

**THE EUROPEAN UNION EMERGENCY TRUST FUND FOR STABILITY AND  
ADDRESSING THE ROOT CAUSES OF IRREGULAR MIGRATION AND  
DISPLACED PERSONS IN AFRICA**

**Action Fiche for the implementation of the Horn of Africa Window  
T05-EUTF-HOA-ER-66**

**1. IDENTIFICATION**

Title	<b>Reconnecting Eritrea and Ethiopia through rehabilitation of the main arterial roads in Eritrea</b>		
Total cost	Total estimated cost: 20 million EUR Total amount drawn from the Trust Fund: 20 million EUR		
Aid method / Method of implementation	<ul style="list-style-type: none"> <li>• Indirect Management through Contribution Agreement with UNOPS</li> </ul>		
Derogations, prior approvals, exceptions authorised	Prior approval 20a		
DAC-code	21020	Sector	Road Transport

**2. RATIONALE AND CONTEXT**

**2.1. Summary of the action and its objectives**

The overall objective of the programme is to rehabilitate the main arterial roads in Eritrea in order to help reinforce peace and economic integration between Eritrea and Ethiopia. Following the historic agreement between Eritrea and Ethiopia in July 2018, reconnecting the two countries and providing Ethiopia access to Eritrea’s ports is a key priority. This will help to boost both countries’ economies, and generate job opportunities. Given the urgency of opening Eritrea’s ports to Ethiopian commercial trade, which is due to start in the first quarter of 2019, these works have been placed on an emergency footing by Eritrea, though the rehabilitation will continue to be undertaken after the opening.

The action will have one main component: the procurement of material and equipment to support these works. UNOPS, given its strong experience both in procurement and road infrastructure, will support this, working in close cooperation with the Government, who will lead this process. UNOPS will also be engaged in follow up on the use of the supplied items, and provide technical assistance and advice to the Government to the broader road rehabilitation and construction work, so reinforcing the achievement of good quality, and basic standards and safeguards, including for labour. The costs associated with the actual delivery of the rehabilitation work by the construction companies, including labour costs, will be paid for solely by the Government.

This action directly responds to **objectives 1 and 2 of the Trust Fund**, priority **domains 1 of the Valletta Action Plan**, and **Sustainable Development Goals 1, 2, 8, and 9**. These are detailed at the end of this document.

## 2.2. Context

### 2.2.1 Country/regional context

On 9 July 2018, the Eritrean President and Ethiopian Prime Minister signed a Joint Declaration of Peace and Friendship. This marked the end of the state of ‘no war, no peace’, the re-establishment of diplomatic relations, and political, economic, social and security cooperation. It also foresees the resolution of the border issue. The international community has responded very positively. A further demonstration of this has been the lifting by the UN Security Council of sanctions on Eritrea in November 2018.

This rapprochement provides a major opportunity for both countries. The immediate benefits in Eritrea are being felt already, with the borders opening, communications resuming, twice-daily flights between the two countries and the reduction in the price of basic commodities in Eritrea due to the flow of goods from Ethiopia. A key priority for both Governments is to open up the Eritrean roads and ports to commercial trade from Ethiopia. This will help consolidate the peace agreement and economic integration. In doing so, it will support Eritrea’s economic development, both in terms of revenues, but also in generating jobs.

This will also provide a catalyst for realising a broader set of opportunities. Recent high-level dialogue with the EU, has demonstrated the Government’s interest and commitment to achieve sustainable and broad-based economic growth. The creation of jobs will also facilitate the ability of the Government to start the process of demobilising people from National Service. With the current major limitations in job opportunities, this is a significant challenge.

The rapprochement also has potential far-reaching implications for stabilisation in the Horn. This is already starting to materialise in particular with Somalia, though with the potential to push this further to enhance the connectivity and cooperation across the Horn of Africa. Now is a critical time to ensure the drive and achievement of cooperation works at a much faster pace than countervailing forces of fragmentation. This proposed action is a major contribution to the former. Hence, it is an opportunity that needs to be seized and supported by the EU, working closely with others, including partners from the Gulf.

### 2.2.2 Sector context: policies and challenges

One of the immediate priorities of the Government is to rehabilitate the main arterial roads leading from the Ethiopian border to Massawa port. There are three main road sections:

- **Road Section 1: Nefasit – Dekemhare – Senafe - Zelembesa**, which is the main route down to Adigrat and Mekele in Tigray. Improvements to the road between Nefasit and Dekemhare will allow trucks to avoid going through Asmara and down the steep escarpment to Massawa.
- **Road Section 2: Dekemhare - Tera Imni – Mendefera - Adi Kuala**, which is the fastest route down to Adwa and accessing Amhara.
- **Road Section 3: Mendefera – Barentu**, which is planned to be connected after Tesseney towards the border with Sudan (and on to Kassala) and Ethiopia (from the border at Humera). The road connecting Mendefera with Barentu will facilitate the movement of goods towards the Western part of the country towards Sudan and the north-western part of Ethiopia (Gondar). The next priority after this will be the road from Tesseney to Humera (see the map in Annex IV).

In order to open up rapidly these routes and the port to commercial Ethiopian traffic in the first quarter of 2019, the Government has instituted emergency procedures to rehabilitate

these roads, though the works will continue after the opening. The procurement of the required equipment and materials is already being undertaken by the Red Sea Trading Corporation (RSTC), the Government's central procurement authority. The three major national construction companies have been deployed. They are initially focusing on Road Section 1, though some will be tasked with moving onto the other sections as soon as possible.

Road Section 1 is where this Action Document will focus, though the equipment procured through EU funding will be redeployed with each new phase of the works. Given the limited heavy equipment and plant that the Government has, this support will allow a major scaling up of the rehabilitation. With progress made, the intention is to expand this support quickly into a second phase to support other priority road sections<sup>1</sup>.

For all sections, rehabilitation and road improvement works will consist of widening the road, pavement rehabilitation and construction including a bituminous surface, improvement of the alignment and construction of bridges, cross drainage structures, retaining walls, passing lanes, traffic control and signage. The only section that has not previously had asphalt is Road Section 3.

From observations taken from a joint Government/EU/UNOPS visit along the upper part of Road Section 1, the work has started from Nefasit to Dekemhare, including excavation and widening work, and the construction of concrete culverts and stone masonry. There was a number of large construction plants operating. The quality of this work appeared good and overall progress was positive, as the works had only recently started. The quality is reinforced by the use of qualified staff trained in the government technical institutes.

The labour used by the construction companies will consist of three types of personnel: permanent Government professionals; those in national service; and those mobilised from the local community on a cash-for-work basis. As raised during recent high-level dialogue, the Government has indicated that reforms to the National Service will start to take place when jobs have been created, so allowing incremental demobilisation. The current economic realities preclude this. Hence, the National Service continues to provide employment in all aspects of civilian life, for which remuneration is given. This has recently been increased, but within the limits of what Government finances can provide. This will be a subject of heightened dialogue.

The EU has a history of engagement in supporting roads in Eritrea. This included the rehabilitation of the Nefasit-Dekemhare-Tera Imni road (part of Road Section 1 and 2), which was concluded in 2002.

### **2.3. Lessons learnt**

The following are key lessons:

- Economic returns to infrastructure investment in post-conflict environments are likely to be high, and transport infrastructure is likely to present the highest immediate economic returns.
- Relieving key bottlenecks, e.g. narrow bridges, can have significant impacts at relatively low cost.
- Road rehabilitation provides opportunities for large-scale employment of unskilled or semi-skilled labourers in road construction and maintenance but the risk of poor quality needs careful attention.

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<sup>1</sup> A proposal will be made to the EDF Committee to transfer NIP funds to the EU Trust Fund to support these works.

- The sustainability of road rehabilitation needs to be underpinned by good planning and design, and a comprehensive approach to maintenance.
- Significant delays in major projects have tended to result from excessively complex implementation arrangements. These have related in particular to the difficulties of meeting the stringent procurement process requirement, rather than exploiting the flexibility in rules
- There is the possibility for quick results after a (protracted) crisis through repair of assets damaged.

## **2.4. Complementary actions**

As part of the implementation of the Joint Declaration, the Eritrea and Ethiopia Governments have formed an inter-ministerial committee to address trade and transport connectivity. One of the complementary actions is strengthening and augmenting the capacities at Massawa port. This is being explored with Gulf partners.

There are currently no known complementary programmes on roads being undertaken by other partners in Eritrea at present. However, an initiative is being explored, following a request from the Ethiopian Ministry of Finance, to support broader road and trade connectivity across the two countries, such as through Trade Mark East Africa and the African Development Bank.

### **2.4.1. Justification for use of EUTF Africa funds for this action**

The overwhelming reason is speed and flexibility. Eritrea and Ethiopia have reached an historic peace agreement after twenty years of conflict. They now need to implement this rapidly and so consolidate stability, one of the primary objectives of the EUTF. The top priority is to make sure that the road corridors can handle a high volume of commercial trucks between the Ethiopian border and the Eritrean ports, allowing speed and efficiency. This will also have major additional beneficial impact on Eritrea, creating economic and job opportunities, so creating the conditions that will allow incremental reform. In doing so, it will also over time reduce the number of people entering into irregular migration.

## **2.5. Donor co-ordination**

There are few donors with bilateral programmes in Eritrea, and none are specifically known to be currently engaged in the roads sector. The EU Delegation will look to reach out to all donors, including those from the Gulf, who are supporting connectivity and cooperation between Eritrea and Ethiopia. There is an existing Eritrea Partners Forum, led by UNDP, where most donors with a presence are represented. Information about this road project will be shared through this forum, and possible synergies with other interventions sought.

## **3. DETAILED DESCRIPTION**

### **3.1. Objectives**

The **overall objective** of the programme is to contribute to reinforcing peace and economic integration between Eritrea and Ethiopia.

The **specific objective (SO)** is to improve transport connectivity for commercial trade along the arterial roads between Massawa and the Ethiopian border.

### **3.2. Expected results and main activities**

The **expected results** (outputs) are that the road between Nefasit and Zelembesa is rehabilitated and able to handle effectively commercial traffic flows.

The procurement activities will contribute towards improving the speed and progress of the rehabilitation works by significantly scaling up the number and availability of construction

plant, equipment and materials. The first priority of the project will be to rehabilitate and carry out road improvement works along the road from Nefasit to Zelembesa (approximately 155 km in length). The road should be completed with a bituminous surface for the full length of the road and be suitable for use by heavy transport of goods to and from the Port of Massawa and the border with Ethiopia.

The procurement for materials and equipment for these works will be led by the Red Sea Trading Corporation and assisted by UNOPS, and based on the latter’s procurement requirements. Equipment, plant and some materials will need to be sourced internationally. This includes: dump trucks; asphalt plants; bitumen spraying machines; crushing plant; dozers, graders, excavators, loaders, water sprayers; low bed trucks; spare parts; bitumen; steel bars; and tools. The Red Sea Trading Corporation and UNOPS will determine which entity can offer greater advantage and value for money for procuring these items, though UNOPS will make the payments. Materials, such as sand, fuel and gravel will be procured locally, with fuel being sourced from the National Petroleum Corporation. Labour and other costs associated with the actual delivery of the rehabilitation work by the construction companies will be paid for solely by the Government.

UNOPS will also be engaged in the follow up of the use of the supplied items. It will provide technical assistance and advice to the Government concerning the broader road rehabilitation and construction work, so reinforcing the achievement of good quality, and basic standards and safeguards, including ensuring adequate remuneration and appropriate working conditions.

As this project needs to gear up rapidly in order to respond to the emergency nature of this programme, as well as being the initial stage of a planned larger process of supporting road rehabilitation, there will need to be some flexibility in order to respond to emerging needs. Hence, a small proportion of these funds will be reserved for providing technical assistance to support the delivery of this rehabilitation programme and be drawn on as required.

**3.3. Risks and assumptions**

The main risks are:

<b>Risk</b>	<b>Level</b>	<b>Mitigation measures</b>
Rapprochement with Ethiopia falters or collapses.	Medium	Political dialogue.
Emergency procedures affects design, planning and delivery, and hence the sustainability of the project.	Medium	Regular monitoring of the overall works and provision of technical support as required.
Delays in procurement affect the pace of delivery.	Medium	Building a strong joint approach to procurement between RSC and UNOPS, and regular dialogue to ensure challenges are addressed.
Ability of construction companies to scale up and fully utilise in a timely manner the material and equipment procured.	Medium	Follow up of absorption capacity and incremental scale up of construction companies, and adjusting procurement requirements and schedule as appropriate.
Basic safeguards are not met resulting in injuries to the workforce.	Medium	Assessing and providing technical assistance and advice on the implementation of health and safety measures, and providing further training or support as necessary.

The assumptions for the success of the project and its implementation include:

- The rapprochement between Eritrea and Ethiopia remains on track.
- EU relations between Eritrea continue to strengthen, and there is regular dialogue.
- UNOPS develops a good working relationship with the Red Sea Trading Corporation and other Eritrean counterparts.
- The Government regularly monitors and ensures that the road rehabilitation works meet quality and standards and exchange regularly with UNOPS. UNOPS and EU have regular access to the sites for follow up on the use of the equipment and materials procured.

### **3.4. Cross-cutting issues**

Efforts will be made to ensure that the environmental impact of road rehabilitation works is minimised, such as the disposal of non-biodegradable construction waste. Environmental issues, along with other issues, such as the health and safety measure of construction workers, will be looked at in more detail as the project gets underway. This will also include making sure adequate attention is given to road safety, and reducing the number deaths and injuries from road traffic accidents. Local communities, including women, will benefit from income generating opportunities (cash for work) through these works, and subsequent maintenance, and by having better and more efficient access to markets.

### **3.5. Stakeholders**

*Government of State of Eritrea:* The project will include a number of different parts of the Government, including the Red Sea Corporation, national construction companies, the National Petroleum Corporation, and concerned Ministries.

*Private sector.* A principal beneficiary will be the private sector and trucking operators in both countries.

*Eritrean population.* Direct benefits include economic opportunities from the rehabilitation and maintenance of the roads, and through associated services with the resumption of commercial transport and trade (such as catering, accommodation, vehicle repairs and maintenance). This will also increase the opportunity for enhanced services and other benefits as a result of increased government revenues and reduced prices for goods as a result of increased trade. Local development will also be enhanced through the improvement of the road connectivity with other parts of the country and Ethiopia.

## **4. IMPLEMENTATION ISSUES**

### **4.1. Financing agreement, if relevant**

It is not foreseen to conclude a financing agreement with the partner country.

### **4.2. Indicative operational implementation period**

The implementation period will be up to 36 months.

### **4.3. Implementation components and modules**

The envisaged method of implementation for the main component is indirect management through the conclusion of a Contribution Agreement with UNOPS, which will provide support to the Government, in particular to the Red Sea Trading Corporation, to undertake this procurement. This implementation is justified because of the mandate of UNOPS and its proven technical capacity in managing large procurement contracts, also working in partnership with national entities. In addition, UNOPS has in-house technical expertise in road design, rehabilitation and construction.

#### 4.4. Indicative budget

Component	Amount in EUR
Contribution Agreement with UNOPS to support the procurement of materials and equipment for road rehabilitation, and follow-up , as well as technical assistance and advice, for their effective delivery and use	19 900 000
Audit (expenditure verification), M&E and communications/visibility action (outside of the Contribution Agreement).	100 000
<b>Total</b>	<b>20 000 000</b>

A governance and coordination structure will be put into place to oversee the overall programme and progress in the implementation of the road rehabilitation. This will be a Government-led coordination mechanism, which for operational components will be led by the Head of the Red Sea Trading Corporation and involve those leading the oversight and delivery of the rehabilitation, as well as the EU Delegation and UNOPS. The details of this governance and coordination structure will be further defined. This will provide the main mechanism for raising any issues and concerns encountered on either side in the process, and any adjustments needed.

Prior approval 20.a, *use of direct award for grants without call for proposals* is requested as per section 8.5.2 of the DEVCO Companion.

#### 4.5. Monitoring and evaluation

Various levels of monitoring and evaluation are foreseen. The first level of monitoring will be undertaken through the internal monitoring system put in place by the Government to supervise the on-going emergency road rehabilitation program. Progress reports will be regularly submitted to UNOPS and the EU, who will also undertake regular monitoring visits to the sites. UNOPS will be in charge of the regular follow up of the action, drawing on its own capacities. The main component of this action will be integrated with the EUTF Monitoring and Learning System (MLS)<sup>2</sup> for the reporting of selected output and outcome indicators, and UNOPS must take part in case study exercises and the learning strategy developed by the MLS. It will also be expected to provide regular (at least quarterly) data to the MLS in a format, which will be introduced during the contract negotiation stage.

UNOPS will have to report against a selected number of the MLS output indicators (see full list in annex III). The monitoring of these indicators will therefore have to be included in the M&E systems (in addition to the indicators already existing in the project logical framework, see annex II).

#### 4.6. Evaluation and audit

If necessary, ad hoc audits, evaluations or expenditure verification assignments could be contracted by the European Commission. Audits and expenditure verification assignments will be carried out in conformity with the risk analysis in the frame of the yearly Audit Plan exercise conducted by the European Commission. The amount allocated for external

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<sup>2</sup> T05-EUTF-HOA-REG-28

evaluation and audit purposes should be shown in the budget (section 4.4). Evaluation and audit assignments will be implemented through service contracts, making use of one of the Commission's dedicated framework contracts or alternatively through the negotiated or the single tender procedure.

#### **4.7. Communication and visibility**

Communication and visibility of the EU is a legal obligation for all external actions funded by the EU. This action shall contain communication and visibility measures, which shall be based on specific Communication and Visibility Plan for each component. Appropriate contractual obligations shall be included in the procurement contracts. The Communication and Visibility Manual for European Union External Action<sup>3</sup> shall be used to establish the Communication and Visibility Plan and the appropriate contractual obligations.

The Akvo RSR<sup>4</sup> on-line reporting platform, which is available to the public, will be used to communicate and report on this action as well as on all project components. Akvo RSR links directly to the EUTF website. The project logical frameworks will be encoded in their respective Akvo pages and regular reporting of project activities and outputs will take place on this platform.

#### **Annexes:**

Annex I: Alignment with EUTF objectives, Valletta Action Plan and SDGs

Annex II: Indicative logical framework

Annex III: EUTF Indicators as part of the Monitoring and Learning System

Annex IV: Map of road rehabilitation priorities.

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<sup>3</sup> <https://ec.europa.eu/europeaid/node/17974>

<sup>4</sup> Akvo Really Simple Reporting



Annex I: Alignment with EUTF objectives, Valletta Action Plan and Sustainable Development Goals		
EU Trust Fund Strategy	Valletta Action Plan	United Nations Sustainable Development Goals
Four main areas of intervention	Five priority domains, and 16 initiatives	17 goals
<p>1) Greater economic and employment opportunities</p> <p>2) Strengthening resilience of communities and in particular the most vulnerable, as well as refugees and displaced people</p> <p>3) Improved migration management in countries of origin and transit</p> <p>4) Improved governance and conflict prevention, and reduction of forced displacement and irregular migration</p>	<p>1) Development benefits of migration and addressing root causes of irregular migration and forced displacement</p> <ol style="list-style-type: none"> <li>1. enhance employment opportunities and revenue-generating activities</li> <li>2. link relief, rehabilitation and development in peripheral and most vulnerable areas</li> <li>3. operationalise the African Institute on Remittances</li> <li>4. facilitate responsible private investment and boost trade</li> </ol> <p>2) Legal migration and mobility</p> <ol style="list-style-type: none"> <li>5. double the number of Erasmus scholarships</li> <li>6. pool offers for legal migration</li> <li>7. organise workshops on visa facilitation</li> </ol> <p>3) Protection and asylum</p> <ol style="list-style-type: none"> <li>8. Regional Development and Protection Programmes</li> <li>9. improve the quality of the asylum process</li> <li>10. improve resilience, safety and self-reliance of refugees in camps and host communities</li> </ol> <p>4) Prevention of and fight against irregular migration, migrant smuggling and trafficking of human beings</p> <ol style="list-style-type: none"> <li>11. national and regional anti-smuggling and anti-trafficking legislation, policies and action plans</li> <li>12. strengthen institutional capacity to fight smuggling and trafficking</li> <li>13. pilot project in Niger</li> <li>14. information campaigns</li> </ol> <p>5) Return, readmission and reintegration</p> <ol style="list-style-type: none"> <li>15. strengthen capacity of countries of origin to respond to readmission applications</li> <li>16. support reintegration of returnees into their communities</li> </ol>	<ol style="list-style-type: none"> <li>1) End poverty in all its forms everywhere</li> <li>2) End hunger, achieve food security and improved nutrition and promote sustainable agriculture</li> <li>3) Ensure healthy lives and promote well-being for all at all ages</li> <li>4) Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all</li> <li>5) Achieve gender equality and empower all women and girls</li> <li>6) Ensure availability and sustainable management of water and sanitation for all</li> <li>7) Ensure access to affordable, reliable, sustainable and modern energy for all</li> <li>8) Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all</li> <li>9) Build resilient infrastructure, promote inclusive and sustainable industrialisation and foster innovation</li> <li>10) Reduce inequality within and among countries</li> <li>11) Make cities and human settlements inclusive, safe, resilient and sustainable</li> <li>12) Ensure sustainable consumption and production patterns</li> <li>13) Take urgent action to combat climate change and its impacts</li> <li>14) Conserve and sustainably use the oceans, seas and marine resources for sustainable development</li> <li>15) Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss</li> <li>16) Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels</li> <li>17) Strengthen the means of implementation and revitalise the global partnership for sustainable development</li> </ol>

## Annex II: Indicative Logical Framework

This is an indicative logframe. The specific details of the output be developed and finalised during the contracting and initial phase of the project.

	Results chain	Indicators	Sources and means of verification	Assumptions
Overall objective: Impact	Contribute to reinforcing peace and economic integration between Eritrea and Ethiopia	<ul style="list-style-type: none"> <li>Ethiopian commercial trade starts operating through Massawa port</li> <li>Ongoing dialogues between the two Governments to support the arrangements, development and delivery of transport connectivity and trade.</li> </ul>	Dialogue and press reports	The Government of Eritrea and Ethiopia remain committed to rapprochement.
Specific objective(s): Outcome(s)	Improve transport connectivity for commercial trade along the arterial roads between Massawa and the Ethiopian border	<ul style="list-style-type: none"> <li>Average daily traffic (vehicles/day)</li> <li>Average speed on rehabilitated road (km/h)</li> <li>Journey time between Massawa and Zalembea</li> <li>Transportation costs of goods</li> <li>Accident rates on roads</li> </ul>	Government reports	Road rehabilitation goes to plan and major bottlenecks along the roads are addressed.
Outputs	Road between Nefasit and Zelembea is rehabilitated and able to effectively handle commercial traffic flows	<ul style="list-style-type: none"> <li>Km roads rehabilitated, which in turn will include: <ul style="list-style-type: none"> <li>Km of road graded</li> <li>Km of subgrade treatment</li> <li>Km of road asphalted</li> <li>Bridges rebuilt/rehabilitated</li> <li>Culverts built, rebuilt, rehabilitated</li> <li>Retaining walls built and slopes stabilised</li> <li>Ditches built</li> <li>Road safety facilities installed</li> </ul> </li> <li>Duration of procurement</li> </ul>	<p>Government reports and monitoring missions</p> <p>Procurement reports</p>	<p>Construction companies are able to scale up and make use of procured items in a fast and effective way.</p> <p>UNOPS develops a good working relationship with the Red Sea Corporation and other Eritrean counterparts, resulting in no major delays in procurement.</p> <p>UNOPS can regularly access the road rehabilitation sites in order to assess quality and standards are reached.</p>

## Annex III: EUTF indicators as part of the Monitoring and Learning System

EUTF COMMON OUTPUT INDICATORS *							
1. Greater economic and employment opportunities		Optimal disaggregation (in addition to geographical location)		3. Improving Migration Management		Optimal disaggregation (in addition to geographical location)	
1.1	Number of jobs created	Gender Target groups (refugee, IDP, Host community, returnee, migrant in transit) Age group Types of Job (permanent, short term, cash for work, etc.) Location		3.1	Number of projects by diaspora members	Type of projects	
1.2	Number of MSMEs created or supported	Type of support (access to finance, business development, training, equipment, market access, etc.)		3.2	Number of migrants in transit, victims of human trafficking, children in the mobility, IDPs and refugees protected or assisted.	Gender Target groups (refugee, IDP, returnee, migrant in transit) Age group Types of Protection (protection measures, medical and psychosocial, shelter, food, legal, etc.)	
1.3	Number of people assisted to develop economic income-generating activities	Gender Target groups (refugee, IDP, Host community, returnee, migrant in transit) Age group Types of support (funding, finance education, entrepreneurship prog., business dev service, etc.)		3.3	Number of migrants, or potential migrants, reached out by information campaign on migration and risks linked to irregular migration	Gender Target groups (refugee, IDP, returnee, migrant in transit) Age group	
1.4	Number of people benefiting from professional trainings (TVET) and/or skills development	Gender Target groups (refugee, IDP, Host community, returnee, migrant in transit) Age group Types of TVET (professional training, skills dev scheme, internship, other)		3.4	Number of voluntary returns or humanitarian repatriation supported	Gender Age group Types of assistance (transportation, pre-departures counselling assistance to obtain documents, return tickets, travel escorts, assistance upon arrival, etc.)	
1.5	Number of job placements facilitated and/or supported	Gender Target groups (refugee, IDP, Host community, returnee, migrant in transit) Age group Types of Job (permanent, short term, cash for work, incentive, etc.)		3.5	Number of returning migrants benefiting from reintegration assistance	Gender Age group Types of assistance (income generating, medical, education, housing support etc.)	
1.6	Number of industrial parks and business infrastructure created, expanded or improved			3.6	Number of institutions and non-state actors strengthened through capacity building or operational support on protection and migration management	Types of support (capacity building, operational support, etc.)	
1.7	Financial volume of new funding instruments for scholarships or self-employment			3.7	Number of individuals trained on migration management	Target groups (state, non-state)	
1.7 bis	Financial volume granted to individual recipients			3.8	Number of refugees and forcibly displaced persons receiving legal assistance to support their integration	Gender Target groups (refugee, IDP) Age group	
2. Strengthening resilience		Optimal disaggregation (in addition to geographical location)		3.9	Number of early warning systems on migration flows created		
2.1	Number of local development plans directly supported			3.10	Number of people benefiting from legal migration and mobility programmes	Gender Age group	
2.1 bis	Number of social infrastructure built or rehabilitated	Use of infrastructure (health, education, water, sanitation, housing, domestic energy, legal, etc.)		3.11	Number of activities/events explicitly dedicated to raising awareness and sensitivity of general public regarding all aspects of migration	Types of activity (media campaigns, etc.)	
2.2	Number of people receiving a basic social service	Gender Target groups (refugee, IDP, Host community, returnee, migrant in transit) Age group Types of Service (health, education, water, sanitation, housing, energy, legal, nutrition, etc.)					
2.3	Number of people receiving nutrition assistance	Gender Target groups (refugee, IDP, Host community, returnee, migrant in transit) Age group		4. Improved governance		Optimal disaggregation (in addition to geographical location)	
2.4	Number of people receiving food security related assistance	Gender Target groups (refugee, IDP, Host community, returnee, migrant in transit) Age group Types of assistance (social protection schemes, training on agri practice, agri inputs, land dev, etc.)		4.1	Number of border stations supported to strengthen border control		
2.5	Number of local governments and/or communities that adopt and implement local disaster risk reduction strategies			4.2	Number of staff from governmental institutions, internal security forces and relevant non-state actors trained on security, border management, CVE, conflict prevention, protection of civilian populations and human rights	Gender	Type of
2.6	Hectares of land benefiting from improved agricultural management	Types of support (irrigation, rehabilitation, improved management, etc.)		4.2 bis	Number of Institutions and Non-State actors benefiting from capacity building and operational support on security, border management, CVE, conflict prevention, protection of civilian populations and human rights	Gender	Type of
2.7	Number of people reached by information campaigns on resilience-building practices and basic rights	Gender Target groups (refugee, IDP, Host community, returnee, migrant in transit) Age group Types of practices and rights (health, education, water, energy, rights, etc.)		4.3	Number of people participating in conflict prevention and peace building activities	Gender Target groups (refugee, IDP, Host community, returnee, migrant in transit) Age group Types of Activities (community dialogue, civilian mediation, peacebuilding, awareness raising, etc.)	
2.8	Number of staff from local authorities and basic service providers benefiting from capacity building for strengthening services delivery	Type of service (health, education, etc.)		4.4	Number of victims of trafficking assisted or referred to assistance services	Gender Target groups (refugee, IDP, Host community, returnee, migrant in transit) Age group Types of Services (medical assistance, psychosocial assistance, counselling, accommodation, legal counselling, family tracking, travel docs, assistance to voluntary return, etc.)	
2.9	Number of people having improved access to basic services	Target groups (refugee, IDP, Host community, returnee, migrant in transit)		4.5	Number of cross-border cooperation initiatives created / launched or supported		
CROSS-CUTTING		Optimal disaggregation		4.6	Number of strategies, policies and plans developed and / or directly supported	Types of output	
5.1	Number of multi-stakeholders groups and learning mechanisms formed and regularly gathered	Type of actors (state-level, local authorities, civil society) Goal of the group/platform (coordination or learning)		4.7	Number of refugees benefiting from an Out-of-Camp policy		
5.2	Number of planning, monitoring, learning, data-collection and analysis tools set up, implemented and / or strengthened	Types of tools (studies, needs assessment, market assessments, reporting and statistics, etc.)		4.8	Number of national/regional/local networks and dialogues on migration related issues newly established or functionally enhanced		
5.3	Number of field studies, surveys and other research conducted	Focus of research		* Definition and methodology will be introduced to the implementing partners of the action			

Annex IV:

# IMMEDIATE PRIORITY OF THE GOVERNMENT OF ERITREA REHABILITATION OF MAIN ARTERIAL ROADS ETHIOPIAN BORDER TO MASSAWA PORT

