



Sao Tome e Principe ? Development of the Transport and Coastal Protection Sector

Review PIF and Make a recommendation

Basic project information

GEF ID

11552

Countries

Sao Tome and Principe

Project Name

Sao Tome e Principe ? Development of the Transport and Coastal Protection Sector

Agencies

World Bank

Date received by PM

3/22/2024

Review completed by PM

4/22/2024

Program Manager

Fareeha Iqbal

Focal Area

Climate Change

Project Type

FSP

GEF-8 PROJECT IDENTIFICATION FORM (PIF) REVIEW SHEET

1. General Project Information / Eligibility

a) Does the project meet the criteria for eligibility for GEF funding?

b) Is the General Project Information table correctly populated?

Secretariat's Comments 3/26/24:

Yes.

Agency's Comments Thank you.

2. Project Summary

Does the project summary concisely describe the problem to be addressed, the project objective and the strategies to deliver the GEBs or adaptation benefits and other key expected results?

Secretariat's Comments

4/30/24:

Cleared.

4/22/2024:

Thank you for the response. Could you please discuss any additional adaptation benefits in the context of vulnerable communities?

3/26/24:

Further information is requested.

Please include in the Summary a brief discussion on how the project will deliver climate resilience benefits beyond climate-proofing of infrastructure. GEF agencies are expected to undertake climate risk management of their investments as part of sound project design, independently on GEF adaptation grant resources.

Agency's Comments

Thank you.

This is well-noted; a short discussion on beach nourishment and its benefits on the reconstitution of natural habitats for threatened species (ex. sea-turtles) has been included in the project summary.

Response to 4/22/2024 Comments:

Thank you. Yes, one of the vulnerable communities (women and girls accessing educational facilities) have been highlighted as a group that will benefit from increased climate adaptation capacity through improved road drainage, allowing them to take well-lit roads. We have also added vulnerable communities that depend on the roadside for their economic activities (roadside sellers). During flooding events, these communities lose access to their main source of income, which is highly dependent on having climate-resilient roads

3 Indicative Project Overview

3.1 a) Is the project objective presented as a concise statement and clear?

b) Are the components, outcomes and outputs sound, appropriate and sufficiently clear to achieve the project objective and the core indicators per the stated Theory of Change?

Secretariat's Comments 4/22/2024:

Cleared, thank you.

3/26/24:

Further information is requested.

Please provide information on the specific LDCF-supported activities that may be implemented under Component 1 to enhance the climate resilience of the roads under sub-components 1.1, 1.2 and 1.3.

Agency's Comments

Thank you.

Well noted; examples of activities were briefly highlighted in the initial submission; this has been further clarified in each sub-component, as well as for sub-component 1.3, which provides a more detailed description of the type supervisory activities that will be undertaken in this sub-component.

3.2 Are gender dimensions, knowledge management, and monitoring and evaluation included within the project components and appropriately funded?

Secretariat's Comments

4/22/2024:

Cleared for PIF stage.

3/26/24:

Please ensure that the KM and communications products to be developed feature good practices and lessons learned on gender mainstreaming and other gender inequalities, such as gender-based violence. When developing the Gender Action Plan, please ensure that it is budgeted, monitored and reported on.

The project will support girls' mobility and accessibility to school and women's employment in medium skilled jobs in the road sector. It will connect settlements with school facilities and incorporate features that address women's mobility patterns and barriers. Integration of gender will be a key feature of the project to ensure that long-term climate adaptation is resilient to climate change and to the current challenges posed by gender inequality.

Agency's Comments

Thank you.

Advise well noted and will be included as the team develops the KM and communications products and KM&L plan and Gender Action Plan for the appraisal stage.

3.3 a) Are the components adequately funded?

b) Are the GEF Project Financing and Co-Financing contributions to PMC proportional?

c) Is the PMC equal to or below 5% of the total GEF grant for FSPs or 10% for MSPs? If the requested PMC is above the caps, has an exception (e.g. for regional projects) been sufficiently substantiated?

Secretariat's Comments 3/26/24:

Yes.

Agency's Comments Thank you.

4 Project Outline

A. Project Rationale

4.1 SITUATION ANALYSIS

a) is the current situation (including global environmental problems, key contextual drivers of environmental degradation, climate vulnerability) clearly and adequately described from a systems perspective?

b) Are the key barriers and enablers identified?

Secretariat's Comments 3/26/24:

Yes.

Agency's Comments Thank you.

4.2 JUSTIFICATION FOR PROJECT

a) Is there an indication of why the project approach has been selected over other potential options?

b) Does it ensure resilience to future changes in the drivers?

c) Is there a description of how the GEF alternative will build on ongoing/previous investments (GEF and non-GEF), lessons and experiences in the country/region?

d) are the relevant stakeholders and their roles adequately described?

Secretariat's Comments 4/30/24:

Cleared.

4/22/2024:

Please also discuss coordination with GEF-funded projects/programs in STP, including those funded by the LDCF.

Thank you for mentioning coordination with GCF initiatives. Please provide a detailed discussion on this coordination by CEO endorsement.

3/26/24:

Further information is requested.

The project aims to ensure resilience to future changes in the drivers, and it has considered other potential options to achieve the desired outcome and found them to have a higher cost:benefit ratio.

Recommended action:

Please discuss how the project will coordinate with GEF and non-GEF initiatives in the country (including GCF support, if relevant).

Agency's Comments

Thank you.

Thank you for this suggestion. A short clarification on how the project will ensure that it is aligned with the results of the GCF's project: "Reduce Sao Tome and Principe's vulnerability to climate change impacts by strengthening the Country's capacity to implement an integrated approach to adaptation planning."

This project will ensure that any outcomes of the GCF project, which will provide the roadmap for the country's national adaptation initiatives, and the activities and impacts of this project are aligned.

Response to 4/22/2024 Comments:

Thank you. We have specified how the project will coordinate with existing GEF-funded projects, such as West Africa Coastal Area Resilience Investment Project and the Enhance the adaptive capacity to floods and water security in Sao Tome and Principe project.

5 B. Project Description

5.1 THEORY OF CHANGE

a) Is there a concise theory of change that describes the project logic, including how the project design elements will contribute to the objective, the expected causal pathways, and the key assumptions underlying these?

b) Are the key outputs of each component defined (where possible)?

Secretariat's Comments 3/26/24:

Yes.

Agency's Comments Thank you.

5.2 INCREMENTAL/ADDITIONAL COST REASONING

Is the incremental/additional cost reasoning properly described as per the Guidelines provided in GEF/C.31/12?

Secretariat's Comments 3/26/24:

Yes, the project aims to build resilience to current climate variability as well as expected future changes in climate.

Agency's Comments Thank you.

5.3 IMPLEMENTATION FRAMEWORK

a) Is the institutional setting, including potential executing partners, outlined and a rationale provided?

b) Comments to proposed agency execution support (if agency expects to request exception).

c) is there a description of potential coordination and cooperation with ongoing GEF-financed projects/programs and other bilateral/multilateral initiatives in the project area

d) are the proposed elements to capture and disseminate knowledge and learning outputs and strategic communication adequately described?

Secretariat's Comments 4/30/24:

Cleared.

4/22/2024:

Please discuss the institutional coordination arrangements for the project.

3/26/24:

Further information is requested.

c) The section "Coordination and Cooperation with Ongoing Initiatives and Project" is empty? please complete this section in the Portal.

d) Please discuss the knowledge management plan in the Portal.

Agency's Comments

Thank you.

c) Section updated in Portal. We have indicated that the World Bank will not be providing an executing role in the project in the Coordination and Cooperation with Ongoing Initiatives and Project section of the Data Sheet.

d) Thank you for this comment. Further information is provided on this matter in Component 3 of the PCN. Ex-post evaluation studies and workshops with key stakeholders will be organized; reports will be published digitally through an open-forum.

Response to 4/22/2024 Comments:

The team is in consultation with the country team and is planning to engage the authority of the Ministry of Infrastructure and National Resources (MIRN). The proposed project scope will mostly cover road rehabilitation and improvement on roads under jurisdiction of the National Road Institute (INAE). The Project Implementation Unit (PIU) will be hired by the Agencia Fiduciaria de Administraci3n de Proyectos (AFAP) as most other World Bank Projects. During project preparation, a capacity assessment will be carried out to review progress in AFAP's reform, and evaluate its capability to perform technical, fiduciary, monitoring and evaluation and safeguards functions and evaluate possible

alternatives. A final decision on the implementation arrangement will be made by the project's appraisal.

5.4 a) Are the identified core indicators calculated using the methodology included in the corresponding Guidelines (GEF/C.54/11/Rev.01)?

b) Are the project's indicative targeted contributions to GEBs (measured through core indicators)/adaptation benefits reasonable and achievable?

Secretariat's Comments 4/22/2024:

Cleared, thank you.

3/26/24:

Adjustment is requested.

- i) The WB FY24 List of Fragile States includes Sao Tome and Principe (institutional and social fragility). Please enter "True" for the appropriate meta-indicator.
- ii) The project has a strong emphasis on engaging with community associations (GIMEs) for implementation of road protection and stabilization measures. Please change the meta-indicator pertaining to engagement of local communities to "True".
- iii) We realize that the population size of the project areas is not large. However, \$14 million is a relatively large LDCF grant, and we would like to see it achieve greater impact than 1,640 direct beneficiaries. Please explore possibilities to deliver direct adaptation benefits to a greater number of beneficiaries.

Agency's Comments

Thank you.

- i) meta-indicator selected
- ii) meta-indicator adjusted as requested.
- iii) We have increased the number of direct beneficiaries by highlighting the benefits of the project to the road's daily users. More information on these beneficiaries is provided in the PCN and indicators spreadsheet. We had adjusted our scoping of the direct beneficiaries to also encompass the daily users of the road, who depend on this road for their economic, social, and health-related needs. Please consult the PCN and indicators spreadsheet for more information.

5.5 NGI Only: Is there a justification of financial structure and use of financial instrument with concessionality levels?

Secretariat's Comments n/a

Agency's Comments

5.6 RISKS

a) Is there a well-articulated assessment of risk and identification of mitigation measures under each relevant risk category?

b) Is the rating provided reflecting the residual risk to the likely achievement of intended outcomes after accounting for the expected implementation of mitigation measures?

c) Are environmental and social risks, impacts and management measures adequately screened and rated at this stage and consistent with requirements set out in SD/PL/03?

Secretariat's Comments 4/22/2024:

All responses are cleared for this section.

3/26/24:

Further information is requested.

a) As the Key Risks section is available in the WB Harmonization template in the Portal, we kindly request the Agency to complete the section, as relevant.

b) Will the following identified Substantial risks apply mainly to the WB co-finance, or to the LDCF financing as well: displacement and resettlement; occupational health and safety; pollution; sexual exploitation, abuse and harassment; threats to biodiversity?

b) Please provide concrete suggested risk mitigation and management measures for the various risks identified in the ESRS, to be further detailed by CEO endorsement stage.

Agency's Comments

Thank you.

a) Risk sections in PCN and GEF portal updated. Please note that the risk categories of the World bank do not always correspond 100% to the risk categories listed in the GEF portal.

b) Yes, we do confirm. However, although such risks are borne from the parent WB co-finance project, a new assessment as part of the WB procedures will be done, the A-ESRS. At this stage, all the activities/project will be assessed as one. We would like to ensure that with respect to the GEF's role in co-financing activities already supported by IDA, it might be difficult to claim that the substantial risks (or other rating at the Appraisal stage) identified in the A-ESRS are unrelated to the GEF-funded project. Since the GEF is augmenting components that are part of the existing funding structure, the associated risks are inevitably linked. The only situation in which we could feasibly dissociate the risks would be if the GEF funds were directed towards an entirely new component or subcomponent, which is not the case because the GEF financing are not

ring fenced. However, I trust your assessment that it does not seem possible to disassociate.

As the LDCF and IDA financing will be contributing to the same activities, the risks cannot be separated between both agencies. However, further information has been added on the risk mitigation measures that have been taken in this project's predecessor, which had many of the same risks, and effectively mitigated said risks. Many of the identified risks in the PCN did not materialize in this project's predecessor due to effective risk-management measures which are further described in the risk identification section of the PCN. The World Bank also takes a conservative approach to the identification and ranking of risks to make sure the appropriate safeguards are in place.

Following the Environmental and Social Framework (ESF), Environmental and Social (E&S) risks will be systematically addressed throughout the project lifecycle. During project preparation and before project approval the Bank and Borrower will agree on a set of mitigation measures to tackle E&S risks, including Sexual exploitation and Abuse and Sexual Harassment (SEA/SH), that may be linked to the implementation of the project. This will be documented in the Environmental and Social Commitment Plan (ESCP), which constitutes an integral part of the project's legal agreement approved by the Board. Implementation of these mitigation measures will be phased in; however, it will be ensured that adequate mitigations are in place prior to project activities implementation.

An SEA/SH Action Plan (AP) will also be developed during project preparation by the Borrower with assistance from the Bank task team and Gender-Based Violence (GBV) specialists. The minimum set of measures that will be included in the AP are the mapping and quality assessment of GBV service providers to ensure safe and holistic survivor care; the set-up of a GBV-sensitive grievance reporting system accessible for project actors and the community; strategies for awareness-raising, information dissemination, reporting protocols, and referral protocols; a Code of Conduct containing prohibitions against SEA/SH misconduct and minimum behavior standards that project actors commit to.

As part of the WB internal processes, our E&S conducts a screening which is a key step for an initial identification of E&S risks and impacts of a project. This is carried out in two different stages, (i) at an early stage of any ESA process to assign the risk based on the best available information that the Bank can collect. These are preliminary in nature and will be expanded and revisited as part of the ESA, when more information about the nature and scope of a project becomes available or when project definition and circumstances change. At this stage, the C-ESRS is developed, approved and disclosed. (ii) and at the Appraisal Stage when more information about the nature and scope is available (A-ESRS). As part of the Appraisal Package, two additional instruments will be developed, the SEP and the Environmental and Social Commitment Plan (ESCP). The Government must develop an ESCP, which identifies the material measures and actions that will be carried out in an agreed time frame. All the instruments with concrete risk mitigation actions will be listed at the A-ESRS and at the ESCP if not approved before the Decision Meeting. All of these actions will be detailed on the PAD and on the A-ESRS.

STP has a legal and regulatory framework in place for environmental and social issues. However, as required under the new Environmental and Social Framework (ESF), several aspects have not been addressed in standard Environmental and Social Impact Assessments (ESIAs) and other related E&S instruments. As such, reliance on the Borrower's E&S framework is not considered to be appropriate.

INAE has been managing E&S risks under the Transport Sector Development and Coastal Protection Project (P161842), gaining some experience with the WB safeguards operations policies. Nonetheless, INAE E&S management capacity is very weak, and they are not familiar with the ESF. To strengthen the overall E&S management capacity under the MoI/INAE, the new Project Implementation Unit (PIU) will hire one dedicated environmental specialist, one social development specialist and one GBV/SEA/SH specialist. At the current status of project's preparation, it's still unclear where the overall PIU will be hosted. It might be that, as for the current transport project and for most of the recently approved WBG STP projects, the Project Administration and Fiduciary Agency (AFAP) will host just the Project's fiduciary aspects, and E&S aspects will be housed under the MoI/INAE. An MoI/INAE and AFAP's capacity assessment will be carried out before project appraisal to review both institutions capability to perform E&S management functions and evaluate possible alternatives and consider the adoption of Good International Industry Practice (GIIP) and other best practices in the region.

c) Further details on mitigation measures have been outlined. Please note that at PCN stage the World Bank is not able to expand further on mitigation measures associated with risks as these are fully developed only at the appraisal stage of the project. An update of risks and mitigation measures will be available with the CEO Endorsement request and the project PAD

5.7 Qualitative assessment

a) Does the project intend to be well integrated, durable, and transformative?

b) Is there potential for innovation and scaling-up?

c) Will the project contribute to an improved alignment of national policies (policy coherence)?

Secretariat's Comments^{3/26/24}:

Yes. The project is well integrated and will take measures to ensure durable solutions. It will also aim to ensure that transport policies in STP integrate climate adaptation and gender considerations in key planning documents and masterplans. The project will support development of a national transport masterplan. The masterplan will mainstream key climate considerations, such as the projected impact of flooding on roads and the need for adequate drainage and coastal protection measures to mitigate the impact of climate

change. The business plan will also explore ways in which the government can include the private sector in climate-resilient road asset management, selecting firms based on their technical experience and capacity to implement climate adaptation-sensitive works in project interventions.

Agency's Comments Thank you.

6 C. Alignment with GEF-8 Programming Strategies and Country/Regional Priorities

6.1 Is the project adequately aligned with focal area and integrated program strategies and objectives, and/or adaptation priorities?

Secretariat's Comments 3/26/24:

Yes, the project is aligned with the strategy for the LDCF for the 2022-26 period.

Agency's Comments Thank you.

6.2 Is the project alignment/coherent with country and regional priorities, policies, strategies and plans (including those related to the MEAs and to relevant sectors)

Secretariat's Comments 3/26/24:

Yes. It aims to contribute to the National Adaptation Program of Action (NAPA), which calls for the construction and rehabilitation of roads and bridges, as well as the National Strategy for Natural Disaster Risk Management (2016), which highlights coastal flooding and erosion as some of the main climate pressures that threaten the country's resilience. The project is also aligned with STP's Country Partnership Framework (CPF; FY24-29) with the World Bank, which is designed around the high level outcome of enhanced multi-dimensional resilience. It includes as objectives the development of a climate-resilient road network to further the development of the domestic economy while minimizing the impact on the environment (Objective 4) and increasing climate resilience of coastal communities (objective 5).

Agency's Comments Thank you.

6.3 For projects aiming to generate biodiversity benefits (regardless of what the source of the resources is - i.e. BD, CC or LD), does the project clearly identify which of the 23 targets of the Kunming-Montreal Global Biodiversity Framework the project contributes to and how it contributes to the identified target(s)?

Secretariat's Comments n/a

Agency's Comments

7 D. Policy Requirements

7.1 Is the Policy Requirements section completed?

Secretariat's Comments 4/22/2024:

Cleared.

3/26/24:

Further information is requested.

- a) Please enter Yes/No in the Stakeholder Engagement section for the questions on Indigenous Peoples and Private Sector.
- b) Will private sector engagement be mainly in the form of hiring of construction crews? Or will the project build the adaptation capacity of the local private sector?

Agency's Comments

Thank you.

- a) Selections have been updated in portal to include local communities and private sector. There are no Indigenous communities in STP.
- b) The project will hire a road infrastructure firm; the co-benefit of the project is that it may allow for the transfer of knowledge to local private sector actors for future scaling up of these firms in subsequent projects.

7.2 Is a list of stakeholders consulted during PIF development, including dates of these consultations, provided?

Secretariat's Comments 4/30/24:

Cleared.

4/22/2024:

Further information is requested. We understand that stakeholder consultations were undertaken in December 2023. Please include in the Portal entry 'Stakeholder Engagement' section a list of stakeholders consulted, and briefly discuss their potential envisaged roles. Further detail can be provided by CEO endorsement stage.

3/26/24:

Clarification is requested.

- 1) As this is a climate change adaptation project, will there be any engagement of capacity building of the national hydromet service?
- 2) Please provide further information on the relevant roles of key stakeholder groups to achieving project outcomes. If there has not been any broader consultation in project

design, please provide a justification, and details on planned consultations with key project stakeholder groups, including local communities and civil society during project development.

Agency's Comments

Thank you.

The National Institute of Meteorology was a part of a stakeholder consultation session held in December 2023, among other sectoral actors. More information on the role stakeholders will play in the project is provided in the Data Sheet. The hydromet will indeed play a key role in establishing an updated climate baseline assessment for the project at the inception stage.

To ensure a participatory, inclusive, and culturally appropriate approach during the project's life cycle, the Borrower will prepare a Stakeholder Engagement Plan (SEP). The SEP will be consulted upon and disclosed before Appraisal. The SEP will include other interested parties (OIPs), various beneficiaries and directly impacted project affected persons (PAPs), including disadvantaged and vulnerable groups. So, at this stage, the client will start to draft the consultation with key project stakeholder groups, including local communities and civil society for the SEP. Then, prior any construction activities, will organize public consultation with the stakeholder.

Response to 4/22/2024 Comments:

Thank you. Additional information provided in the portal entry. Annex detailing stakeholder engagement has been uploaded in the roadmap.

8 Annexes

Annex A: Financing Tables

8.1 Is the proposed GEF financing (including the Agency fee) in line with GEF policies and guidelines? Are they within the resources available from (mark all that apply):

STAR allocation?

Secretariat's Commentsn/a

Agency's Comments

Focal Area allocation?

Secretariat's Commentsn/a

Agency's Comments

LDCF under the principle of equitable access?

Secretariat's Comments3/26/24:

Yes. Sao Tome and Principe is a Least Developed Country and may access up to \$20 million from the LDCF during 2022-2026.

Agency's CommentsThank you.

SCCF A (SIDS)?

Secretariat's Commentsn/a

Agency's Comments

SCCF B (Tech Transfer, Innovation, Private Sector)?

Secretariat's Commentsn/a

Agency's Comments

Focal Area Set Aside?

Secretariat's Commentsn/a

Agency's Comments

8.2 Is the PPG requested within the allowable cap (per size of project)? If requested, has an exception (e.g. for regional projects) been sufficiently substantiated?

Secretariat's Commentsn/a. PPG has not been requested for the project.

Agency's Comments Thank you.

8.3 Are the indicative expected amounts, sources and types of co-financing adequately documented and consistent with the requirements of the Co-Financing Policy and Guidelines?

Secretariat's Comments 3/26/24:

Yes, the LDCF project will be co-financed by a \$30 million IDA grant.

Agency's Comments Thank you.

Annex B: Endorsements

8.4 Has the project been endorsed by the country's(ies) GEF OFP and has the OFP at the time of PIF submission name and position been checked against the GEF database?

Secretariat's Comments 3/26/24:

Yes.

Agency's Comments Thank you.

Are the OFP endorsement letters uploaded to the GEF Portal (compiled as a single document, if applicable)?

Secretariat's Comments 3/26/24:

Yes.

Agency's Comments Thank you.

Do the letters follow the correct format and are the endorsed amounts consistent with the amounts included in the Portal?

Secretariat's Comments 4/22/2024:

Cleared.

3/26/24:

Revision is requested.

1) The LoE indicates that the executing partner is "to be determined". However, the Portal entry specifies an executing partner: "AFAP - Agência Fiduciária de Administração de Projectos em São Tomé e Príncipe", whose Type is "Government". Please either (i)

modify the executing partner in the Portal, to match the executing partner information in the LoE ; or (ii) obtain a new LoE, with information on the executing partner matching that in the Portal. (Note: this revision is required at PIF stage. However, there will be opportunity to change the executing partner during the preparation phase, as needed).

2) The project title in the Portal (?Second Sao Tome e Principe Transport Sector Development Project?) is different than in the LoE (?Sao Tome e Principe ? Development of the Transport and Coastal Protection Sector?). These need to match. Please modify the project title in the Portal to match the title in the LoE (Note: this revision is required at PIF stage. If desired, the project title can be changed again during the preparation phase).

Agency's Comments

Thank you.

1) Portal Entry update to "to be determined"

2) Project title adjusted.

8.5 For NGI projects (which may not require LoEs), has the Agency informed the OFP(s) of the project to be submitted?

Secretariat's Commentsn/a

Agency's Comments

Annex C: Project Location

8.6 Is there preliminary georeferenced information and a map of the project's intended location?

Secretariat's Comments3/26/24:

Yes.

Agency's CommentsThank you.

Annex D: Safeguards Screen and Rating

8.7 If there are safeguard screening documents or other ESS documents prepared, have these been uploaded to the GEF Portal?

Secretariat's Comments4/22/2024:

Cleared for PIF stage.

3/26/24:

Yes, the ESRS has been uploaded which discussed the environmental and social risks in detail. However, please see Risks section, above.

Agency's Comments

Thank you.

Risk comments addressed above.

Annex E: Rio Markers

8.8 Are the Rio Markers for CCM, CCA, BD and LD correctly selected, if applicable?

Secretariat's Comments3/26/24:

Yes.

Agency's CommentsThank you.

Annex F: Taxonomy Worksheet

8.9 Is the project properly tagged with the appropriate keywords?

Secretariat's Comments4/22/2024:

Cleared.

3/26/24:

This is currently missing. The Agency is requested to please include.

Agency's Comments

Thank you.

Taxonomy updated.

Annex G: NGI Relevant Annexes

8.10 Does the project provide sufficient detail (indicative term sheet) to take a decision on the following selection criteria: co-financing ratios, financial terms and conditions, and financial additionality? If not, please provide comments. Does the project provide a detailed reflow table to assess the project capacity of generating reflows? If not, please provide comments. Is the Partner Agency eligible to administer concessional finance? If not, please provide comments.

Secretariat's Comments n/a

Agency's Comments

9 GEFSEC Decision

9.1 Is the PIF and PPG (if requested) recommended for technical clearance?

Secretariat's Comments 4/30/24:

Yes.

4/22/2024:

Not yet. Please address the remaining review comments.

3/26/24:

Not yet. Please address the review comments.

Agency's Comments

Thank you.

comments addressed above and in GEF portal entry and PCN.

9.2 Additional Comments to be considered by the Agency at the time of CEO Endorsement/ Approval

Secretariat's Comments

Below are aspects to be addressed during project preparation, with information to be provided by CEO Endorsement stage:

1. Please submit a Gender Action Plan at CEO endorsement stage.

2. Please ensure that LDCF-supported measures to enhance the resilience of women and girls are devised with a view to reducing vulnerability to adverse impacts of climate change.
3. Please discuss coordination with relevant GCF initiatives in STP.
4. Please provide a detailed risk management/mitigation plan.
5. Please include the Stakeholder Engagement Plan, with full list of stakeholders consulted and their role in the project.

Agency's Comments

Thank you.

A gender gaps analysis is being developed and will inform the Gender Plan that will be included as an Annex to the final project appraisal document (PAD). The project aims to promote participatory women-led processes for climate-resilient infrastructure investments, in this sense specific attention will be given to identifies durable solutions to strengthen women's assets, capacities and economic empowerment to boost resilience and adaptive capacity in response to climate shocks. The Gender Plan will detail how the project will address identified gender gaps through activities and how to assess progress against these.

In addition, as specified above, an SEA/SH Action Plan will be developed by the Borrower as part of the ESMF.

The impact of the project on women and girl's climate resilience is clarified in the project description (see Component 1). The rehabilitation of drainage systems will allow for the continuous use of well-lit, safe roads that women and girls use to access educational facilities. Improving drainage infrastructure will mitigate the flooding of roads, which allows for women and girls to continue using these well-lit, public roads, without having to take otherwise less safe alternative paths.

Review Dates

	PIF Review	Agency Response
First Review	3/26/2024	
Additional Review (as necessary)	4/22/2024	
Additional Review (as necessary)	4/30/2024	
Additional Review (as necessary)		

PIF Review

Agency Response

Additional Review (as necessary)