

**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-SO-56**

1. IDENTIFICATION

Title	SOMALIA Operational Support (Air Transport) Services		
Total cost	Total estimated cost: EUR 6,873,541.67 Total amount drawn from the Trust Fund: EUR 6,500,000		
Aid method / Method of implementation	Project Modality Direct management – procurement of services		
DAC-code	72050	Sector	Relief co-ordination, protection and support services

2. RATIONALE AND CONTEXT

2.1. Summary of the action and its objectives

The action contributes to the **EU Trust Fund objective (2)** on strengthening resilience of communities and in particular the most vulnerable, as well as refugees and displaced people. It is also aligned with the **Valletta Action Plan priority domain (1)** on development benefits of migration and addressing root causes of irregular migration and forced displacement, and contributes to **Sustainable Development Goal (SDG) 17** on enhancing the global partnership.

The **intervention logic** of this programme is that the facilitation of air access both to and within Somalia will support the smooth and efficient implementation of EU cooperation and engagement. The main output will be the provision of reliable, effective, cost-efficient, regular and safe air transport services from Nairobi to hubs in Somalia, connecting with services to strategically located airstrips within Somalia for the transport of passengers and goods. Stakeholders who are eligible to use the EU flights are EU staff, EU Member States, Somali officials, international organisations, partner agencies and other donors contributing towards the implementation of aid programmes and the New Partnership for Somalia.

The Commission has been funding air services both to and within Somalia continuously for several years. This was originally through ECHO, but has since June 2006 been financed under the EDF. The EU flights are critical as, due to the fragile security situation, most donors, international organisations/agencies and NGO partners continue to operate mainly from Nairobi and frequently need to travel to different destinations in Somalia. The EU flights will add essential additional flight capacity in a situation in which there are few other alternatives in the absence of International Civil Aviation Organisation (ICAO) compliant

commercial airlines and where EU and EU-funded project staff are considered to be a low priority by other humanitarian flight operators.

While EU flight services were traditionally free of charge, cost recovery schemes have been introduced for EUCAP Nestor and EUTM from 2014. In 2016, a partial cost recovery system was extended to all EU flight users (except for EU Delegation and HQ staff). To increase the cost-efficiency of the operation, this programme will see a further increase in the portion of costs recovered to align with the current rates applied by UNHAS.

This action is consistent with the aid effectiveness agenda as it provides centralised operational support to the implementation of the New Partnership for Somalia.

2.2. Context

Country/regional context

Following more than two decades of civil unrest, Somalia's eight-year transition period ended in September 2012 with the peaceful handover of power from the Transitional Federal Institutions to a new Federal Government of Somalia. A Provisional Constitution was adopted by the National Constituent Assembly, followed by the selection of a new Federal Parliament by elders. The 2017 Somali presidential election was held in Somalia on 8 February. Members of parliament elected in the autumn-2016 parliamentary election elected former Prime Minister Mohamed Abdullahi Mohamed to the post of President of Somalia for a four-year term. Against that backdrop of an improving, yet still fragile security situation, Somalia has embarked on a political and economic reconstruction process. The political situation

Somalia consists of several regions. Somaliland is a self-declared but not internationally recognised sovereign state. Puntland considers itself an autonomous federal member state within the boundaries of Somalia. The newly formed Federal Member states (Jubbaland, South West, Galmaadug and Hirshabelle) are in the process of establishing their institutions amid political, security and resource challenges.

Somalia is one of the poorest countries in the world with an estimated GDP per capita of USD 450 (2016 figures). The population is currently at around 14 million - with a territory almost the size of France. Its population is predominantly rural, however, urbanisation has been very rapid in recent years and the rural/urban population profile is in the process of a radical change. Over 70% of the population is under 30 years, most not having received proper education or skills training. Overall life expectancy is 51 years.

Somalia's economy is largely dominated by the informal sector. Public Finance management (PFM) has until recently not been effective. Since the renewed engagement with the International Finance Institution, some progress has been made in the reinforcement of government structures, setting up regulatory bodies and development of formal tax and revenue management policy. Agriculture and livestock are the primary sources of livelihoods. Economic infrastructure comprises some 22,000 km of roads, four major ports and approximately 20 airfields, of which only few have paved runways. Since the late 1980s little investment has been made in infrastructure maintenance.

The private sector has to some extent mitigated the impact of the state collapse and war, in particular, in areas such as telecommunication, financial services, education, energy, water

and health. However, such services are generally concentrated in urban centres with no regulatory framework and oversight mechanism in place and do not cater for the needs of the poor.

Sector context: policies and challenges

Somalia is a fragile state, characterized over the past years by chronic instability, the a fragile national government and the emergence of fragmented, localised and often conflicting governance systems. These local arrangements tend to be vulnerable and volatile; their ephemeral nature and limited capacity hamper recovery and development efforts and are reflected in the chronic and acute insecurity on the ground that precludes a permanent field presence on the part of the international community. Most diplomatic missions, United Nations (UN) agencies and international agencies serving Somalia are obliged to manage their operations from Nairobi, Kenya. This entails a need for regular, reliable and secure air transport services both between Nairobi and Somali hubs, and within Somalia serving numerous remote airstrips, which cannot be safely accessed by road.

EU-funded flight operations around the world are discontinued as soon as a viable, safe and reliable commercial air service serving the same or similar destinations is available. This principle has been successfully and rigorously applied. The prospects for withdrawal from Somalia are, however, remote in the short-to-medium term. While - in common with other parts of the private sector - Somali commercial air companies have continued to operate despite the conflict, they are not compliant with the safety and reliability standards regulated by the International Civil Aviation Organisation (ICAO) established by Convention on International Civil Aviation; aircraft operated by these companies have been banned on maintenance and safety grounds by both European and African authorities at different times.

International aid agency and diplomatic personnel are consequently prohibited from using the services of the commercial operators serving Somalia on safety and insurance grounds. Further, these companies serve only the major hubs, in principle (although not reliably) once a week; there is no service to the eighteen additional airstrips served regularly by "EU flight" around the country.

In the continuing absence of ICAO-compliant commercial air transport operators serving Somalia, the requisite capacity has historically been provided by the EU (initially through ECHO, and since June 2006 under the EDF) and the UN, working in close collaboration.

2.3. Lessons learnt

The conclusions of the Aviation Sector Study for Somalia which was carried out in November 2014 continue to remain valid in the current Somali context.

The main conclusion of the study was that the EU flight service is integral to the success of the EU and other donors' development cooperation. It adds essential flight capacity in a situation in which there are few alternatives and where other options are either unsafe (commercial airlines operating to and within Somalia), subject to a booking system in which EU and EU-funded project staff have relatively low priority, and sometimes unreliable due to last minutes changes of the flight schedule (UNHAS, UNSOA).

EU flights should be withdrawn as and when suitable commercial services that meet recognised global safety standards are available. As these will most likely concentrate to fly

on commercially viable routes between the main cities, there may still be a need for EU flights though to continue with a focus on more internal operations to less served secondary destinations within Somalia, also depending on access and destinations served by other flight operators.

Finally, the current cost recovery mechanism is to be further expended to align with current rates applied with UNHAS, with a view to increasing the cost-efficiency of EU flight.

2.4. Complementary actions

UNHAS (United Nations Humanitarian Air Service) has been active in Somalia since 1997. This service is donor funded, but with progressive cost-recovery from its users. For Somalia, approx. 60% of its costs (currently around USD 24 million per year) are recovered this way. Currently, UNHAS charges passengers USD 1,000 for a return flight Nairobi – Mogadishu. However, in the recent past UNHAS has encountered financial gaps, which may result into a full cost recovery for the implementing partners and UN agencies that can be even more costly. In principle, bookings work on a 'first come, first served' basis. Preference though is given to UN staff and organisations working for UN funded projects. UNHAS serves altogether eight main locations in Somalia, some of them identical with EU flight destinations. EU and UNHAS flight schedules are complementary as the same destinations are in principle served on different days.

UNSOS (United Nations Support Office for AMISOM) provides scheduled flights between Nairobi and Mogadishu and within Somalia, primarily as logistical support military and peace-keeping operations. Its flight schedule is thus dependent on the pattern of UN and AMISOM engagement. UNSOA flights are available to EU and EU-funded project staff and are provided free of charge. EU staff is included in the lowest priority category and thus it is often not clear until the day of departure whether they will be allowed on the flight. Moreover, given UNSOA's mandate, development and humanitarian staff prefer not to travel with UNSOA flights.

ECHO manages its flight destinations to different African destinations from Nairobi (Democratic Republic of Congo, Mali, Central Africa; deployment to Nigeria and South Sudan under consideration). The Office of the ECHO Flight Coordinator for this regional operation is located within the ECHO Office in Nairobi. At headquarters, ECHO has established an operational transport and logistics platform which is managed by the ECHO Emergency Response Unit. The Commission is examining ways to consolidate the two systems - ECHO and EU flights - to make them more efficient and cost effective.

A number of international NGOs and organisations (e.g. ICRC, Mission Aviation Fellowship/Pactec) provide their own flight services to Somalia. These do not operate to any fixed schedule and are normally not available to other humanitarian or development aid project staff on a regular basis.

2.5. Donor co-ordination

WFP (in charge of UNHAS) holds occasional Working Group meetings on risk reduction for operations in Somalia airspace. Participants include ICAO, US, WFP, UNHAS, UNSOA, ICRC, EU Delegation, ECHO and other operators.

3. DETAILED DESCRIPTION

3.1. Objectives

The **overall objective** in line with the New Partnership for Somalia is to contribute to fostering the resilience of Somali people and institutions and restoring the Somali people's trust in the state and its ability to protect and serve their basic needs.

The **specific objective** is to provide air transport services to and within Somalia to support the continued cooperation and engagement of EU and other like-minded donors.

3.2. Expected results and main activities

The **expected results** are:

Result 1

Reliable, effective, cost-efficient, regular and safe air transport services are provided both to and within Somalia.

Main activities

- a. Flight coverage both to and within Somalia with flexible schedule based on security situation and availability of alternative viable air transport options;
- b. Access to information on EU flight operations, including safety measures in place;
- c. Smooth functioning of ground operations, including an adequate flight booking system;
- d. Aviation safety audit on the selected EU flight operator is conducted on annual basis to ensure technical compliance with international safety regulations and standards, notably ICAO Standards and Recommended Practices (SARPs);
- e. Adaptation of security provisions to dynamics in Somalia based on security advice and intelligence reports.

In addition to above activities, the EU Delegation continues to promote internal coordination for air services within the EU family, also in view of elaborating an exit strategy for EU flight operations. The Delegation will also further expend cost-sharing mechanisms.

3.3. Risks and assumptions

The main risks are:

Risks	Risk level (H/M/L)	Mitigating measures
Restrictions of movement due to insecurity, notably as a result of the ongoing conflict within Somalia: parties to conflict are equipped with Rocket Propelled Grenades (RPGs) and Surface-to-Air-Missiles (SAMs), which pose an obvious threat to aircrafts, especially while landing, taking off, and stationary on the tarmac.	South Central Somali, including Mogadishu - H North Somalia – M	Airstrips in Somalia are secured by the federal and state governments as well as by AMISOM. This risk is additionally mitigated by a network of local correspondents equipped with radio communications, including the United Nations Department for Safety and Security (UNDSS), at each location served by EU flights and intelligence information provided by the EU offices in Somalia.

Operational risks: runway incursions due to lack of perimeter fences, poor runway surfaces/worn out tarmac, inadequate, weather conditions (extreme cross-winds and dust), fuel shortages.	M	Airport conditions will be assessed in advance by air service provider together with the EU Delegation. The service provider will need to have a contingency plan in place for handling fuel shortages in Somalia. In the medium and longer-term, authorities will need to strengthen capacities for aviation risk reduction and response.
Increased bureaucratic impediments by Somali federal and regional/local authorities, e.g. ad hoc introduction/ increase of taxes not only for commercial, but also humanitarian operators	M	This risk has, for the time being, to be mitigated on an ad hoc basis (intervention of EU Delegation with the relevant authorities). In the longer-term, PFM support to establish a harmonised revenue generating mechanism across Somalia should mitigate this risk.
Security on board	L	All flights use international standard procedures for airport security and baggage security checks. Passengers are approved centrally by the EU Delegation and tickets are checked against the flight manifests.
Lack of Air Traffic Control (ATC) facilities based within Somalia, poor navigational aids and approach/ departure procedures	L	The risk is mitigated through equipping all EU dedicated flights with Traffic Collision Avoidance System (TCAS) as a way to minimise the risk of a mid-air accident or incident. ICAO ¹ has however, established a temporary ATC facility providing en-route and approach control within Somalian airspace, which is based within the UN headquarters in Nairobi. There is no radar coverage within the country and all flights are handled on a procedural basis. In the longer term, there are plans to establish an ATC centre within Somalia although there is currently disagreement between the three regional governments ² as to where this should be based.

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

Assumptions

The Somalia authorities will continue to enhance capacity and efficiency of the airspace, aerodromes and airport terminal areas in line with the International Civil Aviation Organization (ICAO) safety standards.

The security situation allows flight operations at least in parts of Somalia.

The temporary ATC facility continues to operate until a joint agreement is reached by the three regions as to where the ATC centre will be based.

¹ ICAO has set up the Civil Aviation Caretaker Authority for Somalia (CACAS) in 1996, based in Nairobi with a mandate in Somalia, for collection of overflight charges and control of the Somali airspace. ICAO has designated Mogadishu for the relocation of CACAS. However there is an ongoing dispute between Mogadishu and Hargeisa on this re-location which has not been resolved to date.

² Federal Government, Somaliland and Puntland

3.4. Cross-cutting issues

Not applicable

3.5. Stakeholders

Owing to the specific nature of this project, a classic development stakeholder analysis is of limited application. Direct stakeholders include staff of the EU (DEVCO, EEAS, ECHO, EU Special Representative, CSDP mission), EU Member States, other like-minded donors, international organisations and partner agencies contributing towards the implementation of aid programmes and the Compact in Somalia.

EU flight services are free at the point of delivery. A framework authorisation is delivered upstream to eligible users on the basis of a strict prioritisation system as outlined in the Standard Operating Procedures. Currently there is an average occupancy rate of around 90%, out of which 89% are EU and EU Member States staff or staff from international agencies implementing EU and Member States funded programmes. The remaining 11% are staff working for international agencies with other sources of funding.

As the EU engagement in Somalia continues to expand from a mainly developmental, to an increasingly political engagement with a wide range of different actors, EU flights are more and more being used for political and military missions which are outside the scope of EDF funding objectives. Cost-sharing arrangements with these organisations are being pursued. A cost-sharing agreement with EUCAP and EUTM entered into force in 2014.

4. IMPLEMENTATION ISSUES

Financing agreement

4.1.

In order to implement this action, it is not foreseen to conclude a financing agreement with the partner country as referred to in Article 17 of Annex IV to the ACP-EU Partnership Agreement.

4.2. Indicative operational implementation period

The implementation period will begin from the date of signature by the last party of the first contract implementing this Action, or from the earliest starting date of implementation period at contract level in case of retroactive financing, whichever occurs first, and will last until the 31/12/2025. This operational implementation period will be followed by a liquidation period of 18 months, which will end on the 30/06/2027.

4.3. Implementation components and modules

Subject	Type (works, supplies, services)	Indicative number of contracts	Management Mode
EU flight services ³	Services	1	Direct
Monitoring, audit and evaluation	Services	2	Direct

³ To the extent that the procedure will be deemed fit for purpose, this service contract should be tendered using the new ECHO Flight Framework contract – Lot 2

4.4. Indicative budget

Component	Amount in EUR thousands
EU flight services	7,973,541.67
Monitoring, audit and evaluation	100,000
Total	8,073,541.67

In order to further increase the cost-efficiency of the programme, cost- and asset sharing agreements currently in force will be maintained. More importantly, the current cost-recovery mechanism will be expanded to align tariffs (for passengers and cargo) to those currently applied by UNHAS.

4.5. Evaluation and audit

All components of this action will have to be integrated with the EUTF Monitoring and Learning System (MLS)⁴ for the reporting of selected output and outcome indicators, and project implementing partners must take part in case study exercises and the learning strategy developed by the MLS. Project implementing partners will be expected to provide regular (at least quarterly) data to the MLS in a format which will be introduced during the contract negotiation stage.

Project implementing partners 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 of each component (in addition to the indicators already existing in the project logical framework, see annex II).

If necessary, ad hoc audits or expenditure verification assignments could be contracted by the European Commission for one or several contracts or agreements.

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 evaluation and audit purposes should be shown in the budget at 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 competitive negotiated procedure or the single tender procedure.

⁴ T05-EUTF-HOA-REG-28

4.6. 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 a specific Communication and Visibility Plan of the Action. Appropriate contractual obligations shall be included in the procurement contracts. The Communication and Visibility Manual for European Union External Action⁵ shall be used to establish the Communication and Visibility Plan and the appropriate contractual obligations.

The Akvo RSR⁶ 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.

The visibility of this action needs to be balanced against any possible security risk to the users of EU flights, taking into account the key objective to maximise cost-efficiency.

⁵ <https://ec.europa.eu/europeaid/node/17974>

⁶ Akvo Really Simple Reporting

Annex I: Mapping against EUTF strategies policies, Valetta Action Plan and the United Nations Sustainable Development Goals

EU Trust Fund Strategy	Valetta 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"> 1. enhance employment opportunities and revenue-generating activities 2. link relief, rehabilitation and development in peripheral and most vulnerable areas 3. operationalise the African Institute on Remittances 4. facilitate responsible private investment and boost trade <p>2) Legal migration and mobility</p> <ol style="list-style-type: none"> 5. double the number of Erasmus scholarships 6. pool offers for legal migration 7. organise workshops on visa facilitation <p>3) Protection and asylum</p> <ol style="list-style-type: none"> 8. Regional Development and Protection Programmes 9. improve the quality of the asylum process 10. improve resilience, safety and self-reliance of refugees in camps and host communities <p>4) Prevention of and fight against irregular migration, migrant smuggling and trafficking of human beings</p> <ol style="list-style-type: none"> 11. national and regional anti-smuggling and anti-trafficking legislation, policies and action plans 12. strengthen institutional capacity to fight smuggling and trafficking 13. pilot project in Niger 14. information campaigns <p>5) Return, readmission and reintegration</p> <ol style="list-style-type: none"> 15. strengthen capacity of countries of origin to respond to readmission applications 16. support reintegration of returnees into their communities 	<ol style="list-style-type: none"> 1) End poverty in all its forms everywhere 2) End hunger, achieve food security and improved nutrition and promote sustainable agriculture 3) Ensure healthy lives and promote well-being for all at all ages 4) Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all 5) Achieve gender equality and empower all women and girls 6) Ensure availability and sustainable management of water and sanitation for all 7) Ensure access to affordable, reliable, sustainable and modern energy for all 8) Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all 9) Build resilient infrastructure, promote inclusive and sustainable industrialisation and foster innovation 10) Reduce inequality within and among countries 11) Make cities and human settlements inclusive, safe, resilient and sustainable 12) Ensure sustainable consumption and production patterns 13) Take urgent action to combat climate change and its impacts 14) Conserve and sustainably use the oceans, seas and marine resources for sustainable development 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 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 17) Strengthen the means of implementation and revitalise the global partnership for sustainable development

Annex II: Logical Framework

	Intervention Logic	Indicators	Sources of verification	Risks and assumptions
Overall objective	contribute to fostering the resilience of Somali people and institutions and restoring the Somali people's trust in the state and its ability to protect and serve their basic needs.	EU TF sector indicators	EU TF M& E mechanisms	
Project purpose	provide air transport services to and within Somalia to support the continuation of EU and other like-minded donors' cooperation and engagement.	Compliance with schedule Priority profile breakdown for EU flight users	Monthly reports Audit reports SOPs	No major incident (direct attack on EC aircraft, loss of personnel or passengers) entailing suspension occurs. ⁷
Results	Reliable, effective, cost-efficient, regular and safe air transport services are provided both to and within Somalia.	Occupancy rates ⁸ Unit costs per routing ⁹ Number and treatment of security incidents	Monthly operation reports Audit report Sops including schedule	Local security risks are managed through the local correspondent network
Activities	<p>a. Flight coverage both to and within Somalia with flexible schedule based on security situation and availability of alternative viable air transport options;</p> <p>b. Access to information on EU flight operations, including safety measure in place;</p> <p>c. Smooth functioning of ground operations, including adequate flight booking system;</p> <p>d. Aviation safety audit on the selected EU Flight operator is conducted on annual basis to ensure technical compliance with international safely regulations and</p>	<p>Inputs</p> <p>Aircrafts Air crew and ground staff</p> <p>Local correspondents</p>	<p>service contract documentation</p> <p>Programme resources</p>	Somali agents of political change have sufficient authority and longevity to advance the stabilisation and reconciliation process, protects it from "spoilors," and creates the conditions for the proposed activities to be successfully implemented.

⁷ 2 Pilots were kidnapped in Dusa Mareeb, (South/Central Somalia), on 5th November 2008 and were only released after 9 months.

⁸ A composite indicator comprising standard indicator 9012 (no. of passengers transported) and standard indicator 1849 (tons of cargo transported) set against theoretical total aircraft capacity

⁹ A composite indicator comprising: total no. of hours flown on a given routing (incorporating standard indicator 1006 – no of flights), multiplied by real cost of serving that routing (flying hours + ground services), divided by the average no. of passengers and freights (as per occupancy rate).

	standards, notably ICAO Standards and Recommended Practices (SARPs); e. Adaptation of security provisions to dynamics in Somalia based on security advice and intelligence reports.			
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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 benefitting 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.)		4. Improved governance		Optimal disaggregation (in addition to geographical location)	
2.3	Number of people receiving nutrition assistance	Gender Target groups (refugee, IDP, Host community, returnee, migrant in transit) Age group		4.1	Number of border stations supported to strengthen border control		
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.)		4.2	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 capacity building	Type of
2.5	Number of local governments and/or communities that adopt and implement local disaster risk reduction strategies			4.2 bis	Number of institutions and Non-State actors benefitting from capacity building and operational support on security, border management, CVE, conflict prevention, protection of civilian populations and human rights	Gender capacity building	Type of
2.6	Hectares of land benefitting from improved agricultural management	Types of support (irrigation, rehabilitation, improved management, 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.)	
2.7	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.)		4.4	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.)	
2.8	Number of staff from local authorities and basic service providers benefitting from capacity building for strengthening services delivery	Type of service (health, education, etc.)		4.5	Number of cross-border cooperation initiatives created / launched or supported		
2.9	Number of people having improved access to basic services	Target groups (refugee, IDP, Host community, returnee, migrant in transit)		4.6	Number of strategies, policies and plans developed and / or directly supported	Types of output	
CROSS-CUTTING		Optimal disaggregation		4.7	Number of refugees benefiting from an Out-of-Camp policy		
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)		4.8	Number of national/regional/local networks and dialogues on migration related issues newly established or functionally enhanced		
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.)		* Definition and methodology will be introduced to the implementing partners of the action			
5.3	Number of field studies, surveys and other research conducted	Focus of research					