annual reports	
<b>Output 1 relating to Outcome 3</b>	3.1 Communications and Outreach activities implemented	3.1.1 The PRIF website, prepare online newsletters and manage social media, ongoing	3.1.1 3 (2022)	3.1.1 3(2027)	PRIF website and social media	



		communication and other outreach actions  3.1.2 Number of PRIF weeks organized under PRIF phase V	3.1.2 – 0 (2022)	3.1.2 – 3 (2027)	PRIF annual reports	
<b>Output 2 relating to Outcome 3</b>	3.2 Knowledge products available	3.2.1 Number of knowledge products under PRIF phase V and posted on its web-site	3.2.1 0(2022)	3.2.1 - 3 (2027)	PRIF annual reports	
<b>Output 3 relating to Outcome 3</b>	3.3 Community of practice initiative is further strengthened and applied	3.3.1 Status of community of practice  3.3.2 Number of Communities of Practice completed for knowledge sharing on infrastructure-related issues	3.3.1 In place (2022)  3.3.2 6(2022)	3.3.1 6 per year  3.3.2 6 per year	PRIF annual reports	

<sup>14</sup> Outcome also dependent on the available funding

## 4 IMPLEMENTATION ARRANGEMENTS

### 4.1 Financing Agreement

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

### 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 48 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<sup>15</sup>.

#### 4.3.1 Indirect Management with an entrusted entity

This action may be implemented in indirect management with the Asian Development Bank. This implementation entails activities performed in order: i) to enhance the coordination and facilitate synergies and complementarity of development partners with regards to investments in infrastructure development and maintenance; ii) to strengthen the capacity of the Pacific countries in terms of infrastructure planning and management and create a conducive environment for private sector participation and iii) to identify best practices and share information and knowledge. The envisaged entity has been selected using the following criteria: i) its proven efficient provision of technical assistance in the Pacific, ii) its capacity to mobilise development partners, Pacific countries and Pacific stakeholders towards common objectives, iii) its long-term recognised experience in a wide variety of areas, including sustainable and inclusive infrastructure development, iv) its proven capacity to manage successfully a multi donor facility, v) its capacity to leverage financing and vi) its extensive experience in the Pacific region.

In case the envisaged entity would need to be replaced, the Commission's services may select another replacement entity using the same criteria. If the entity is replaced, the decision to replace it needs to be justified.

### 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).

<sup>15</sup> [www.sanctionsmap.eu](http://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.

#### 4.5. Indicative Budget

Indicative Budget components	EU contribution (amount in EUR)	Third-party contribution, in currency identified
Indirect management with Asian Development Bank - cf. section 4.3.1	2 000 000	N/A
<b>Totals</b>	2 000 000	N/A

#### 4.6 Organisational Set-up and Responsibilities

The PRIF Management Committee (PMC) provides strategic oversight of PRIF activities, comprising management-level representatives of the PRIF partners, and is responsible for approving the PRIF workplan. The PMC meets formally at least four times per year. The PMC may convene additional formal or informal meetings on an ad hoc basis. The PMC will nominate a Chair from the PRIF Partners for a one-year term, on a rotational basis. The PMC Chair will serve on a voluntary basis and preside over PMC meetings. The PRIF Coordination Office provides support to the Chair in carrying out their duties. PRIF partner coordination is achieved through Working Groups, which work to develop new technical assistance and knowledge work under PRIF.

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

### 5 PERFORMANCE MEASUREMENT

#### 5.1 Monitoring and Reporting

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

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

Roles and responsibilities for data collection, analysis and monitoring: A PRIF Monitoring Evaluation and Learning Plan (MEL) was developed in 2022. This has ensured data collection and monitoring efforts on key outcome areas including providing evidence and analysis to strengthen delivery and impact. The PRIF MEL Plan also sets out the approach to assessing the performance of PRIF Phase V Implementation. The Plan identifies the evidence that will be generated to enable:

- accountability to development partners, member countries, and the public;
- program performance and management decision-making for the PRIF Management Committee (PMC) and the PRIF CO team;
- learning and continuous improvement to ensure effective program delivery;

- communications to promote the value of PRIF to member countries and regional organizations, associations and networks.

## 5.2 Evaluation

Having regard to the importance of the action, a final evaluation may be carried out for this action or its components via the implementing partner.

The evaluation will be carried out for accountability and learning purposes at various levels, taking into account the current five economic infrastructure subsectors and any new additional sub-sectors under the new PRIF phase for, (i) progress towards outcomes; (ii) identify constraints, lessons learned and good practices; and (iii) strategic guidance for another successive phase ensuring no gap between phases.

A PRIF Monitoring, Evaluation and Learning Framework Plan is in place and this sets out the approach to assessing the performance of PRIF implementation such as accountability to development partners, member countries, and the public; program performance and management decision-making for the PRIF Management Committee (PMC) and the PRIF CO team; learning and continuous improvement to ensure effective program delivery; and communications to promote the value of PRIF to member countries and regional organizations, associations and networks.

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.

## 5.3 Audit and Verifications

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

# 6 STRATEGIC COMMUNICATION AND PUBLIC DIPLOMACY

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

In line with the 2022 “[Communicating and Raising EU Visibility: Guidance for External Actions](#)”, it will remain a contractual obligation for all entities implementing EU-funded external actions to inform the relevant audiences of the Union’s support for their work by displaying the EU emblem and a short funding statement as appropriate on all communication materials related to the actions concerned. This obligation will continue to apply equally, regardless of whether the actions concerned are implemented by the Commission, partner countries, service providers, grant beneficiaries or entrusted or delegated entities such as UN agencies, international financial institutions and agencies of EU member states.

However, action documents for specific sector programmes are in principle no longer required to include a provision for communication and visibility actions promoting the programmes concerned. These resources will instead be consolidated in Cooperation Facilities established by support measure action documents, allowing Delegations to plan and execute multiannual strategic communication and public diplomacy actions with sufficient critical mass to be effective on a national scale.

## Appendix 1 REPORTING IN OPSYS

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

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

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

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

Primary Interventions are identified during the design of each action by the responsible service (Delegation or Headquarters operational Unit).

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

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

<b>Action level (i.e. Budget Support, blending)</b>		
<input checked="" type="checkbox"/>	Single action	Present action: all contracts in the present action