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ANNEX III

to the Commission Implementing Decision on the financing of the Multiannual action plan for the NDICI-Global Europe thematic programme Global Challenges (Planet) for 2022-2025

Action Document for Sustainable aviation fuels eligible for Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)

MULTI 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

1. Title CRIS/OPSYS business reference Basic Act	Sustainable aviation fuels eligible for Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) OPSYS ACT-61200 Financed under the Neighbourhood, Development and International Cooperation Instrument (<u>NDICI-Global Europe</u>)
2. Team Europe Initiative	No
3. Zone benefiting from the action	The project supports a global initiative, with a strong geographic focus on India and the African continent, namely in Burkina Faso, Cameroun, Côte d'Ivoire, Egypt, Equatorial Guinea, Ethiopia, Kenya, Morocco, Nigeria, Rwanda, Senegal, South Africa and Tunisia, where the action shall be carried out.
4. Programming document	NDICI-Global Europe 'Global Challenges' thematic programme Multi-annual indicative programme 2021-2027
5. Link with relevant MIP(s) objectives / expected results	<p>This action will contribute to Priority area 2: Planet, particularly to the specific objectives 1 (Climate action and disaster risk reduction) of the Planet's chapter of the Global Challenges MIP 2021-2027, and in particular to the following result:</p> <ol style="list-style-type: none">enhanced participation of partner countries in international climate negotiations, namely at ICAO level and b) development of selected initiatives, including those stemming from Paris Agreement negotiations, inter alia through support for their implementation via global funds promoting innovative climate investments; <p>It will also contribute to the specific objectives 3 (Supporting the green transition in key areas) and in particular to the following result:</p> <ol style="list-style-type: none">strengthened international cooperation for a just and inclusive transition to green energy, leaving no-one behind, including higher energy efficiency and lower greenhouse gas emissions, in line with the EU's climate and energy diplomacy approach, by promoting EU experience, technological leadership and industry;

PRIORITY AREAS AND SECTOR INFORMATION				
6. Priority Area(s), sectors	Environmental sustainability / Climate Change (DAC sector: General Environment Protection – 410)			
7. Sustainable Development Goals (SDGs)	Main SDG (1 only): SDG 13 Climate Action. Other significant SDGs (up to 9) and where appropriate, targets: SDG 7 Affordable and Clean Energy, SDG 8 – Decent work and economic growth, SDG 9 – Industry, Innovation and Infrastructure, SDG 12 – Responsible production and consumption, SDG 15 – Life on land and SDG 17 Partnerships for the Goals.			
8 a) DAC code(s)	410 – General Environmental protection 210 – Transport and Storage (Air Transport)			
8 b) Main Delivery Channel	40000 – Multilateral Organisation (ICAO) 13000 - Third Country Government (Delegated co-operation) (EASA)			
9. Targets	<input type="checkbox"/> Migration <input checked="" type="checkbox"/> Climate <input type="checkbox"/> Social inclusion and Human Development <input type="checkbox"/> Gender <input checked="" type="checkbox"/> Biodiversity <input type="checkbox"/> Education <input type="checkbox"/> Human Rights, Democracy and Governance			
10. Markers (from DAC form)	General policy objective @	Not targeted	Significant objective	Principal objective
	Participation development/good governance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Aid to environment @	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Gender equality and women's and girl's empowerment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Trade development	<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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Inclusion of persons with Disabilities @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Nutrition @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	RIO Convention markers	Not targeted	Significant objective	Principal objective
	Biological diversity @	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Combat desertification @	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Climate change mitigation @	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Climate change adaptation @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

11. Internal markers and Tags	Policy objectives	Not targeted	Significant objective	Principal objective
	Digitalisation @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	digital connectivity digital governance digital entrepreneurship digital skills/literacy digital services	YES <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	NO <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	/
	Connectivity @	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	digital connectivity energy transport health education and research	YES <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	NO <input checked="" type="checkbox"/> <input 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"/>	
	Reduction of Inequalities @ (methodology for marker and tagging under development)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Covid-19	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
BUDGET INFORMATION				
12. Amounts concerned	Budget line(s) (article, item): BGUE-B2022-14.020241-C1-INTPA Total estimated cost for 2022: EUR 4 000 000 Total amount of EU budget contribution for 2022 : EUR 4 000 000			
MANAGEMENT AND IMPLEMENTATION				
13. Type of financing	Indirect management with the entity(ies) to be selected in accordance with the criteria set out in section 4.3.1			

1.2 Summary of the Action

At international level, Sustainable Aviation Fuels (SAF) eligible for ICAO's CORSIA (International Civil Aviation Organisation's Carbon Offsetting and Reduction Scheme for International Aviation) are an important contributor addressing aviation's CO₂ emissions, and potentially non-CO₂ emissions that have both negative climate and local air pollution impacts.

To address the sustainability issues related to aviation, international coordination is required. This project aims to help develop environmental support and capacity-building activities. It is a global initiative, with a strong geographic focus on India and the African continent.

Given its size, growth plans, strategic importance, India could be encouraged to participate in the early and volunteer phase of CORSIA via this project. Furthermore, this project would intend to encourage India to actively engage at ICAO towards the adoption of a Long-Term Aspirational CO₂ emission reduction goal.

As for the African continent, the possibility to provide capacity building support to targeted countries is intended. The list of countries to be part of this project includes Burkina Faso, Cameroon, Côte d'Ivoire, Egypt, Equatorial Guinea, Ethiopia, Kenya, Morocco, Nigeria, Rwanda, Senegal, South Africa and Tunisia.

This project would address mainly SDG number 13, on Climate Action, while having a strong connection with other SDGs.

In all partner countries including India, the Action intends to:

- Enhance knowledge of international law on aviation and environment;
- Increase intra-regional exchanges and cooperation between countries;
- Develop policies effectively contributing towards increased production capacity and uptake of Sustainable Aviation Fuels (SAF) in the targeted countries, which would increase the possibility of implementing a long-term aspirational goal on CO₂ reduction (e.g. by capacity building, training of trainers, approximation with EU aviation and environment legislation);
- Facilitate SAF production via feasibility studies;
- Enhance knowledge on SAF certification, production, sustainability criteria (including biodiversity) / emissions reductions (both CO₂ and non CO₂), distribution, logistics and share knowledge about SAF uptake;
- Promote the capabilities of SAF Clearing House initiatives that support SAF certification;
- Facilitate the deployment of SAF in the marketplace by connecting the whole value chain from fuel producers to consumers, and supporting evaluations of business opportunities within the SAF sector;
- Build capacity in SAF monitoring, reporting and verification as a part of the existing requirements under CORSIA;
- Promote high-level political awareness regarding SAF, the Long-Term Aspirational Goal and CORSIA, and promote outreach activities on the project at national and/or regional, international scale.
- Integrate SAF policies into State Action Plans for CO₂ emission reduction; and
- Increase capacity to engage in ICAO on SAF issues.
- Increase technical awareness of partner States on the need to avoid double counting of emissions reductions, including in reference to SAF produced, between their respective GHG inventories for the Nationally Determined Contributions (NDC) under the Paris agreement and what is to be used for compliance under CORSIA.

2 RATIONALE

2.1 Context

This Action is aligned with the EU ambition on transport mitigation objectives: the European Green Deal calls for a 90% reduction in greenhouse gas emissions from transport by 2050 in the EU¹ ; the European Commission issued at the end of 2020 a Strategy for Sustainable and Smart Mobility including actions on sustainable aviation covering the entire 'Basket of Measures' (technological improvements, operational improvements, sustainable alternative fuels and market-based measures) ; the 'Fit for 55' package proposed by the European Commission in July 2021 will update the EU's climate, energy, transport and tax laws to reflect the EU 55% net emissions reduction target for 2030 (compared to 1990) ; this package includes a revision of the EU Emissions Trading System directive (EU ETS) concerning aviation that will serve to implement the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) in a way that is consistent with the EU's 2030 climate objectives ; It includes also an initiative, the ReFuelEU Aviation initiative, with the aim to boost the production and uptake of sustainable aviation fuels.

Aviation-related capacity building projects are an important part of this EU's international leadership in the environmental domain and are essential in promoting a more sustainable aviation sector internationally.

¹ [A European Green Deal | European Commission \(europa.eu\)](#) and [Fit for 55: a chance to get climate right by 2030 | European Economic and Social Committee \(europa.eu\)](#)

The Action will specifically contribute to SDG 13 Climate Action, while envisaging co-benefits for SDG 7 Affordable and Clean Energy, SDG 8 – Decent work and economic growth, SDG 9 – Industry, Innovation and Infrastructure, SDG 12 – Responsible production and consumption, SDG 15 – Life on land and SDG 17 Partnerships for the Goals.

In ICAO, this Action means building capacities, establishing and updating national action plans, implementing CORSIA successfully and adopting a feasible long-term aspirational CO₂ goal for CO₂ emission reductions at the Assembly. Furthermore, being 2022 the year where ICAO's 41st Assembly will take place, this proposed capacity building project would be an important lever to ensure support from the targeted countries to the goals supported by the EU.

2.2 Problem Analysis

This action seeks to address the Priority area 2 (planet) of the “Global Challenges Multi-annual Indicative Programme (MIP) under NDICI-Global Europe directly addressing climate change mitigation through greenhouse gas emissions (GHG) reduction in aviation sector.

In 2022, the 41st Assembly of the International Civil Aviation Organisation (ICAO) will take place. It is an event which takes place every three years, and where all the important decisions regarding international aviation for the upcoming period are being taken, by delegates from all 193 member countries. For this Assembly, the main priority identified by the Directors-General of Civil Aviation in Europe, and also by the Commission, is long-term sustainability. More precisely, as industry stakeholders, countries around the globe, and even private companies, commit to carbon neutrality by 2050, it is essential that international aviation adopts a long-term goal aligned with this target of the Paris Agreement, becoming carbon-neutral by 2050 in a sustainable manner.

The Commission is conducting outreach on many fronts, and technical work started more than two years ago to establish the feasibility and gather momentum. But many countries are still unconvinced of this work, and concerned on the impacts on their aviation sector. They engage constructively at technical level, agree with the need to decarbonise, but need to be accompanied along the way. It emerged clear in previous meetings that Africa is key to the success of the Assembly on environmental threads. Together, the African countries have 54 votes in the Assembly, they are being approached by some states, such as China and Russia, which are not keen to see any goal adopted, and they would benefit from some support showing that decarbonisation, especially through the production and use of Sustainable Aviation Fuels, is feasible and beneficial overall. Another very important partner which would benefit from this support is India, which showed a change of positioning lately, becoming more constructive than one year ago. Given the size of its international aviation, growth plans, strategic importance in ICAO and for overall relations with the EU, India could be encouraged in the early take-up of Sustainable Aviation Fuels which should be less intimidating than the volunteer phase of CORSIA via this project. Furthermore, this project would intend to encourage India to actively engage at ICAO towards the adoption of a Long-Term Aspirational CO₂ emission reduction Goal for which the uptake of Sustainable Aviation Fuels is crucial. Specifically regarding SAF, India, like the European Union, could become a key player regarding production and supply, thus the importance of cooperation between India and the European Union.

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

EU, ICAO, India, supported African States, national environmental or civil aviation entities.

3 DESCRIPTION OF THE ACTION

3.1 Objectives and Expected Outputs

The overall objective of the action is to enhance the partnership between the EU and partner States in the area of environmental protection and climate change in general, and Sustainable Aviation Fuels (SAF) in particular. The intended achievements resulting from the action cover long-lasting increase of capabilities of the partner States to implement relevant policies to address their aviation sector's climate impact, with a focus towards an increased usage of SAF.

The Specific(s) Objective(s) (Outcomes) of this action are to

1. To promote regional policy dialogues with partner States on mitigating GHG emissions from civil aviation and on the role SAF as a measure to achieve this.
2. To support partner states implementing global environmental standards such as CORSIA, produce and distribute SAF which abides by CORSIA sustainability criteria for aviation fuels.
3. To conduct feasibility studies on production of SAF and support economic entities in partner states obtaining sustainability and technical certification for SAF sourced and produced in their states, providing tailored support for States in various stages of SAF development and deployment.
4. To support the partner States in developing national and/or regional policies that effectively contribute towards increased production and uptake of SAF and to integrate such policies as a part of the national State Action Plans.
5. To promote and support the partner States in fostering their SAF value chains (production, sustainability criteria, certification, distribution, logistics), and promote creation of national/regional SAF alliances.

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

1. contributing to Outcome 1 (or Specific Objective 1):
 - 1.1. Enhanced knowledge of international rules and regulations as regards SAF.
 - 1.2. Enhanced intra-regional exchanges and cooperation between partner States.
 - 1.3. Increased number of policies contributing towards increased production and uptake of SAF.
 - 1.4. Increased political awareness of SAF.
2. contributing to Outcome 2 (or Specific Objective 2)
 - 2.1. Capacity of assessment of the CORSIA sustainability criteria and application of rules on avoidance of double counting of emission reductions, including in relation to SAF produced.
 - 2.2. Capacity of guiding SAF producers to source feedstock eligible for CORSIA. Promote SAF Clearing House initiatives that support SAF certification.
 - 2.3. Capacity of measuring the emissions reductions yielded by SAF produced in partner states according to the CORSIA methodology.
 - 2.4. Capacity to obtain certification from the Sustainability Certification Schemes agreed in CORSIA.
 - 2.5. Increase awareness of the ASTM certification process and improve the capacity to obtain technical ASTM certification for SAF.
3. contributing to Outcome 3 (or Specific Objective 3)
 - 3.1 Conduct feasibility studies on the development and deployment of sustainable aviation fuels, which will include addressing points such as viability of local production pathways, local and regional feedstock availability, shortlisting of feedstock-technology combinations for in- depth quantification of economic and sustainability performance, involvement of local and regional stakeholders, and mapping out the States' SAF development and deployment needs.
4. contributing to Outcome 4 (or Specific Objective 4):
 - 4.4. Better capacity in integrating SAF reporting, monitoring and verification aspects as a part of the existing reporting requirements under CORSIA and State Action Plans for CO2 emission reduction.
 - 4.5. Increased preparedness in fostering resilient SAF value chains (production, sustainability criteria, certification, distribution, and logistics).
 - 4.6. Enhanced development of IT tools for relevant stakeholders to facilitate the reporting of SAF supply, use and associated emissions reductions.
 - 4.7. Enhanced ability of partner States to contribute to international discussions and negotiations on SAF, including at ICAO fora.
5. contributing to Outcome 5 (or Specific Objective 5):
 - 5.1 Increase in the number of local SAF producers.
 - 5.2 Certification of local SAF from a safety (e.g. via ASTM) and sustainability (i.e. via agreed Sustainability Certification Schemes in CORSIA or EU certification) perspective, e.g. through pilot projects.
 - 5.3 Increase in SAF supply, use and associated reduction emissions.

3.2 Indicative Activities

Activities relating to Output 1.1:

- Assistance to the partner States in understanding and implementing international rules and regulations as regards SAF.
- Undertake feasibility studies for promotion of green hydrogen in one or more partner countries.
- Review the SAF standards to ensure consistent fuel quality.

Activities relating to Output 2.1:

- Organisation of workshops with partners –states, states producing CORSIA eligible SAF, producers and distributors of SAF from other regions and with Sustainability Certification Schemes in order to increase the capacity of local producers and local authorities to produce SAF, and respectively to assess compliance with the relevant sustainability criteria.
- Organisation of workshops focusing on the issues of double counting of emission reduction under CORSIA, including in relation to SAF, and how to avoid double counting.

Activities relating to Output 3.1:

- Conduct feasibility studies to include topics such as feedstock availability, shortlisting of feedstock-technology combinations, refining capability, sustainability and cost.
Carry out workshops throughout the process to bring stakeholders together within the State, assessing assistance needs and capabilities.

Activities relating to Output 4.1:

- Support for intra-regional exchanges and cooperation between partner States, including policies contributing towards increased production and uptake of SAF.
- Dedicated support for integrating SAF reporting aspects as a part of the existing reporting requirements under CORSIA and State Action Plans for CO₂ emission reduction.
- Development of IT tools facilitating the reporting of SAF between the relevant stakeholders.

Activities relating to Output 5.1:

- Promotion of SAF value chains (feedstock supply, production, sustainability criteria, certification, distribution, logistics and finance); creation of national/regional SAF alliances.

3.3 Mainstreaming

Environmental Protection & Climate Change

Relevant for biodiversity. Sustainability criteria for SAF production must be respected and biodiversity must thus be protected.

Outcomes of the SEA screening (relevant for budget support and strategic-level interventions)

The Strategic Environmental Assessment (SEA) screening concluded that no further action was required.

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

The EIA (Environment Impact Assessment) screening classified the action as Category C (no need for further assessment).

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

The Climate Risk Assessment (CRA) screening concluded that this action is no or low risk (no need for further assessment)

Gender equality and empowerment of women and girls

As per the OECD Gender DAC codes identified in section 1.1, this action is labelled as G0. This implies that the project will not directly focus on addressing gender equality, though it may have a beneficial indirect effect. Indeed, this project will try to increase the participation of women in trainings, meetings, international discussions as much as possible.

Human Rights

The ICAO CORSIA sustainability criteria also include social ones. By producing SAF abiding with the sustainability criteria, the overall working conditions should improve in partner states

Disability

As per OECD Disability DAC codes identified in section 1.1, this action is labelled as D0. This implies that the

action does not specifically target disability.

Democracy

Not targeted. The project has not directly engaged on issues around democracy and no negative effects are expected.

Conflict sensitivity, peace and resilience

Not targeted. The project has not directly engaged on issues around conflict sensitivity, peace and resilience, and no negative effects are expected.

Disaster Risk Reduction

Not targeted.

Other considerations if relevant

None.

3.4 Risks and Lessons Learnt

Category	Risks	Likelihood (High/ Medium/ Low)	Impact (High/ Medium/ Low)	Mitigating measures
Political	Risk 1 – Lack of political will to adopt a proactive policy regarding CORSIA, production and uptake of SAF and the adoption of a long-term goal.	Medium/High depending on the state	High	Due Diligence prior to start of project; investment in several smaller actions instead of a major committal one in every partner state.
Operational	Risk 2 – Impacts of Covid-19 (e.g. travel restrictions)	Low/Medium	Low/Medium	The risk linked to Covid-19 pandemic with possible travel restrictions imposed on the traveling public, as well as the need for the beneficiary states to deal with the (aviation) crisis caused by the pandemic will be monitored and mitigated through a regime of remote working, and online meetings already used for implementation by ICAO of the Capacity building for CO2 mitigation from international aviation initiative phase II.
Political	Risk 3 - Lack of engagement from the financial sector	Low/Medium	High	Ensure engagement of financial sector in value chain alliance(s); consider incentives.
Operational	Risk 4 - Contributing to reinforcing gender inequality in the aviation sector.	Medium	Low	Participation of women should be encouraged as much as possible in all the activities planned.

Lessons Learnt:

Past and ongoing aviation and environment capacity building projects have proven to be valuable, with the majority of the supported States showing strong interest and actively engaging in the tasks. This is proven by a high participation of the partner states in the relevant events and their interest in continue this kind of activities.

The ongoing CORSIA capacity building projects, which took place already during the Covid-19 pandemic, allowed for a number of lessons learnt on remote assistance and on quick adaption to new realities. Furthermore, both projects have provided insightful information regarding the organisation of dedicated seminars (virtual and physical) that improve the support given to the partner states.

3.5 The Intervention Logic

The underlying intervention logic for this action is that by implementing the activities proposed, the beneficiary States will become knowledgeable on SAF, paving the way for more and better coordination with the Commission, ultimately aligning positions at ICAO level and ensuring the production and uptake of SAF and local/regional coordination. Regarding production and supply, this project is intended to foster the sourcing of feedstock that respect the sustainability criteria. Examples include waste collection for advanced biofuels as well as promotion of knowledge sharing on processing of feedstock for pathways agreed under the CORSIA SAF framework.

The main assumptions are that 1) the beneficiary States will show interest in promoting the a) production, b) distribution and logistics, and c) uptake of SAF and that, by doing so, 2) points of contact for coordination and alignment with European positions at international level can be found.

If these assumptions hold true, and the activities can be performed, the expected outputs will likely be delivered, as regional cooperation will continue to exist at the end of the project. Furthermore, the proposed activities intend to ensure this long-lasting impact in terms of cooperation and capacity building, both in relation with the EU and amongst regional partners. At regional level, one of the expected outcomes is an alliance, which would last past the completion of the project.

Being the production and uptake of SAF a key measure to reduce the environmental impact of aviation, if the outcomes are achieved and the assumptions hold true, this project would be of high relevance for the promotion of sustainable fuels in India and Africa, with the expected positive effects in the European continent (assuming that RED sustainability criteria, more stringent than CORSIA, are respected), as well as international level, regarding global policies defined at ICAO level.

3.6 Logical Framework Matrix

This indicative logframe constitutes the basis for the monitoring, reporting and evaluation of the intervention.

On the basis of this logframe matrix, a more detailed logframe (or several) may be developed at contracting stage. In case baselines and targets are not available for the action, they should be informed for each indicator at signature of the contract(s) linked to this AD, or in the first progress report at the latest. New columns may be added to set intermediary targets (milestones) for the Output and Outcome indicators whenever it is relevant.

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

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

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

Results	Results chain (@): Main expected results (maximum 10)	Indicators (@): (at least one indicator per expected result)	Baselines (values and years)	Targets (values and years)	Sources of data	Assumptions
Impact	The overall objective of the action is to enhance the partnership between the EU and partner States in the area of environmental protection and climate change in general, and Sustainable Aviation Fuels (SAF) in particular. The intended achievements resulting from the action cover long-lasting increase of capabilities of the partner States to implement relevant policies to address their aviation sector's climate impact, with a focus towards an increased production and usage of SAF	<p>1 Level of knowledge about SAF increases in targeted countries</p> <p>2 National and regional policy related to SAF is developed</p> <p>3 Regional alliances are formed</p>	<p>1 Different levels of knowledge about SAF along the partner states at the beginning of the project.</p> <p>2 Limited or none SAF-related policy at national or regional level at the beginning of the project.</p> <p>3 No SAF alliances exist at the</p>	<p>1 Increase the knowledge in all partner states and create a solid knowledge along all them at the end of the project.</p> <p>2 Develop national policy related to SAF at the end of the project or in the years following it.</p> <p>3 Create at least 1 SAF alliance at the</p>	<p>1 Partner states and project implementer.</p> <p>2 Partner states and project implementer.</p> <p>3. Partner states and project implementer.</p>	<i>Not applicable</i>

Results	Results chain (@): Main expected results (maximum 10)	Indicators (@): (at least one indicator per expected result)	Baselines (values and years)	Targets (values and years)	Sources of data	Assumptions
			beginning of the project	end of the project.		
Outcome 1	To promote regional policy dialogues with partner States on mitigating GHG emissions from civil aviation and on the role SAF as a measure to achieve this.	1.1 Number of meetings between the Commission and the beneficiary States related to SAF	1.1 0	1.1 At least a yearly meeting.	1.1 Project implementer	
Outcome 2	To support partner states implementing global environmental standards such as CORSIA, produce and distribute SAF which abides to the CORSIA standard on sustainability of aviation fuels.	2.1 Number of partner States correctly implementing CORSIA aviation sustainability standards.	2.1 Beginning of the project.	2.1 All partner States by the end of the project.	2.1 Project implementer.	
Outcome 3	To conduct feasibility studies on production of SAF and support economic entities in partner states obtaining sustainability and technical certification for SAF sourced and produced in their states, providing tailored support for States in various stages of SAF development and deployment.	3.1 Number of studies and entities (public and private) supported.	3.1 Beginning of the project.	3.1 At least one entity per partner State by the end of the project.	3.1 Partner State and project implementer.	
Outcome 4	To support the partner States in developing national and/or regional policies that effectively contribute towards increased production and uptake of SAF and to integrate such policies as a part of the national State Action Plans	4.1 Number of States developing policies related to SAF.	4.1 State Action Plans and national legislation available at the beginning of the project	4.1 5 years from the start of the project.	4.1 National legislation	
Outcome 5	To promote and support the partner States in fostering their SAF value chains (production, sustainability criteria, certification, distribution, logistics), and promote creation of national/regional SAF alliances.	5.1 Creation of a regional SAF alliance	5.1 0	5.1 At the end of the project	5.1 Project implementer	
Output 1 relating to Outcome 1	1.1 Enhanced knowledge of international rules and regulations as regards SAF.	1.1.1 not measurable				

Results	Results chain (@): Main expected results (maximum 10)	Indicators (@): (at least one indicator per expected result)	Baselines (values and years)	Targets (values and years)	Sources of data	Assumptions
Output 2 relating to Outcome 1	1.2 Enhanced intra-regional exchanges and cooperation between partner States.	1.2.1 Number of regional meetings	1.2.1 Very limited number of regional meetings at the beginning of the project	1.2.1 At least a yearly meeting during the project years.	1.2.1 Project implementer	
Output 3 relating to Outcome 1	1.3 Increased number of policies contributing towards increased production and uptake of SAF.	1.3.1 Number of States developing policies related to SAF.	1.3.1 Very limited – if any – number of policies at the beginning of the project.	1.3.1 All partner States.	1.3.1 Partner State and project implementer.	
Output 4 relating to Outcome 1	1.4 Increased political awareness of SAF.	1.4.4 Not measurable.				
Output 1 relating to Outcome 2	2.1 Capacity of assessment of the CORSIA sustainability criteria.	2.1.1 Extent to which partner States understand and implement CORSIA sustainability criteria and rules and best practices on avoidance of double counting of emission reductions.	2.1.1 Limited capacity at the beginning of the project	2.1.1 At the end of the project, all partner States show a strong capacity of assessment of the CORSIA sustainability criteria.	2.1.1 Project implementer.	
Output 2 relating to Outcome 2	2.2 Capacity of guiding SAF producers to source feedstock eligible for CORSIA. Promote SAF Clearing House initiatives that support SAF certification.	2.2.1 Number of SAF producers supported.	2.2.1 Limited capacity at the beginning of the project	2.2.1 At least two producers per region (i.e. 2 in India, 2 in the African continent).	2.2.1 Project implementer.	
Output 3 relating to Outcome 2	2.3 Capacity of measuring the emissions reductions yielded by SAF produced in partner states according to the CORSIA methodology.	2.3.1 Extent to which partner States have the capacity to measure and verify the emissions reductions yielded by SAF produced in their countries.	2.3.1 Limited capacity at the beginning of the project	2.3.1 By the end of the project, all the partner States that have SAF production are effectively capable of measuring he	2.3.1 Partner States and project implementer.	

Results	Results chain (@): Main expected results (maximum 10)	Indicators (@): (at least one indicator per expected result)	Baselines (values and years)	Targets (values and years)	Sources of data	Assumptions
				emissions reductions yielded by SAF.		
Output 4 relating to Outcome 2	2.4 Capacity to obtain certification from the Sustainability Certification Schemes agreed in CORSIA.	2.4.1 Number of partner States obtaining certification	2.4.1 Limited capacity at the beginning of the project	2.4.1 By the end of the project, all partner States.	2.4.1 Project implementer.	
Output 5 relating to Outcome 2	2.5 Increase awareness to ASTM certification process and improve the capacity to obtain technical ASTM certification for SAF.	2.5.1 Extent to which a partner State producing SAF can obtain technical ASTM certification for SAF.	2.5.1 Limited capacity at the beginning of the project	2.5.1 By the end of the project, all partner States that produce SAF.	2.5.1 Project implementer.	
Output 1 relating to Outcome 3	3.1 Conduct feasibility studies on the development and deployment of sustainable aviation fuels, which will include addressing points such as viability of local production pathways, local and regional feedstock availability, shortlisting of feedstock-technology combinations for in-depth quantification of economic and sustainability performance, involvement of local and regional stakeholders, and mapping out the States' SAF development and deployment needs.	3.1.1 Number of studies produced and the extent to which those studies cover all the partner States. Furthermore, these feasibility studies shall clearly detail different possible paths for SAF production and uptake, as well as covering different SAF technologies.	3.1.1 No feasibility studies at the beginning of the project.	3.1.1 By the end of the project, one feasibility study per partner state, i.e. 14 in total.	3.1.1 Project implementer.	
Output 1 relating to Outcome 4	4.1 Better capacity in integrating SAF reporting, monitoring and verification aspects as a part of the existing reporting requirements under CORSIA and State Action Plans for CO ₂ emission reduction.	4.1.1 Extent to which the partner States competent authorities are able to independently assess reports which contain SAF use.	4.1.1 Limited capacity at the beginning of the project	4.1.1 By the end of the project, all partner States are able to assess reports regarding SAF use.	4.1.1 Project implementer	
Output 2 relating to Outcome 4	4.2 Increased preparedness in fostering SAF value chains (production, sustainability criteria, certification, distribution, supply,	4.2.1 Extent to which partner States support and promote local SAF value chains.	4.2.1 Limited capacity at the beginning of the project	4.2.1 By the end of the project, all partner States	4.2.1 Project implementer	

Results	Results chain (@): Main expected results (maximum 10)	Indicators (@): (at least one indicator per expected result)	Baselines (values and years)	Targets (values and years)	Sources of data	Assumptions
	and logistics).			are able to foster local SAF value chains and/or are participating in regional initiatives.		
Output 3 relating to Outcome 4	4.3 Enhanced development of IT tools for relevant stakeholders to facilitate the reporting of SAF supply, use and associated emissions reductions.	4.3.1 Extent to which tools for SAF supply and use are developed and deployed in the partner States.	4.3.1 Limited capacity at the beginning of the project	4.3.1 By the end of the project, all the partner States have access to relevant tools.	4.3.1 Project implementer.	
Output 4 relating to Outcome 4	4.4 Enhanced ability of partner States to contribute to international discussions and negotiations on SAF, including at ICAO forums.	4.4.1 Number of experts x meetings in relevant working groups.	4.4.1 TBC – depending on the final list of partner States.	4.4.1 Increase the number by the end of the project	4.4.1 Project implementer/ ICAO	
Output 1 relating to Outcome 5	5.1 Increase in the number of local SAF producers.	5.1.1 Number of certified SAF producers.	5.1.1 Limited – if any – number of producers at the beginning of the project	5.1.1 End of the project	5.1.1 States reporting	
Output 2 relating to Outcome 5	5.2 Certification of local SAF from a safety and sustainability perspective, e.g. through pilot projects.	5.2.1 Number of certified SAF producers.	5.2.1 None at the beginning of the project - tbc	5.2.1 End of the project	5.2.1 States reporting	
Output 3 relating to Outcome 5	5.3 Increase in SAF supply, use and associated reduction emissions.	5.3.1 Quantity of certified SAF produced in beneficiary States.	5.3.1 Limited capacity at the beginning of the project	5.3.1 TBC with partner States	5.3.1 States reporting	

4 IMPLEMENTATION ARRANGEMENTS

4.1 Financing Agreement

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

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 72 months from the date of adoption by the Commission of this Financing Decision. This period is deemed as suitable based on ongoing capacity building projects but can be updated once the contribution agreements are signed with the implementation partners.

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 measures².

4.3.1 Indirect Management with a pillar assessed entity

A part of this action may be implemented in indirect management with the European Union Aviation Safety Agency (EASA). This implementation entails the following specific objectives and outputs, as referred in Section 3.1:

1. To promote regional policy dialogues with partner States on mitigating GHG emissions from civil aviation and on the role SAF as a measure to achieve this.
 - a. Enhanced knowledge of international rules and regulations as regards SAF.
 - b. Enhanced intra-regional exchanges and cooperation between partner States.
 - c. Increased number of policies contributing towards increased production and uptake of SAF.
 - d. Increased political awareness of SAF.
2. To support partner states implementing global environmental standards such as CORSIA, produce and distribute SAF which abides to CORSIA sustainability criteria of aviation fuels.
 - a. Capacity of assessment of the CORSIA sustainability criteria and application of rules on avoidance of double counting of emission reductions, including in relation to SAF produced.
 - b. Capacity of guiding SAF producers to source feedstock eligible for CORSIA. Promote the capabilities of SAF Clearing House initiatives that support SAF certification.
 - c. Capacity of measuring the emissions reductions yielded by SAF produced in partner states according to the CORSIA methodology.
3. To promote and support the partner States in fostering their SAF value chains (production, sustainability criteria, certification, distribution, logistics), and promote creation of national/regional SAF alliances.
 - a. Increase in the number of local SAF producers.
 - b. Certification of local SAF from a safety (e.g. via ASTM) and sustainability (i.e. via agreed Sustainability Certification Schemes in CORSIA or EU certification) perspective, e.g. through pilot projects.
 - c. Increase in SAF supply, use and associated reduction emissions.

The envisaged entity has been selected using the following criteria:

² 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.

The European Union Aviation Safety Agency (EASA) is the centrepiece of the European Union's strategy for aviation safety. EASA's mission is to promote and achieve the highest common standards of safety and environmental protection in civil aviation. Of particular relevance for this project is the fact that EASA is actively involved in a number of aviation-related capacity building projects.³ In particular, EASA is successfully implementing two EU-funded CORSIA related capacity building projects, one in the South-East Asian region and the other in the African and Caribbean regions.

A part of this action may be implemented in indirect management with the International Civil Aviation Organization (ICAO). This implementation entails the following specific objectives and outputs, as referred in Section 3.1:

1. To conduct feasibility studies on production of SAF and support economic entities in partner states obtaining sustainability and technical certification for SAF sourced and produced in their states, providing tailored support for States in various stages of SAF development and deployment.
 - a. Conduct feasibility studies for SAF production and the promotion of SAF technologies on the development and deployment of sustainable aviation fuels, which will include addressing points such as viability of local production pathways, local and regional feedstock availability, shortlisting of feedstock-technology combinations for in depth quantification of economic and sustainability performance, involvement of local and regional stakeholders, and mapping out the States' SAF development and deployment needs.
 - b. Capacity to obtain certification from the Sustainability Certification Schemes agreed in CORSIA.
 - c. Increase awareness to ASTM certification process and improve the capacity to obtain technical ASTM certification for SAF.
2. To support the partner States in developing national and/or regional policies that effectively contribute towards increased production and uptake of SAF and to integrate such policies as a part of the national State Action Plans.
 - a. Better capacity in integrating SAF reporting, monitoring and verification aspects as a part of the existing reporting requirements under CORSIA and State Action Plans for CO₂ emission reduction.
 - b. Increased preparedness in fostering resilient SAF value chains (production, sustainability criteria, certification, distribution, and logistics).
 - c. Enhanced development of IT tools for relevant stakeholders to facilitate the reporting of SAF supply, use and associated emissions reductions.

The envisaged entity has been selected using the following criteria:

As the main forum for international cooperation in all fields of civil aviation among its 193 Member States since its creation in 1944, the International Civil Aviation Organization (ICAO) plays a privileged role in terms of coordination and global objectives' definition as well as technical expertise and global experience in managing capacity building activities in Member States. ICAO is in a position to ensure consistency, communication and synergies with the global agreements on environmental protection emanating from the ICAO Assembly and the ICAO Council. In this regard, on 1 June 2022, through an event associated with Stockholm+50, ICAO launched the ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuels (ACT-SAF) programme.

ACT-SAF will provide opportunities for States to develop their full potential in SAF development and deployment, in line with ICAO's No Country Left Behind initiative, the 2050 ICAO Vision for SAF, and the three main pillars of sustainable development recognized by the UN. The overall objective of the ICAO ACT-SAF programme is to assist the development of SAF in selected countries.

Furthermore, ICAO is successfully implementing an Assistance Project with EU funding on CORSIA.⁴

³ <https://www.easa.europa.eu/domains/international-cooperation/technical-cooperation-projects>

⁴ https://www.icao.int/environmental-protection/Pages/ICAO_EU_II.aspx

At the time of the drafting of this action document, ICAO is undertaking a pillar-assessment procedure. In case it is not yet successful at the contracting phase, supervisory measures should apply until completion of the separate pillar assessment of the entity covering all pillars. No contribution agreements are to be signed without such Supervisory measures.

Both ICAO and EASA are successfully implementing an EU funded initiative on Capacity building for CO2 mitigation from international aviation launched in 2014 and prolonged in 2020 (phase II).

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

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

If the foreseen implementation modality under indirect management above cannot be implemented due to circumstances outside of the Commission's control, part of the action may be implemented through a direct grant awarded without a call for proposal, according to the conditions set out in article 195 of the Financial Regulation. The selection criteria are spelled out under section 4.3.1.

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.

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).

4.5 Indicative Budget

Indicative Budget components⁵	EU contribution (amount in EUR)
Specific Objective 1. To promote regional policy dialogues with partner States on mitigating GHG emissions from civil aviation and on the role SAF as a measure to achieve this.	500 000
Indirect management with EASA	500 000
Indirect management with ICAO	-
Specific Objective 2. To support partner states implementing global environmental standards such as CORSIA, produce and distribute SAF which abides to CORSIA sustainability criteria of aviation fuels.	900 000
Indirect management with EASA	900 000
Indirect management with ICAO	-
Specific Objective 3. To conduct feasibility studies on production of SAF and support economic entities in partner states obtaining sustainability and technical certification for SAF sourced and produced in their states.	1 400 000
Indirect management with EASA	-
Indirect management with ICAO	1 400 000
Specific Objective 4. To support the partner States in developing national and/or regional policies that effectively contribute towards increased production and uptake of SAF and to integrate such policies as a part of the national State	200 000

⁵ N.B: The final text on audit/verification depends on the outcome of ongoing discussions on pooling of funding in (one or a limited number of) Decision(s) and the subsequent financial management, i.e. for the conclusion of audit contracts and payments.

Indicative Budget components⁵	EU contribution (amount in EUR)
Action Plans.	
Indirect management with EASA	-
Indirect management with ICAO	200 000
Specific Objective 5. To promote and support the partner States in fostering their SAF value chains (production, sustainability criteria, certification, distribution, logistics), and promote creation of national/regional SAF alliances.	1 000 000
Indirect management with EASA	1 000 000
Indirect management with ICAO	-
Evaluation – cf. section 5.2	may be covered by another Decision
Audit – cf. section 5.3	
Totals	4 000 000

4.6 Organisational Set-up and Responsibilities

The project will be overseen by a Project Steering Committee (PSC) and Project Management Board (PMB). The PSC will ensure the overall steering of the project and will have a decision making role especially regarding the work plan and its evolution in the course of the project. The purpose of the PMB is to provide beneficiary countries buy-in the project. Its role will also remain at an advisory level.

Project Steering Committee (PSC)

A PSC meeting shall take place at least once every 12 months and be comprised of EU stakeholders including:

- EASA/ICAO
- European Commission services, including DG INTPA, DG MOVE and DG CLIMA
- Representatives from EU member states who are also active in this region
- Representatives from EU industry who are also active in this region, as decided by DG MOVE and EASA

DG MOVE shall act as Chair with DG INTPA as co-Chair. The PSC shall review and provisionally agree on the proposed work plan, submitted at least 7 days in advance, and allocated budget as relevant in line with the provisions laid down in this document and in other annexes of the delegation agreement to be signed between EASA/ICAO and the Contracting Authority. It shall also make recommendations to EASA/ICAO regarding the further implementation of the project.

Project Management Board (PMB)

A PMB meeting shall take place at least once every 12 months and be comprised of beneficiary countries at either ministry and/or senior authority level, EU Commission (DG INTPA, DG CLIMA and DG MOVE) and EASA/ICAO. Representatives from other organisations may be invited to act as observers.

The European Commission will chair the PMB, EASA/ICAO shall act as Secretariat. The meeting will usually be held in one of the partner states, typically alongside a relevant event.

Each beneficiary country shall provide their review and agreement of the provisionally agreed work plan, particularly for activities to be implemented in their own state. This will include the feedback necessary to tailor activities to the specific environment and the commitment to reciprocate with the necessary resources and management support required for the activities' success.

EASA/ICAO shall then propose the consequent Work Plan to DG MOVE and DG INTPA for approval.

The EU Delegations in the beneficiary countries will play a key role in supporting the project and ensuring coordination with ongoing activities in the relevant fields.

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

5 PERFORMANCE MEASUREMENT

5.1 Monitoring and Reporting

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

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:

EASA and ICAO will collect relevant data to monitor and report yearly, as part of the Interim report, the progress of the project. Both will be responsible for the timely and relevant collection of information and data from participants in project activities (in compliance with EU data protection policies) for the purpose of reporting.

During the inception phase, the logical framework matrix shall be reviewed and suitable indicators and sources of verification will be agreed between the Contractor and the Contracting Authority.

The project will be continuously evaluated by the established project reporting system within both EASA and ICAO, including all the outcome and outputs measured by corresponding indicators in the logistical framework matrix. The report will be laid out in such a way as to allow monitoring of the means envisaged and employed and of the budget details for the action. Reports formats shall be agreed between the European Commission and EASA/ICAO during the inception phase.

5.2 Evaluation

Having regard to the importance of the action, a final evaluation(s) may be carried out for this action or its components via independent consultants contracted by the Commission.

It will be carried out for accountability and learning purposes at various levels (including for policy revision).

The Commission shall inform the implementing partner at least one month 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:

Contract level		
<input checked="" type="checkbox"/>	Single Contract 1	
<input checked="" type="checkbox"/>	Single Contract 2	
	(...)	