

# SafeTrade TMEA 01092020 versie

## Activity Appraisal Document ODA

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### I REQUESTED DECISION CONCERNS

Application number	4000004048
Short name application	COVID-19 SafeTrade TMEA
Long name application	Corona SafeTrade Emergency Programme Trade Mark East Africa
Description application	Emergency facility programme for East Africa to reduce impact covid-19 on trade. Make ports & borders safe, Guarantee food security & access to medicines, Prevent job losses & build resilience
Budget holder	DDE
Number business partner	30021705
Implementing organisation(s)	TMEA
<a href="#">Legal relationship</a>	Grant
<a href="#">Commitment</a> in foreign currency (if applicable)	USD 3.370.785
Corporate rate	0,89
<a href="#">Commitment</a> in euros	EUR 3.000.000,=
Funds centre	1701U03210001
Activity start date	01.07.2020
Activity end date	30.06.2022
Contract start date	01.07.2020
Contract end date	30.06.2021
Has an evaluation been planned?	No
<a href="#">Aid modality</a>	Other aid
<a href="#">Donor role</a>	Lead or active donor
<a href="#">Technical assistance</a>	25<TA<50 Between 25% and 50% of the activity budget
<a href="#">Beneficiary's coun-</a>	East African Community, DRC

<a href="#">try/region</a>			
<b>Countries within the region (if applicable)</b>	Burundi, Kenya, Rwanda, South Sudan, Tanzania, Uganda, DRC, Mozambique		
<b>Allocation country information</b>	Distribution is unknown and depends on the needs (demand driven) of the different TMEA countries. ( 12,5% Burundi, 12,5% Kenya, 12,5% Rwanda, 12,5% South Sudan, 12,5% Tanzania, 12,5% Uganda, 12,5% DRC, 12,5% Mozambique)		
<b>Location within the country (be as specific as possible)</b>	Choose an item.	<b>Name location(s)</b>	
<a href="#">CRS Code</a>	33110 Trade policy and administrative management		
<a href="#">Policy marker weight is 'principal' (no minimum or maximum amount)</a>	Market Access; Health; Institutional Development and Capacity Building		
<a href="#">Policy marker weight is 'significant' (no minimum or maximum amount)</a>	Physical Infrastructure; Gender equality;		
<a href="#">Special pledges made by the Minister or State Secretary / and/ or special marks regarding sensitive information</a>	<p><b>This activity is a Covid-19 commitment of the Minister to parliament.</b></p> <p>Kamerbrief met daarin de kabinetsreactie op het AIV advies voor de wereldwijde aanpak van COVID, staat op de een na laatste pagina (onder sociale weerbaarheid) de volgende passage:</p> <p>"Het kabinet spant zich in om tekorten aan voedsel en medicijnen te voorkomen, door een bijdrage van <b>EUR 21 miljoen</b> beschikbaar te maken ten behoeve van het open en bereikbaar houden van voedselmarkten, versoepelen van grensprocedures voor voedsel en medicijnen en beschikbaarheid van werkkapitaal voor klinieken, vooral in Afrika. Hiervoor zal het kabinet de samenwerking intensiveren met bestaande partners, als GAIN/Netherlands Food Partnership, <b>Trade Mark East Africa</b>, het Medical Credit Fund van PharmAccess en IFAD. Hiermee geeft het kabinet tevens invulling aan motie Stoffer (Kamerstuk 33 625, nr. 314)."</p>		

## II. ACTIVITY APPRAISAL

**Safe Trade Emergency Facility.** The programme aims to support safe and continued trade in Eastern Africa with the view of protecting livelihoods. Safe trade will focus on rapid implementation at ports, borders and along major economic corridors. Food security, access to critically required medicine and hygiene products and measures that prevent jobs losses and support exports will be prioritised. The main activities planned under this emergency initiative include:

- i. Provision of Personal Protective Equipment (PPE) at key borders and ports;
- ii. Technology solutions to facilitate cargo and driver monitoring;
- iii. Reengineered border processes and protocols as well as quarantine facilities for safe and efficient processing;
- iv. Health and safety procedures and guidelines for food and medical supply chains;
- v. Support to rebuilding trading capabilities, enhancing export capability and reducing job losses;
- vi. Private sector led advocacy to eliminate COVID -19 related non tariff barriers (NTBs), facilitate efficient movement of goods and fair treatment of traders; and
- vii. Development of gender responsive safe trade zones with special consideration for women cross border traders.

### 2.1 Contribution made by the activity to BZ policy objectives (policy relevance)

#### 2.1.1 Description policy relevance

The objectives of the already approved (2017) general contribution to the TradeMark East Africa programme are fully in line with policy objective 1.3, Strengthened private sector and an improved investment climate in developing countries. The "Memorie van Toelichting 2017" page 35 of the Foreign Trade and Development Cooperation budget 2017 explicitly mentions TMEA.

The TMEA SafeTrade programme commitment is explicitly mentioned in the letter of the Minister of Foreign Affairs to Parliament ( Kamerstuk 33 625 nr.314 motie Stoffer) concerning the AIV advice for the world wide action, on the last page under social response:

"The cabinet invests to prevent shortages of food and medicines by making available an amount of EUR 21 million to maintain open and accessible food markets, easing of border procedures and regulations for food and medicines and intensify cooperation with existing partners like GAIN/Netherlands Food Partnership, **Trade Mark East Africa** the Medical Credit Fund of Pharm Access and IFAD. "

From the mentioned amount of EUR 21 mln. for corona measures, an amount of EUR 3 mln. has been made available for the TMEA SafeTrade programme.

Countries in East Africa, specifically land locked and countries in conflict, depend on imports of medical equipment and access to food.

**The Corona Virus is being Spread Rapidly through Unsafe Trade:** The virus reached Eastern Africa through movement of people through airports, ports, and land borders. Many airports closed, with immediate negative effects on large parts of the economy. The ports, on which the import-dependant regional economy relies so heavily, are also under threat. However, congested land borders now provide the main vector of human transmission from one country to another across the region. All main points of entry and exits have shortages of protective equipment for staff, temperature-testing equipment, testing kits and laboratories;

Covid-19 created havoc on the progress made on regional trade in the East Africa region, as well as economic and social progress and growth. The SafeTrade programme of TMEA was initiated very quickly with support of the local governments, private sector and in coordination and consultation with regional and international organizations.

The program focusses on activities to keep-, maintain and facilitate trade in goods and services between East African countries and import and export from outside the East African region. The strict and quick actions of governments to contain covid-19 resulted in a sudden stop of trade and transport of medicals needed to fight covid-19 and food.

The COVID-19 pandemic has resulted in reduced trade volumes in the East African Community (EAC) by up to 25% since the beginning of 2020, with even worse impact in the informal sector and trade. In particular women who often work in the informal sector are experiencing negative consequences of covid related trade restrictions are part of the TMEA SafeTrade initiative. Countries have been hit hard, and the IMF has predicted a sharp economic slowdown for this year, with some countries falling into recession. Some of the key challenges for the region are laid out in this section below. All of them imply an immediate short-term need for interventions by TMEA, which is well placed to support its partners across Eastern Africa.

The proposed SafeTrade activities support the MFA activities to contribute to access to health care and medical equipment and food security, market access and institutional support and contribute to self reliance, with a special focus for the role of women.

The SafeTrade programme facilitates market access by contributing to coordination, consultation, creation of platforms and contribute to solve transport congesting measures and delays at the borders between East African countries and international borders with East Africa, respond to access to information and invest in border covid-19 measures like correct information and instructions, masks, quarantine measures, digital surveillance measures and systems, improving negotiations on tariffs on medical goods.

**Containment Measures Restricting Trade:** As the number of COVID-19 cases rises, Governments across the region have moved to institute containment measures, including restricted movements for citizens and full lock-down. Positively, Governments have also issued Directives for movement of international cargo freely across the region by air, water, road, and sea, within strict guidelines. For instance, cargo moving by road in the EAC is restricted to a maximum of three accompanying persons per truck, including the driver, driver's assistant, and agent. All must follow strict hygiene guidelines to wash and sanitise hands regularly, and in some countries, to wear masks. The containment measures such as curfews and lockdowns, coupled with non-harmonized testing and screening procedures at border crossings have resulted in further delays that have constricted the already struggling supply chains.

**Trade Volumes are Sharply Down:** Data shows that ship calls have reduced at the region's ports (principally Djibouti, Berbera, Mombasa, and Dar es Salaam). In Mombasa instead of the weekly arrival of an average of 14 ships, the port recorded only three ship arrivals in second week of March. In addition, shipping volumes have fallen as ports witness non-reporting (or non-arriving) ships. This has seriously reduced the volume of imports and exports from the region. At Mombasa in January-February 2020, the average volume of imported cargo from China declined by 20.5%. Uganda, Rwanda, South Sudan, DR Congo, and Kenya registered significant declines of between 19% to 24%. There has been an overall 11.4% decline in container throughput at the port of Dar es Salaam. Additionally, air cargo volumes have suffered as well. In Kenya, for example, the volume of fresh produce out of Jomo Kenyatta International Airport (JKIA) has reduced from a weekly 5,000 tonnes to 1,300, a 75% decline with similar trends reported across the region. Exports of tea, coffee and services like tourism have been affected heavily;

**This situation could be the new normal** for at least a year as even if the virus is contained in the short term it can appear again towards the end of the year. Given this, TMEA proposes to provide for a number of interventions that will help build resilience in trade in the Eastern Africa in the

longer term. This epidemic follows on quickly from the Ebola outbreak in some parts of the region, and such outbreaks are likely to recur in the future.

There has been a **Lack of Clarity or Inter-Agency Coordination** to implement the correct preventive procedures at ports and borders. The fast-moving flow of events, conflicting interpretation of Directives, limited availability of protective medical equipment and testing facilities, combined with significant staff absenteeism has made it difficult for ports, airports, and borders to operate effectively. Trade agencies are challenged to interpret and implement Directives, resulting in delays and blockages at key border crossings. Ministries of Health and the police are issuing Directives in the space previously occupied at borders by Revenue, Customs and Standards Authorities. As a result, truck drivers, ship and air crews are often required to go into quarantine leading to personnel shortages.

**Confusion causes Greater Congestion, which only Worsens Contagion Risk:** Across the region, movement of goods and people across borders faces serious disruption. For instance, at Busia and Malaba (the borders between Uganda and Kenya) faced 15 km queues of traffic on both sides of the borders as Government officials struggled to interpret the Directives.

**Border Closures Inflict Intense Income Difficulties on Economically Vulnerable Traders:** Border communities, cross-border, and urban traders, including particularly women traders, have been adversely affected by closure to human traffic. The lack of proper hygiene facilities (e.g. protective gear, water tanks or sanitisers) and adequate testing facilities necessitated the lock-down to avert the further spread of COVID-19. Lack of clear or accurate information around COVID-19 has increased misconceptions, fear, and stigma amongst small traders. What were visibly vibrant and thriving trading communities weeks ago, have all but ground to a halt.

**Border Crossing Delays and Restrictions cause Long-Term Disruption to the Regional Economy and Livelihoods:** The region is already facing severe challenges in distribution of manufacturing inputs, goods, medicines, and food supplies. This has resulted in hoarding, price increases and shortages of essential goods (such as sugar, rice, wheat, and cooking oil). Manufacturing firms, such as those dealing in cement and steel, already face shortages of critical consumables. At the other end of the spectrum, the average citizen in EAC does not possess the financial capacity to stock up for several months, with many being reliant on daily wages or trading income. This means stoppages in supplies are likely to result in food insecurity and possible social unrest, especially in urban centres and capital cities.

**Rapid Spread of Redundancies and Unemployment:** In several sectors there are already reports of people losing or at risk of losing jobs (e.g. in the transport, tourism, horticulture and floriculture sectors). No tourists are visiting the region, and exports of certain products such as flowers has reduced substantially. There are concerns that COVID-19 could push many more out of jobs and into poverty. For instance, Uganda estimates that between 780,000 to 2.6m people could be pushed into poverty due to COVID-19-related supply chain disruptions and up to 2m Kenyans have lost their jobs since the crisis began.

- Explain the policy markers which have been assigned to the activity in the cover sheet of the BEMO.
- Explain the international policy markers which have been assigned to the activity in the cover sheet of the BEMO.

### **2.1.2 Appraisal**

Appraise the policy relevance of the project, using the appraisal table. If the maximum score is not achieved, explain why. If certain criteria do not apply, please indicate this.

<b>No.</b>	<b>Criteria 2.1 Policy relevance</b>	<b>Indicators ( score 0, 1, 2)</b>	<b>Score</b>	<b>EXPLANATION/ REFERENCES</b>
2.1.1	The proposed intervention ties in with the operational objectives in the Explanatory Memorandum and the related policy memorandum (policy theory and <a href="#">in- intervention logic</a> ).	<input type="checkbox"/> The proposed intervention ties in with both the main objective and the secondary objectives .	<input type="text" value="2"/>	<b><u>See letter to parliament on covid-19</u></b>
2.1.2	The proposed intervention ties in with the ODA <a href="#">priorities</a>	<input type="checkbox"/> The proposed intervention ties in with more than one of the result areas of the BH&OS priorities.	<input type="text" value="2"/>	Emergency actions to SafeTrade at borders and harbors contributes to private sector development, gender, and contribution to increased food security.
2.1.3	The proposed intervention ties in with the annual plan and the result chain of the <a href="#">MIB/MASP</a>	<input type="checkbox"/> The proposed intervention ties in fully with the annual plan and the result chain of the MIB/MASP.	<input type="text" value="1"/>	<b><u>It concerns emergency response to keep trade going and mitigate negative corona impact on MASP action plans</u></b>
2.1.4	The relevance of the proposed intervention to the crosscutting themes of women's rights and gender equality / climate / PSD / coherence	<input type="checkbox"/> The proposed intervention is relevant to more than one of the crosscutting themes.	<input type="text" value="2"/>	<b><u>Food security, gender, PSD, health, coherence</u></b>

	and strengthening of civil society organisations			
Total score (maximum 8 out of 8 points)			7	

## **2.2 Problem analysis and lessons learned**

### **2.2.1 Description**

The COVID-19 pandemic has resulted in reduced trade volumes in the EAC by up to 25% since the beginning of 2020, with even worse impact in the informal sector and trade and employment.

Specific problems:

- The Corona Virus is being Spread Rapidly through Unsafe Trade
- Containment Measures seriously Restricting Trade
- Trade Volumes are Sharply Down / and trade costs sharply up
- This situation could be the new normal
- Lack of Clarity or Inter-Agency Coordination
- This Causes Confusion and Greater Congestion, which only Worsens Contagion Risk
- Border Closures Inflict Intense Income Difficulties on Economically Vulnerable Traders
- Border Crossing Delays and Restrictions cause Long-Term Disruption to the Regional Economy and Livelihoods, including access to medicines and food
- Informal Trade (especially women trader) particularly hard hit as informal cross-border trade has come to a halt in most countries
- Rapid Spread of Redundancies and Unemployment

Opportunities:

- Practising Safe Trade (i.e. medical compliant trade) can protect Supply Chains and Keep Borders Open
- Better Coordination and Implementation of Safe Trade
- Opportunity to reduce dependency on external supplies by boosting both domestic and regional production

*TMEA operates demand driven. For the SafeTrade Emergency Programme requests of governments, the AU and EAC to respond, assist and coordinate SafeTrade response on the impact of covid-19 has been requested. Per country together with governmental institutions, health organizations, private sector, international organizations and NGO's TMEA coordinates and carries out Safe Trade activities. The demand for SafeTrade support is higher than available funding and TMEA will programme dynamic to adjust and link new funding with existing needs for SafeTrade support.*

Describe:

- what problem the proposed activity addresses;
- the extent to which the activity contributes to solving the problem

and (where applicable) briefly state supporting reasons.

### **2.2.2 Appraisal**

Appraise the contextual analysis of the project proposal using the appraisal table. If the maximum score is not achieved, explain why and how this is dealt with. If certain criteria do not apply, please indicate this.

No.	Criteria 2.2 <b>Contextual analysis</b>	Indicators (score 0,1,2)	Score	EXPLANATION/ REFERENCES
2.2.1	The proposal is based on a careful and thorough contextual analysis, from which a logical problem definition and objective are generated.	<input type="checkbox"/> <p>The proposal is based on a careful and thorough analysis and results in a logical problem definition and objective.</p>	2	
2.2.2	Based on the problem formulated, the proposal explains in a logical manner why the intervention is aimed at the specified geographical location.	<input type="checkbox"/> <p>The proposal gives a realistic explanation of why the intervention is aimed at the specified geographical location and substantiates this with examples.</p>	2	
2.2.3	The proposal justifies the choice of <b>target group</b> .	<input type="checkbox"/> <p>The proposal clearly justifies the choice of target group.</p>	2	
2.2.4	The proposal sets out which relevant actors TMEA are involved in formulating the proposal and what influence they had on the content of the proposal.	<input type="checkbox"/> <p>The proposal only sets out the involvement of actors in formulating the proposal OR only sets out the involvement of actors in the proposed intervention (including its management).</p>	1	
2.2.5	A <b>stakeholder analysis</b> (incl. women and youth) has been carried out and the results incorporated in the proposal.	<input type="checkbox"/> <p>The proposal sets out who has a stake in the programme/project and details their relative interests.</p>	2	
2.2.6	The proposal describes how the results of evaluations and/or studies feed into formulation of the proposal.	<input type="checkbox"/> <p>Not applicable.</p>	0	



Total score (maximum <sup>10</sup> out of 12 points)

9

## 2.3 Objectives (outcomes), results (outputs), activities and resources, based on the SMART principle

### 2.3.1 Description

#### Proposed Safe Trade Interventions

-There are likely to be three broad stages to the Eastern African countries' response to the impact of the pandemic. The first stage is to manage the immediate impact, the second stage to provide stimulus to the productive sectors for recovery, and the third (and final) stage will involve looking at longer term opportunities and investment. The first part of the proposal developed focusses on the first stage of managing immediate impact while TMEA develops a response to the second and third stage.

-Considering the current content and TMEA's comparative advantage, TMEA proposes to establish an initial \$20m *Safe Trade* emergency facility in the Eastern African Region to mitigate mainly the short-term, and to the extent possible from an emergency response, medium term fall-out from COVID-19. The *Safe Trade* interventions are projected to be implemented for a six to twelve months period. The emergency responses as represented by the first cluster (i) below (focusing on port and border safety) are envisaged to last for three to four months and are the highest priority. Short to medium term interventions represented by clusters (ii) and (iii) below (focusing on ensuring food security and supply of medicines and preventing job and export losses) are envisaged to run for an additional three months. The key priorities in the short term would be medical related and tracking of trucks and their drivers as well as ensuring that critical value chains function to move supplies in the region.

- TMEA seeks to work with various stakeholders, and to institute a series of actions to ensure continued trade through Eastern Africa and the Horn. This is especially important for the region's several land-linked countries, whose supplies depend wholly on trade flowing through countries with ports. Managing trade along the road and rail corridors will require first a number of confidence-building measures at key trade nodes such as ports, logistics facilities, airports (when open again) and border posts to establish "safe trade" corridors. This will enable Governments to ensure containment of COVID-19 whilst still enabling trade to flow between countries, critical for resumption of economic activity, food security and social stability, jobs, and economic recovery. The proposed interventions are grouped into three broad areas outlined below. TMEA has had extensive discussions with partners such as Ministries, Revenue Authorities, and other agencies as well as the private sector and research institutions to design the programme. A summary of the situation and priorities for each country, upon which this note draws, is available as a support document.

#### **(i) Making the ports, borders and critical supply chains safe for trade**

- In the immediate short term, and in response to strong demand from partner states, TMEA proposes measures to address the most pressing needs at ports, border crossings, and along corridors. These interventions are medically related and will enable governments to implement Directives for the free flow of trade in a constantly changing and challenging environment. Port health authorities, border agencies, customs and immigration authorities are key implementing partners for these initiatives. These measures include supporting a more harmonised set of Protocols for safe trade, providing essential protective and diagnostic equipment in partnership with Governments and key agencies, and improving communications with border communities and small traders. The paragraphs below lay out the intended activities.

- a) **Supporting consistent Protocols** across Eastern Africa and the Horn at key trade nodes including on movement of transit traffic, SPS protocol for inter-country movement of food, distancing, quarantine, cleaning, general hygiene, curfews etc. This will help prevent *ad hoc* implementation of national guidelines and provide clarity amongst agencies in terms of their roles in implementation;
- b) **Ensuring supply of critical protective equipment to ensure safe trade** such as masks, gloves, handwashing stations, soaps, sanitizers, protective gear, etc. are available for regular operations and that full hazardous material suits are available for officials dealing with suspected

COVID-19 cases. At some poorly resourced borders such as Malaba TMEA will work on ensuring reliable supply of essentials for sanitation, such as water. Revenue Authorities and other border agencies are providing information on requirements and numbers. TMEA will also reach out to Women's Small Trader Associations in providing facilities to ensure that they can maintain their businesses;

- c) **Increasing significantly the number of tests administered** at the ports, airports and border posts to keep these zones COVID-19 free. This will be through support to port health services and health officials at border crossings, both on the Northern and Central corridors. Testing kits with results available within hours will be targeted. Early diagnosis and isolation are required to avert spread of infection and restore confidence in the control systems at key border crossings, ports and later at airports. This would require a significant scale-up of testing capacity at these points and setting up additional mobile testing labs to those provided by the EAC. Testing labs will be procured for both Northern and Central corridors. Support will be provided to implement frameworks based on agreed COVID-19 Protocols, such as being able to track and trace individuals given Directives to self-quarantine along the corridor using digital solutions, equipping isolation facilities at border crossing and related facilities; provision of communications material to be communicated to the border communities using multiple media channels such as digital and print media, radio and outdoor advertising;
- d) **Making available quarantine facilities** for external actors like shipping and transport crews based on testing results and supporting potential re-organisation of OSBPs to provide permanent port health and quarantine facilities;
- e) **Supporting stakeholder engagement** through established structures such as Joint Border Committees to harmonize interpretation and implementation of Government Directives, and supporting sensitisation activities for border communities on measures to contain the spread of COVID 19, with local political and business leaders;
- f) **Developing a facts-based communication campaign** to contain spreading of misinformation on supplies and spread of disease at key borders, in partnership with Ministries of Health, local administration and civil society organisations. This will involve **actively displaying and disseminating Government health advice** at key trade nodes, and developing targeted communication campaigns for cross-border traders with Government agencies;
- g) **Supporting advocacy initiatives** by national and regional private sector organisations to unlock recurrent border closures and lobby for a better coordinated approach across the EAC to facilitate movement of goods and medical personnel; and
- h) **Developing "Safe Trade Zones" (STZs)**- These will be bounded or locked in areas for trading where anyone going in and out of the zone is checked for symptoms of coronavirus. TMEA will work on developing a pilot STZ with authorities and EASSI at the Busia OSBP between Uganda and Kenya. The idea of the zone would be that any woman trader going across will be screened and will have their temperature taken. They will also be provided with masks to allow them to trade and have their livelihood in a corona virus free zone.

### Elements of a Rapid Gender Assessment

Past experience suggests that the impact on such wide spread diseases incidences are higher on women. For example, in the case of Ebola women performing the role of market workers lost their business due to restrictions. When the markets did reopen women were not able to catch up economically at the same rate as men as they were performing the care functions in their home as well. It will be important to collect sex segregated data to understand the impact of Coronavirus on women. TMEA will take a lead on this where possible. TMEA will also undertake a number of steps to mainstream gender in the emergency facility. Some elements of the above will include:

- |  |  |
|--|--|
| <p>Representation of MSME's and informal sector in the various response mechanisms at national level for safe trade at</p> | <ul style="list-style-type: none"> <li>• Support engagement of women led businesses with forums such as National Task Forces; Private Sector Associations etc.</li> <li>• Facilitate small business to continue with safe trade – gloves, masks, soap and water, fumigation of markets, design markets to allow for social distancing etc</li> </ul> |
|--|--|

this level	<ul style="list-style-type: none"> <li>• Strengthen engagement with private sector to incorporate MSMSE's in critical supply chains in manufacturing, health, food and agriculture</li> </ul>
Improved and targeted communication for formal and informal traders in urban and rural areas	<ul style="list-style-type: none"> <li>• Using various communication channels: posters, SMS's, radio (ads, interviews &amp; special programmes)</li> <li>• Focus on public health and business related communication</li> <li>• Establish toll free numbers where traders can call for information, updates, emergency response; possibly link with PS initiatives, markets etc</li> <li>• Mental well being support</li> </ul>
Research and Data Collection on impact of Coronavirus on women	<ul style="list-style-type: none"> <li>• Disaggregated data for all M&amp;E on the ST Facility</li> <li>• Gender perspectives on COVID-19 in relation to trade (two areas)</li> <li>• Partner with other organisations working on data collection</li> <li>• Package and disseminate findings to inform policy, resource allocation and programming</li> </ul>
Access to Finance	<ul style="list-style-type: none"> <li>• Partner with organisations to implement this – FSD; Mastercard Foundation; Invest in Africa etc</li> </ul>
Sexual exploitation abuse and harassment	<ul style="list-style-type: none"> <li>• Strategic partnerships to support entrepreneurs during this period of increased cases of gender based violence</li> <li>• Use communication interventions above to support this</li> <li>• Explore use of toll free lines can be used to support this</li> <li>• Capacity building on rights and opportunities during the pandemic period</li> </ul>

- One critical factor in feedback TMEA received from country-level Task Forces charged with ensuring safe trade is the tracking and risk screening of trucks and cargo consignments. A heavy set of regulations has been imposed on movement of trucks, to reduce the spread of the COVID-19 pandemic. This burden could be lightened if screening and surveillance of trucks is strengthened. This is important because if disease is not kept under control for truck drivers and other players in the trade supply chain then it can result in a significant shortage of operational personnel. A key asset in undertaking this approach is the Regional Electronic Cargo Tracking System (RECTS) being implemented on the Northern Corridor with TMEA's support. Revenue Authorities have requested urgent assistance to automate the linkages at key nodes that will reduce the need for screening. Much of this equipment is readily available and could be introduced rapidly. The interventions envisaged are:

- a) **Extending the Regional Electronic Cargo Tracking System (RECTS)** to track movement of trucks not currently covered, such as petroleum and closed-body trucks. In addition, fast-tracking implementation of OSBP technology such as smart gates<sup>1</sup>, number plate recognition systems, thermal imaging sensors; facial and optical character recognition systems at borders, ports and other strategic locations along the trade corridors will allow for effective monitoring of people crossing borders. There is also an offer from a UK company to provide free of cost the technology to an e-passport for health screening. TMEA would consider the offer to see the efficacy of its implementation;
- b) **Implementing a bar code reader system of all travel and cargo documents** accessible by all border enforcement agencies including health officials, to minimise spread of COVID-19 from contaminated objects and surfaces;

- c) **Ensuring tracking of truck drivers** to minimise transmission along trade corridors drawing lessons from challenges faced in the fight against HIV/ AIDS. This would involve the following interventions:
- i. Pooling in Fleet Management Systems of transport companies into a centralised database to jointly manage and coordinate movement of trucks and drivers along the corridors;
  - ii. Creating a multi-agency database to track trucks through the Corridor Authorities;
  - iii. Limiting movements of truck drivers through potentially working with telecom service providers to track their mobile phones;
  - iv. Develop a tracking app for drivers to record the history of their trips and identify individuals interacted with during journeys from origin to destination; also to include collection of data on their medical condition (temperature, blood pressure, etc) during trips recorded and transmitted to health checkpoints along the corridor. Issues in managing privacy concerns are laid out in Box 1 below; and
  - v. Designating monitored rest stops along the corridors with facilities that prevent mixing of truck drivers with the general population (fencing off areas, providing places to sleep, to eat, and toilets).

### **Managing Privacy Concerns arising from Tracking**

In the fight against Coronavirus governments are increasingly using tracking apps to monitor movement of people. A number of countries including China, South Korea, Singapore, India, Austria, Poland etc. require people to locate themselves in one way or the other in their fight against this pandemic. The technologies in use include telephone location data from mobile operators, contact tracing apps, physical surveillance technology including use of facial recognition and drone technologies.

A number of potential privacy concerns are arising from this. A lot of time end users are unaware that governments are collecting information on them though mobile operators are taking precautions. Even countries like Germany have changed their general data protection rules (GDPR) to allow for collection and retention of data in a national emergency.

TMEA would look to incorporate need for surveillance with privacy requirements. Cargo, trucks and personnel will only be tracked along the corridors and supply chain networks. To guarantee privacy, driver information on their movement and interactions at work is what will be tracked. There will be no audio or video recordings done; unless requested and consented by the drivers and crew members. There will also be a sunset clause to tracking and such tracking mechanism would stop once the pandemic is declared to be over.

A separate note will be developed on potential privacy concerns before implementation work on the app is for truck driver training is begun. This will be presented to the Board and will be in line with the safeguards policy of TMEA.

- d) Supporting Transport Corridor Authorities' transport observatories as the mechanism **to centralise data collection on trade flows and make these available to different stakeholders** on a regular basis. This could quickly be implemented through their websites, allowing increased transparency and fact-based unblocking of emerging bottlenecks.

## **(ii) Ensuring food security and access to critically required medicines**

- High poverty levels in the region mean people cannot 'stock up' for long periods. Therefore, regular movement of food supplies is essential for food security, and movement of medicines is essential to ensure better health outcomes during the crisis. The region is also heavily dependent on imports to make food and medicines available. It is important to put in place measures that ensure the flow of food and medicines supporting the livelihoods of millions. TMEA proposes the following measures:

- a) **Ensuring that critical supply chain actors** such as logistics service providers (particularly warehouses, distribution centres and transporters), adhere to the recommended hygiene **measures and practices**, limit interactions with multiple persons while transiting goods to markets or points of production/manufacturing;

- b) **Creating a forum** within existing co-operation mechanisms for Eastern African countries to ensure they adopt **uniform tariff and tax measures** for treatment of “COVID 19 essential goods” where:
  - i. There are no import tariffs or export controls;
  - ii. A dialogue mechanism exists to resolve trade disruptions and quickly unblock trade; and
  - iii. No new Non-Tariff Barriers (NTBs) to trade are imposed.
- c) Introducing measures to **rapidly inspect and clear critical goods**. TMEA has worked with standards authorities to enhance their capacity and capability. This can be leveraged to significantly reduce speed to market for essentials;
- d) **Carrying out research** or surveys on the impact of COVID 19 on trade, and to develop position papers to guide partner states; and
- e) **Monitoring key value chains to ensure that any disruptions are unblocked**. Monitoring of regional value chains is important to ensure key food security issues are addressed in the face of lockdowns. Key value chains include medical supplies, maize, beans, dairy, poultry and meat as they usually move across borders. For example, there is significant movement of maize from Uganda to Kenya. TMEA will work with various partners and stakeholders to monitor supply challenges arising along the entire value chain for the key consumption commodities. Once discovered TMEA will work with partners to help unblock them. Examples of some of the issues include:
  - SPS protocols on staples that may hinder inter-regional movement;
  - Trucks being stuck at borders disrupting cross border supply chains;
  - Local administration putting in movement restrictions. In some countries WFP facing significant issues of driver arrests even on movement of truck clearly marked United Nations;
  - Issues with labour availability for loading/unloading operations due to restrictions placed on their movements; and
  - Lack of protocols and sanitisation procedures for warehouses forcing authorities to close operations

TMEA understands that Governments will probably be required to deliver food supplies to vulnerable and poorer groups of people. To help with that TMEA will work with Governments to develop a Protocol that can be implemented in all the countries around food distribution to ensure safety of the same. This would be done specifically for cereals and other basic food commodities consumed by urban poor, by forming networks with players in the supply chains that are currently largely unregulated and informal. The focus of the Protocols would be around logistics and trading across borders. Additionally, TMEA will work with women cross-border traders to support them with information around how to trade safely. TMEA will also work with Government partners to develop Protocols for cross border trade carried out at the borders. TMEA will also increase its focus on the existing women and trade programme to monitor and raise issues where required around difficulties in trading. This will help prevent smuggling by informal cross-border traders along established “panya” routes.

### **(iii) Supporting measures that prevent jobs losses & support exports**

- Whilst the immediate focus of the programme is on putting in place emergency measures to make trade safe, it is also important to start longer-term work on measures to reduce job losses likely as a result of the current crisis. This will assure that countries continue to produce and export goods. This section highlights some shorter-term immediate interventions that can be taken in this regard:

- a) **Supporting key trade stakeholders to avoid job losses and income collapse** – TMEA proposes to work with stakeholders negatively affected within the trading community including Women Cross-Border Traders and the Transport and Logistics industry, through:
  - i. Working with trader associations to support MSMEs in rebuilding trading capabilities
  - ii. Partnering with organisations such as FSD Kenya and FSD Africa and the private sector banks to target financial solutions for small traders and businesses along key corridors and border crossings;
  - iii. Evaluating needs of Private Sector associations to engage Governments to address specific concerns for the tourism, transport and logistics industry through monetary and fiscal relief; and

- iv. Working with humanitarian agencies, especially World Food Programme (WFP) to target humanitarian support to vulnerable communities. Our work with WFP will include partnering from a trade perspective to unblock barriers and enable them to rapidly move humanitarian cargo to the intended recipients as well as carrying out greater sourcing from the region;
- b) **Ensuring protection of key exports and jobs.** These measures will be put in place to reduce the impact on the region's exports and will include:
- i. Support to Export Taskforces (already established by many Governments) to support continuation of key export flows in critical sectors or along critical export corridors. The Taskforces will examine SPS and customs issues, but also taxes and levies that could be waived to diminish pressure on exporters. The Taskforce will include key freight and logistics providers;
  - ii. Tackling SPS and Standards issues –supporting a SPS protocol for inter-country movement of food and to address urgent concerns for safety of horticulture products e.g. inspection centers. This will help implementing safe SPS Corridors for horticulture from farm gate to airports by ensuring health and food safety measures are adhered to in the entire supply chain from farm to flight, and are recorded to provide required traceability;
  - iii. Promote local sourcing of key equipment to manage the current crisis (such as personal protective equipment) and analysis of how the impact of global value chains disruption affects flows of critical goods. Here TMEA will work with our business advocacy partners to think hard about how to respond to the COVID-19 crisis and the corresponding disruption of global value chains. This will inform priorities for the region to avert supply-side disruptions and heavy reliance on imports. The analysis will focus on key consumer goods and food products, pharmaceuticals, textile and garments, dairy, poultry and grain sectors;
  - iv. Accelerating implementation of technology solutions like the Trade Logistics Information Pipeline (TLIP) to ensure greater visibility of supply chain to importers from the region; and
  - v. Advocating for a rapid change to air freight regulations by suspending restrictions on airlines doing multiple stops. This would allow costs of air freight corridors to fall for exports to viable levels.

- Any emergency response focusses on the required short-term measures to mitigate the worst effects of the current crisis, but equally important are medium-term or longer-term measures that help the region to recover from the COVID-19 shock and boost its collective resilience to further shocks. TMEA has developed, with its partners across the region for this purpose, a potential set of priority longer-term measures to consider introducing towards the end of the *Safe Trade* emergency period. TMEA will submit a separate document for our donor and Board attention.

*Describe briefly or copy from the project document:*

- *the objectives at outcome level, including performance indicators;*
- *for each objective, the results (outputs) to be achieved by the activity and how they will be measured;*
- *for each output, what activities and resources are needed to achieve the outputs;*
- *how the sustainability (in the sense of lasting impact) of the intervention is assured.*

*Add the framework 'objective-result-activities-resources' ([logical framework](#)) as an appendix to the BEMO.*

### **2.3.2 Appraisal**

*Appraise the logical framework using the appraisal table. If the maximum score is not achieved, explain why and how this is dealt with. If certain criteria do not apply, please indicate this.*

No.	Criteria 2.3	Explanation of score (1 point per indicator)	Score
	<b>Outcomes, outputs, activ-</b>		

	<b>ities and resources based on the SMART principle</b>		
2.3.1	The objectives at outcome level are clearly formulated, fall within the proposal's span of influence and are realistic. The outcomes follow logically from the problem formulated.	<input type="checkbox"/> The outcomes are specifically formulated. <input checked="" type="checkbox"/> The objectives follow logically from the problem formulated.  The objectives fall within the proposal's span of influence and are realistic (taking account of its duration and local circumstances).  <input checked="" type="checkbox"/> The objectives are acceptable to the target group and other stakeholders.  <input checked="" type="checkbox"/> The objectives formulated are realistic bearing in mind the scope of the activities and the capacity of the (local) organisation(s).	4
<b>EXPLANATION/ REFERENCES</b>  Additional appreciation gender indicator 3:  The objectives include an explicit reference to women and employment. The proposal explicitly emphasizes on the covid-19 related safe trade specific gender issues and actions proposed			
2.3.2	Progress in achieving the outcomes can be determined objectively on the basis of measurable performance indicators.	<input checked="" type="checkbox"/> Relevant performance indicators have been formulated for each outcome.  <input checked="" type="checkbox"/> A baseline measurement and a measurable target (quantitative and/or qualitative) have been formulated for each performance indicator.  <input checked="" type="checkbox"/> The verification method (the means by which data is collected and the sources of that data) is realistic and feasible.	3
<b>EXPLANATION/ REFERENCES</b>			



<p>Additional appreciation gender indicator 1:</p> <p>For each outcome are relevant, gender specific performance indicators formulated see annex performance indicators</p>			
2.3.3	<p>The outputs formulated are concrete and fall within the proposal's span of control. The outputs follow logically from the outcomes formulated.</p>	<p><input checked="" type="checkbox"/> The project proposal is divided into clear phases, each having concretely formulated outputs.</p> <p><input checked="" type="checkbox"/> The outputs are specific.</p> <p>There is a clear link between the outputs and the out-comes, i.e.</p> <p><input checked="" type="checkbox"/> the outputs can be expected to contribute to achievement of the outcomes.</p> <p>The outputs are</p> <p><input checked="" type="checkbox"/> acceptable to the target group and other stakeholders.</p> <p>The outputs formulated are realistic bearing in mind the scope of the activities and the capacity of the (local) organisation(s) .</p>	5
<p><b>EXPLANATION/ REFERENCES</b></p>			
2.3.4	<p>Progress in achieving the outputs can be determined objectively on the basis of measurable performance indicators.</p>	<p><input checked="" type="checkbox"/> Relevant performance indicators have been formulated for each output.</p> <p>A baseline and a measurable target (quantitative and/or qualitative) have been formulated for each performance indicator.</p> <p><input checked="" type="checkbox"/> The verification method (the means by which data is collected and the sources of that data) is realistic and feasible.</p>	3

<b>EXPLANATION/ REFERENCES</b>			
<p><b>It concerns a SafeTrade Emergency programme responding demand driven towards Trade related corona-19 mitigating measures in East Africa.</b></p> <p>The proposal comprises of a specific results framework for the Safe Trade Emergency programme with SMART indicators and a Results Chain.</p>			
2.3.5	There is a logical link between the proposed activities and the outputs formulated.	<input checked="" type="checkbox"/> The proposal sets out the nature of the activities and explains how the activities formulated will contribute to achieving the outputs.	1
<b>EXPLANATION/ REFERENCES</b>			
2.3.6	There is a logical link between the activities and the project budget (efficiency).	<input checked="" type="checkbox"/> The budget is supported by figures on price and quantity (p x q).  <input checked="" type="checkbox"/> The budget is broken down by output and/or outcome.	2
<b>EXPLANATION/ REFERENCES</b>			
2.3.7	When the activity ends, its envisaged outputs will have a lasting effect for the ultimate target group.	<input checked="" type="checkbox"/> The proposal contains a clear vision (with objectives) as to how the activities will be continued when the intervention comes to an end.  <input checked="" type="checkbox"/> To achieve these objectives, specific measures will be taken during implementation of the activities to ensure that the target group will help continue the activities.  <input type="checkbox"/> The proposal contains suitable criteria against which progress in continuing the activities can be measured.	2

		<input type="checkbox"/> The proposal includes a transition plan or exit strategy, identifying the various actors.		
<b>EXPLANATION/ REFERENCES</b>				
2.3.8	At the end of the activity, the envisaged outputs will have a lasting effect on the local partners.	<input checked="" type="checkbox"/> The proposal contains a clear vision (with objectives) as to how the quality of the activities and/or financial independence of the local partner will be enhanced.  <input checked="" type="checkbox"/> To achieve these objectives, specific measures will be taken during implementation of the activity.  <input checked="" type="checkbox"/> The proposal devotes attention to the capacity of the local partner to generate income from various sources.  <input checked="" type="checkbox"/> The proposal sets out suitable criteria against which progress in regard to institutional sustainability can be measured.	4	
<b>EXPLANATION/ REFERENCES</b>				
Total score (maximum score 27 points)			2	

## 2.4 Cooperation, harmonisation and added value

The SafeTrade programme is financed since May 2020 by donors like USAID, DFID, CANADA, EU, Ireland, Finland, and more countries are considering to support the SafeTrade initiative, either from relocation of existing TMEA contributions or new SafeTrade contributions.

TMEA has put in place new emergency procurement procedures (based on the EU's ECHO approaches) and its tried and tested existing procurement approaches. TMEA will be working with a variety of medical supply agencies in procurement including UNOPS, medical suppliers to the UK's National Health Service, and direct sourcing from Eastern African suppliers of medical supplies that comply with international standards.

Support for *Safe Trade* will come from a variety of TMEA's established donors through potential reallocation of existing grants to TMEA where possible and where funds are uncommitted. TMEA received confirmation of new potential funding coming from USAID, EU, the Netherlands and possibly the UK. However, at the time resources are still being urgently requested from other donors and foundations. Funding will first be allocated to emergency provision for Pillar One of this proposal.

TMEA has discussed the *Safe Trade* concept with most of their partner Governments, business groups and development partners, with more meetings underway at the time of writing. In this programme TMEA will work with partners through established and new platforms. At country level, many Governments have already set up Task Forces to deal with COVID-19. Some countries have also set up specific Trade Task Forces or groups to support the private sector, or export growth. For instance, in Kenya, a Task Force on Trade has been set up headed by KRA's Customs Commissioner with the Ministries of Trade, EAC and Health in addition to other key agencies such as the port health agency. TMEA will, to the extent possible, work closely with these national Task Forces or sub-committees where they exist and will consult them in the planning and delivery of interventions. Similar interactions will be organised by TMEA lead agencies in each country, usually Ministries of Trade and EAC Affairs, and the approach will be contextual and appropriate to each country's institutional arrangements. TMEA will also take care to co-ordinate our work with existing donor co-ordination groups to ensure TMEA does not duplicate activities already being taken up by others.

TMEA will engage with the relevant bodies and our core Government partners to develop and execute the programme and regularly update National Oversight Committees (NOCs) and TMEA donors in each country, as TMEA do in its existing countries of operation. TMEA will provide reports on the programme each month to the established TMEA NOCs, National Task Forces and national level NOCs. Established Government partners will include Ministries of Trade and Industry, Regional Integration or EAC Affairs, Transport and Infrastructure and agencies such National Revenue Authorities (mainly Customs), Port Health Authorities, Standards Bureaux, other agencies at borders such as Immigration, police and security forces. New partners will include Ministries of Health and International Organisations such as the WHO and UNOPS. TMEA will also engage directly with private sector partners such as EABC, private sector organisations at national level, informal trader organisations such as EASSI, and engagement with regional and national civil society organisations and platforms (e.g. EAWIB).

- To ensure quick responses, coordination across countries, exchange of information and reporting TMEA will engage closely with the region's Regional Economic Communities, especially the East African Community, COMESA, the African Union and other regional bodies as appropriate to ensure that a multi-country response is organised along the region's main trade corridors. TMEA has also engaged with UNECA and research partners. This is in addition to TMEA's ongoing engagements with the region's Northern and Central Corridor Authorities. Given that much of the proposed work will be in the EAC, TMEA will establish a *Safe Trade* emergency coordination mechanism with the EAC Secretariat with designated national focal points in the Ministries of EAC Affairs and other designated officials in non-EAC countries where TMEA operates. This will allow for uniformity in response on trade issues linked with COVID-19.

- TMEA also has setup an internal TMEA *Safe Trade* team to ensure strong programme delivery. The team consists of key TMEA portfolio directors and the senior leadership team. It meets daily to update on emerging issues, feedback on stakeholders met and discuss issues around programme

implementation modalities. Additionally, programme delivery will potentially require movement of TMEA staff with appropriate protective equipment to monitor implementation. TMEA staff will also need special permits, where needed, to move during the lockdowns and curfews imposed.

**In the area of SafeTrade Emergency programme there are no other initiatives in East Africa comparable with this TMEA initiative which is supported by East African Governments as well as AU and EAC and private sectors.**

*The cooperation under SafeTrade is a joint multidonor structure. The added value of SafeTrade on the one side contributes to mitigate the negative impact on covid 19 on existing and ongoing trade facilitation activities in the region. These are negatively impacted by the corona-19 disease and the measures taken to contain the spread of the virus. On the other hand the program contributes to reduce trade and corona related health and social issues, among them gender and employment as well as stigmatization. The added value of SafeTrade on access to medicines, food, and poverty and employment as well as institutional strengthening of public and private institutions is reiterated and recognized by local and regional authorities, private sector, emergency aid institutions and NGO's.*

**2.5 Channel and aid modality (including alignment)**

TMEA was set up in 2010 as a special purpose vehicle to allow bilateral donors to pool their efforts in and enhancing regional trade in East Africa, and to support the regional integration efforts of the EAC.

Since inception, TMEA has proved its value in delivering results, enabling EAC countries to implement the integration goals they agree to within the EAC.

TMEA is the only local trusted and international recognized trade facility organization in East Africa with a track record of experience and is locally embedded in each of the East African countries.

TMEA has also been requested to assist in implementing the African Continental Free Trade Agreement (AfCFA).

**V. IMPLEMENTATION**

**5.1 Budget**

**5.1.1 Breakdown of costs**

**Overall budget SafeTrade Emergency as per july 2020 including Dutch SafeTrade contribution.**

*State the overall cost of the activity and overheads. Indicate the various cost centres (activities and outputs) in the rows and cost types (e.g. personnel, equipment, etc.) in the columns.*



Safe Trade Budget -  
Overview - updated 1

Budget Summary by Programme and Donor for Safe Trade May 2020 - June 2021

Programme	Reallocated from committed funding (USD)						New funding (USD)								Total Budget
	DFID	Denmark	Netherlands	Canada	USAID	Travel Budget Savings	DFID Malawi	Ireland Tanzania	Ireland Kenya	EU	Finland	EU/IGAD-UNOPS	Netherlands	WFP	
Cluster 1: PPE, testing and associated expenses	1,157,258	340,000	-	-	-	260,386	382,770	235,872	-	2,496,953	367,705	1,694,000	1,130,000	-	8,064,944
Cluster 2: Technology interventions to keep trade moving	2,184,000	800,000	-	-	1,500,000	173,800	20,000	-	-	1,255,686	-	2,100,000	1,400,000	-	9,433,486
Cluster 3: Trade Policy interventions	150,000	160,000	-	-	-	-	-	-	-	-	90,000	853,000	50,000	-	1,303,000
Cluster 4: Supply Chain Support For Resilience, Relief And Recovery In Essential Goods And Exports	240,000	400,000	-	-	-	168,025	80,000	-	-	500,000	51,975	135,000	470,000	-	2,045,000
Cluster 5: Standards and SPS Interventions	60,000	100,000	-	-	-	-	-	-	-	370,000	10,000	145,000	-	-	685,000
Cluster 6: Advocacy interventions	70,000	150,000	-	-	-	80,000	40,000	78,624	-	-	70,000	235,000	90,000	-	813,624
Cluster 7: Gender inclusion and women in trade and Safe Trade Zones	404,717	350,000	-	100,000	-	-	77,230	78,624	98,280	120,000	-	642,500	98,250	-	1,969,601
Total Allocated	4,265,975	2,300,000	-	100,000	1,500,000	682,211	600,000	393,120	98,280	4,742,639	589,680	5,804,500	3,238,250	-	24,314,655
Running costs / Overhead 9%	383,938	207,000	-	9,000	135,000	61,399	54,000	35,381	8,845	426,838	53,071	522,405	291,443	-	2,188,319
Total Funds	4,649,913	2,507,000	-	109,000	1,635,000	743,610	654,000	428,501	107,125	5,169,477	642,751	6,326,905	3,529,693	-	26,502,974

TMEA has a flexible budget approach linked on the one side to the cooperation, demand, support and needs of East African governments and private sector with a prioritization of available donor funding and their priorities. Therefore the budget may become higher or lower in future. TMEA will only commit if contracts for funding have been signed.

### 5.3 Monitoring

#### 5.3.1 Narrative and financial reports

TMEA will incorporate the SafeTrade report as a recognizable SafeTrade Emergency programme report within its regular reporting structure in principle one report covering all donor contributions and SafeTrade Expenditures. The auditors review and statement on the annual report will cover the SafeTrade programme as well. Furthermore TMEA will provide through the Board and Council regular informal progress reports on the progress, cooperation and results.

#### 5.3.2 Audit opinion

TMEA will produce as part of its existing annual report and regulations (Board and Council) including SafeTrade programme an audit report and statement which is according to DFID guidelines as well. So no separate reporting is required, unless the existing reporting arrangements do not give sufficient insight in receipts and expenditures on SafeTrade activities.

#### 5.3.3 IATI - International Aid transparency Initiative

TMEA reports on results in accordance with the IATI standard, as set out in the BZ publication guidelines.

### 5.3.4 Annual plans and other reports

#### **5.3.5 Monitoring calendar**

Set out the reporting requirements in the table below, to ensure they are accurately incorporated in the decision/agreement.

<b>Report type</b>	<b>Any specific requirements*</b>	<b>Period</b>	<b>Submission by</b>
<b>Annual plan</b>	<i>n.a. emergency SafeTrade Fund ends within 12 months</i>		
<b>Narrative IATI *</b>			
<b>Narrative IATI final</b>	<i>As part of the overall TMEA reporting</i>	<i>1 July 2020 – 30 June 2021</i>	<b>31-12-2021</b>
<b>Financial with annual report</b>	<i>As part of the regular TMEA annual report</i>	<i>1 July 2020 – 30 June 2021</i>	<b>31-12-2021</b>
<b>Account of field visit</b>	<i>Na</i>		
<b>Audit</b>	<i>is part of the regular annual reporting 2020/ 2021 and not a separate audit</i>		
<b>Certified statement</b>	<i>Na</i>		
<b>Certified statement</b>	<i>Na</i>		

\*

The organisation will report in accordance with the BZ publication guidelines on the IATI standard.

### 5.3.6 Evaluations

*NO evaluation is required. This is part of the existing integral TMEA Learning, Evaluation and Monitoring policy guidelines..*