

GEF-8 WORLD BANK PCN STAGE/GEF DATA SHEET

TABLE OF CONTENTS

| | |
|---|-----------|
| GENERAL PROJECT INFORMATION | 3 |
| Project Summary | 4 |
| Indicative Project Overview | 12 |
| Coordination and Cooperation with Ongoing Initiatives and Project | 13 |
| Core Indicators | 15 |
| Key Risks | 17 |
| A. ALIGNMENT WITH GEF-8 PROGRAMMING STRATEGIES AND COUNTRY/REGIONAL PRIORITIES..... | 18 |
| B. POLICY REQUIREMENTS | 19 |
| Gender Equality and Women’s Empowerment:..... | 19 |
| Stakeholder Engagement | 19 |
| Private Sector | 24 |
| Environmental and Social Safeguard (ESS) Risks | 24 |
| C. OTHER REQUIREMENTS | 24 |
| Knowledge management | 24 |
| ANNEX A: FINANCING TABLES | 25 |
| GEF Financing Table | 25 |
| Project Preparation Grant (PPG) | 25 |
| Sources of Funds for Country Star Allocation..... | 25 |
| Indicative Focal Area Elements | 25 |
| Indicative Co-financing | 26 |
| ANNEX B: ENDORSEMENTS | 26 |
| GEF Agency(ies) Certification | 26 |
| Record of Endorsement of GEF Operational Focal Point (s) on Behalf of the Government(s):..... | 26 |
| ANNEX C: PROJECT LOCATION | 26 |
| ANNEX D: ENVIRONMENTAL AND SOCIAL SAFEGUARDS SCREEN AND RATING | 26 |
| ANNEX E: RIO MARKERS..... | 27 |
| ANNEX F: TAXONOMY WORKSHEET | 27 |

General Project Information

Project Title

CAR Inclusive and Resilient Cities Project

Region

Central African Republic

GEF Project ID

11676

Country(ies)

Central African Republic

Type of Project

FSP

GEF Agency(ies):

World Bank

GEF Agency ID

Executing Partner

Ministère de l'Urbanisme, de la Réforme Foncière, de la Ville et de l'Habitat

Executing Partner Type

Government

GEF Focal Area (s)

Climate Change

Submission Date

9/16/2024

Project Sector (CCM Only)

Climate Change Adaptation Sector

Taxonomy

Land Degradation, Focal Areas, Gender results areas, Gender Equality, Livelihoods, Climate Change Adaptation, Climate resilience, Climate Change, Disaster risk management, Sustainable Land Management, Influencing models, Demonstrate innovative approach, Stakeholders, Beneficiaries, Type of Engagement, Consultation, Participation, Information Dissemination, Access and control over natural resources, Gender Mainstreaming, Sex-disaggregated indicators, Capacity, Knowledge and Research, Knowledge Exchange, Least Developed Countries

Type of Trust Fund

LDCF

Project Duration (Months)

60

GEF Project Grant: (a)

9,175,000.00

GEF Project Non-Grant: (b)

0.00

Agency Fee(s) Grant: (c)

825,000.00

Agency Fee(s) Non-Grant (d)

0.00

Total GEF Financing: (a+b+c+d)

10,000,000.00

Total Co-financing

70,000,000.00

PPG Amount: (e)

0.00

PPG Agency Fee(s): (f)

0.00

PPG total amount: (e+f)

Total GEF Resources: (a+b+c+d+e+f)

0.00

10,000,000.00

Project Tags

CBIT: No NGI: No SGP: No Innovation: No

Project Summary

Provide a brief summary description of the project, including: (i) what is the problem and issues to be addressed? (ii) what are the project objectives, and if the project is intended to be transformative, how will this be achieved? (iii), how will this be achieved (approach to deliver on objectives), and (iv) what are the GEBs and/or adaptation benefits, and other key expected results. The purpose of the summary is to provide a short, coherent summary for readers. The explanation and justification of the project should be in section B “project description”. (max. 250 words, approximately 1/2 page)

The Central African Republic (CAR) is one of the most fragile countries in the world, due to repeated cycles of conflict and political instability. In addition to civilian death tolls during past civil unrest, many people face displacement. Furthermore, many people in CAR are facing poverty. In 2021, 65.7 percent of the population—3.9 million people—were living below the international extreme poverty line (US\$2.15 per day, 2017 purchasing power parity).

In CAR, cities serve as safe havens for the population and economic activities. As safe havens, urban centers offer an opportunity for the Government and local authorities to reassert their presence and provide resilient and inclusive infrastructure and services to communities. Combined with increased use of citizen engagement mechanisms and inclusive decision-making processes, this would contribute to rebuild the social contract.

Urban citizens in CAR face multiple climate-related risks, particularly floods and erosion. In Bangui, 81 percent of the densest settlement areas are estimated to be exposed to flooding. Urban roads, markets, schools, and others related urban assets and networks are damaged, interrupted, or disconnected yearly during the rainy season.

Adverse effects due to climate change, already affecting CAR, are having a range of links to urban development.¹ CAR is witnessing extreme rain and flood events and a prolongation of the dry season, which may influence agricultural productivity and damage infrastructure. Small farmers and the urban poor will be most vulnerable to these expected impacts of climate change. The impacts are amplified by the effects of rapid, poorly planned, urbanization, putting a high concentration of people, often the socially marginalized, and economic assets into the areas most at risk of natural disasters, such as flooding and extreme erosion. It is expected that due to the adverse effects of climate change, rainfall is likely to become more frequent and intense, leading to flooding, disruptions, damage in infrastructure and riverbank erosion. Growing desertification in northern CAR is also likely to increase competition for natural resources and increase the rate of urban migration and urbanization. Since the 1970s, mean annual temperature has significantly increased at a rate of 0.35°C per decade in CAR. Temperatures across CAR are expected to increase, and projections show a change in annual mean temperature from 3.1°C to 5.7°C by the end of the century (emission scenario SSP2 - 8.5). An increase is also expected for the change in the number of hot days (Tmax >35°C), and the change in number of days across the seasonal cycle. The scenario SSP2 - 4.5 indicates a precipitation increase ranging from 3% in the short term to 6% in the medium to long term for the city of Bangui. In the SSP5-8.5 scenario, short-term increases do not change significantly, while medium- to long-term increases are more substantial.

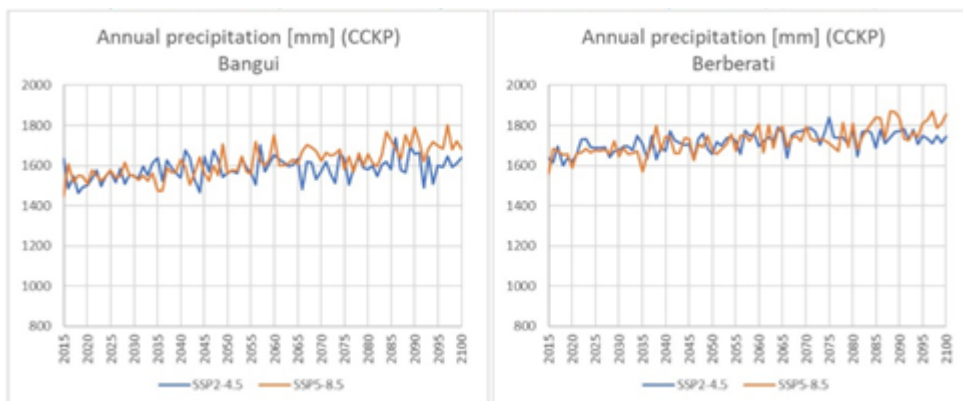
Urban areas are highly exposed to natural hazards such as flooding and erosion and have been recently exacerbated by climate change. In Berberati, erosions are threatening housing and critical urban infrastructure

and services. In Bangui, urban roads, markets, schools, and others related urban assets and networks are damaged, interrupted, or disconnected yearly during the rainy season. In August 2021 in Bangui, 4,120 people were affected by torrential rain, including 2,307 children, 48 pregnant women, 172 nursing mothers, and 23 elderly people. In July 2022, the city recorded 183 mm of rain in 48 hours, which flooded the international airport of Mpoko and blocked other transportation corridors (rail/roadways), destroyed 250 houses, and led to the death of 13 people.

Roads and pedestrian pathways are drivers of erosion and flood in urban areas. The origins of soil erosion and flooding are multiple and include, among others, uncontrolled urban development combined with the lack of drainage, the sandy nature of the soil, non-sustainable urban agricultural practices, the lack of compacting during backfilling during civil works, and so on. These root causes contribute to the lack of adequate management of stormwater. Further exacerbating these risks, damaged roads and pedestrian pathways created by communities have become the new drainage in urban areas and the main cause for erosion and flooding. To address these risks and further combat the exacerbated threats of climate change, roads and pedestrian pathways require specific local investments (for example, resurfacing to allow rainwater to reach drainage and porous surfacing and/or vegetablization of pedestrian pathways to increase rainwater penetration rate and structural, cascading elements to slow down the speed of water). Roads and pedestrian pathway investments are directly linked to climate change adaptation serving as the direct driver for intervention, like the ‘roads for watershed management’s approach.

In the selected cities of the project, climate change will affect population and the urban infrastructure and services severely. Studies have been conducted to anticipate climate change and annual rainfall projections under different climate change scenarios (see Figure 1). The scenario SSP2-4.5 indicates a precipitation increase ranging from 3 percent in the short term to 6 percent in the medium to long term for the cities of Bangui and Berberati. In the SSP5-8.5 scenario, short-term increases do not change significantly, amounting to 10 percent in Bangui and Berberati.

Figure 1. Annual Rainfall Trend According to SSP2-4.5 and SSP 5-8.5 for Bangui and Berberati



Climate-related challenges do not act in isolation and complex interactions and compounding effects create a web of uncertainties and potential disasters. The lack of green areas and deforestation affect local air quality and exacerbate urban heat island effects. Water shortages, enhanced fire risks, and wind gusts are also increasingly experienced in urban areas and risks compound and interact. The impacts of disasters on agriculture, transport, and power networks not only have local impacts on access to jobs, markets, and essential services but also national ripple effects on trade, food security, and communication. The impacts of climate-related hazards are expected to become worse with climate change. Preliminary evidence suggests an increase in rainwater flood risk in most of CAR’s main urban areas. The provision of basic services is further impaired during disasters and there is a heightened risk of waterborne diseases. Urban infrastructures like

roads, schools, and markets are also frequently disrupted by disasters. In Bangui, 29 percent of schools, 46 percent of major roads, 33 percent of hospitals, and 75 percent of police stations are located in a flood risk zone. In Berberati, which experiences a considerable rate of annual soil loss, a main transport axis to and from the airport is regularly inaccessible due to a combination of erosion and flooding.

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Climate change will increase impacts on populations, damages, and loss due to more extreme weather event and higher frequency. Such impacts will be higher on vulnerable populations, particularly for IDPs. In an earlier developed flood modeling for Bangui, the number of impacted people and damage cost were assessed under different climate change scenarios. This led to testing several mitigation plans (that is, combinations of different mitigation interventions that would reduce both the number of affected people and the damages/loss).

In such a challenging and fragile environment, investing in cities to increase inclusion and improve their climate change resilience to shocks and stresses (conflict, nature hazards) is a key priority for CAR. Cities provide the opportunity to integrate the spatial, economic, social, and environmental dimensions needed to build resilient places and support resilient communities. Focusing on key urban areas that host most of the displaced people makes practical sense as they are safer, and investments can be more cost-effective. The needs in secondary cities are substantial and even Bangui requires support to ensure that service delivery and resilience can keep up with population growth and the role of the capital as major economic hub and motor of the national economy. To transform CAR cities into true spaces of opportunity and motors of national development, there is an imperative for strategic, inclusive urbanization efforts that enhance resilience, improve urban planning, and manage resources effectively.

The proposed LDCF funding will enhance the impact of the project by increasing investments in green and hybrid nature-based solutions to further reduce the risk of flooding and erosion while providing co-benefits to local populations. LDCF funding will provide a crucial additional financing to integrate green (nature-based solutions) infrastructure and combine them to grey infrastructure identified in Bangui and Berberati and that will be co-financed by the IDA funding. The nature of interventions proposed will vary based on local needs and may cover actions such as local retention basins, agroforestry and urban agriculture, as well as capacity building for fisheries or silvopastoral activities. The proposed LDCF funded intervention will further increase the retention capacity in Bangui and Berberati, which in turn is expected to lower the risk of flooding and soil erosion. In addition to climate risk reduction, LDCF funded activities will provide environmental benefit by mitigating extreme weather events such as torrential rains. They will also contribute economic and social benefits in terms of food security through agroforestry activities and positive effects on biodiversity.

LDCF activities will also contribute to improving integrated and sustainable urban planning and management with the integration of NBS. To address the climate-fragility nexus, the proposed project will provide necessary capacity building to plan, execute, and monitor the integration of grey and green infrastructure interventions. The LDCF-financed activities will be crucial to provide technical assistance and capacity building on integrated urban planning and management and using instruments such as nature-based solutions for EWS stakeholders. Nature-based solutions can contribute to addressing climate risks and serve as

mitigation measures for environmental risks. Through capacity building and strengthening of integrated urban planning, risks of natural hazards can be reduced which will benefit long-term stability of physical infrastructure and provision of public services.

The project development objective is to improve access to climate-resilient infrastructure and basic services in selected cities.

The project will primarily focus on the cities of Bangui and Berberati, which have been selected because of their population size, their vulnerability to climate change risks, and their lower security risks. However, the project's targeting is designed to be flexible and open to the possibility of other cities being selected if circumstances change, particularly in terms of security, displacement, and natural disasters risks. Other secondary cities that could be considered include Birao and Bambari, among others.

The Project has two key pillars of intervention: (i) investing in resilient infrastructure and basic services to improve community resilience and with the broader goal to contribute to rebuilding the social contract, especially in secondary cities and (ii) strengthening the capacities of state and local government entities and engaging communities at multiple levels (e.g., urban planning decision making process and job opportunities, especially for women and the youth). The integrated approach between the two key pillars will foster community engagement in a sustainable and sequenced manner. The project will put in place strong mechanisms for citizen engagement, participatory budgeting, the development of participatory and inclusive local development plans, participatory climate adaptation diagnostics, and support to adopt a climate adaptation filter to select investment projects.

Adaptation to climate change is the direct driver for interventions. The prioritization of investments, in particular roads and pedestrian pathways, drainage, and Nature-based Solutions (NbS), was aimed to support climate adaptation directly. Road resurfacing is introduced solely to increase resilience to flood risk, not for maintenance purposes, and proper drainage is essential to mitigate the exacerbating effects of climate change.

Key Results

- (a) People protected from floods or erosion risks (disaggregated by gender)
- (b) People provided with improved urban living conditions (disaggregated by gender)

- These indicators align well with LDCF Core Indicator 1: Number of direct beneficiaries disaggregated by gender as co-benefit of GEF investment.

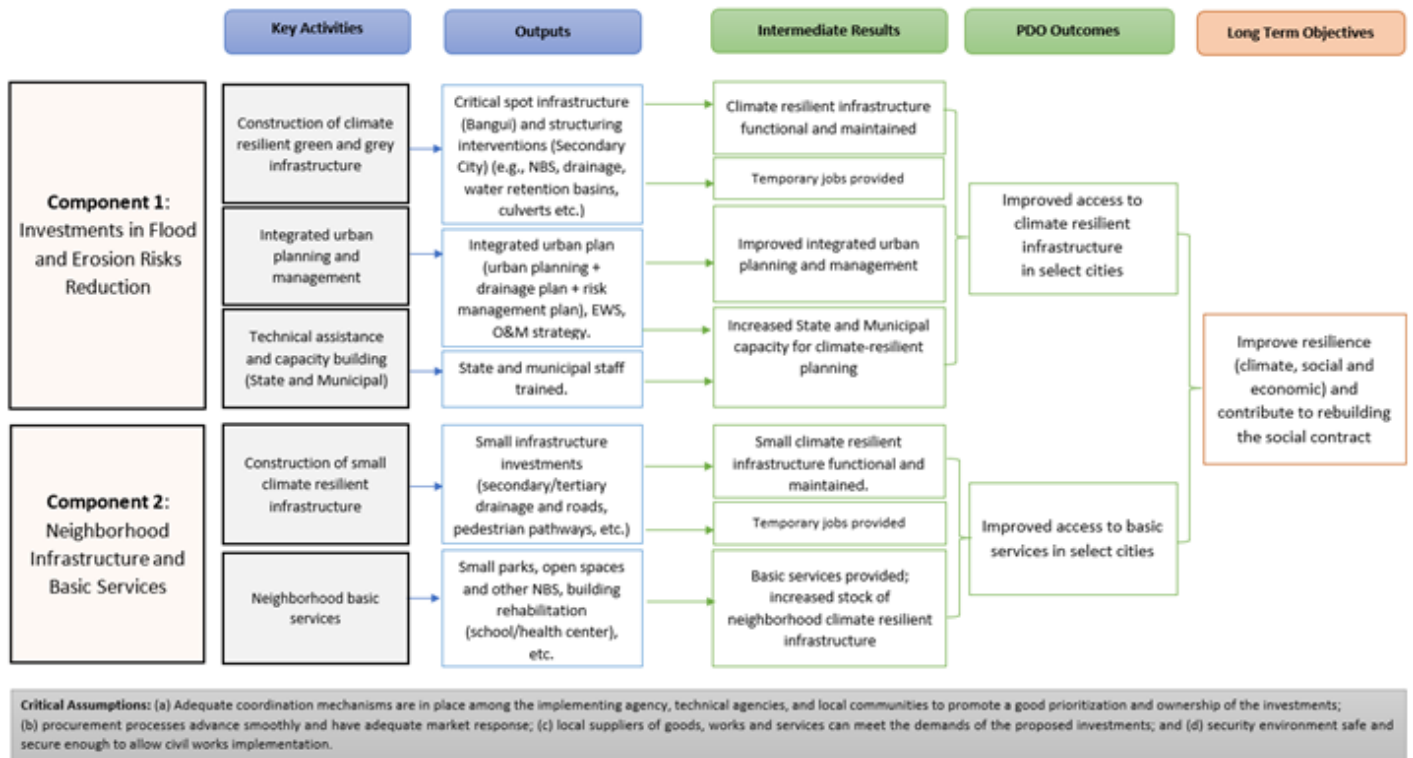
- These indicators also align with LDCF Sub-Indicator 1.1: Number of direct beneficiaries from more resilient physical and natural assets (sex disaggregated).

- These indicators also align with LDCF Sub-Indicator 1.4: Number of youth (15 to 24 years of age) benefiting from the project (sex disaggregated).

- The interventions under Subcomponent 1.2. Institutional Support for Climate Risk Integrated Planning and Urban Management will align with LDCF Core Indicator 3: Number of polices/plans/frameworks/institutions to strengthen climate adaptation and LDCF Sub-Indicator 3.5: Number of institutions with increased capacity to plan, implement, monitor, and report for climate adaptation.

- The interventions under Subcomponent 1.2. Institutional Support for Climate Risk Integrated Planning and Urban Management will align with LDCF Core Indicator 4: Number of people trained or with awareness raised (sex disaggregated) and LDCF Sub-Indicator 4.1 Number of people trained or made aware of climate change impacts and appropriate adaptation responses (sex disaggregated) at: National government (sex disaggregated), Local Government (sex disaggregated), and Local Community Organizations (sex disaggregated).

Proposed Project Theory of Change



The proposed project will consist of four components totaling US\$ 79.2 million

Component 1. Investments in Flood and Erosion Risks Reduction (Cost estimate: US\$53.5 million – US\$45 million from IDA and US\$8.5 million from LDCF)

Subcomponent 1.1. Infrastructure for Flood and Erosion Risks Reduction (Cost estimate: US\$47.5 million - \$40 million from IDA and \$7.5 million from LDCF)

The subcomponent will finance physical infrastructure for risk reduction of climate events (for example, flood and erosion) and related technical assessments, including feasibility studies, detailed engineering designs, and safeguard assessments and contracts with international engineering supervision firms. The proposed budget allocation first considers the city population size and its economic weight. It also considers the scale of needs in basic infrastructure and finally the capacity to implement the project, particularly heavy investments. As a reminder, Bangui is a main city of the CAR with a 1.4 million population, which received a large part of the people displaced during the last conflict. Berberati is a secondary town with a population of 103,541 and a moderate project implementation capacity.

Bangui (US\$34.5 million equivalent). Activities will include critical spot interventions for flood risk reduction. Ongoing pre-feasibility studies expected to be completed in August 2024 will inform the exact solutions, locations, and physical investments for climate risk reduction. These include hydraulic/hydrological/geotechnical and technical analysis of flood and erosion hazards including climate projections such as future rainfall patterns, exposure of people and assets, and the vulnerabilities of exposed communities in at-risk neighborhoods of Bangui (that is, exposed to natural hazards and vulnerable). Eligible investments may include a combination of grey and green urban flood control measures. Grey measures include stormwater drainage, including related works for the construction and/or renovation of culverts, bridges, canal outlet, and so on; water retention basins; dredging. Green measures that have been identified through an earlier executed Nature-Based Solutions Opportunity Scan include preservation of green spaces, agroforestry, urban farming, ecological corridors, and green fences, and reforestation. The combination of grey and green measures will be emphasized to increase climate change adaptation impacts.

Berberati (US\$13 million equivalent). Activities will include structuring investments for flood and soil erosion management. Ongoing pre-feasibility studies expected to be completed in August 2024 will inform the exact solutions, locations, and physical investments for climate risk reduction. These include hydraulic/hydrological/geotechnical and technical analysis of flood and soil erosion hazards including climate projections such as future rainfall patterns, exposure of people and assets, and the vulnerabilities of exposed communities in at-risk neighborhoods of Berberati (that is, exposed to natural hazards and vulnerable). Eligible investments may include primary road resurfacing, critical spots (culverts, bridges, canal outlet, and so on), stormwater drainage, water retention basins, dredging of primary drains, and NbS for headward gully erosion stabilization and slope stabilization (for example, Krainer walls and slope planting).

Subcomponent 1.2. Institutional Support for Climate Risk Integrated Planning and Urban Management (Cost estimate: US\$6 million – US\$5 million from IDA and US\$1 million from LDCF)

Climate-risk-informed integrated urban planning and urban management capacities in focused cities. Main activities will include (a) risk-informed, integrated urban plans combining three dimensions (urban planning, drainage, and flood and erosion risk management) and (b) related technical assistance to essential urban planning stakeholders. The integrated plan aims to help determine where and how development—including urban sprawl and forced displacement to the city—occurs under current and projected climate and urban growth dynamics. These plans will be complemented with the preparation, development, and implementation of basic people-centered flood EWS (that is, purchasing and installing a limited number of synoptic and hydrological stations, including small infrastructure works associated with their installation and exploitation, to monitor flood and erosion susceptibility) as well as capacity strengthening of essential EWS stakeholders (for example, the Ministry of Humanitarian Action, Meteorological Services, Civil Protection and Red Cross, among others). The capacity strengthening will also include enhancement of knowledge and awareness on where nature-based solutions are applicable, or integration of green and grey solutions are possible to

optimize climate change adaptation and increase resilience. Emphasis will be placed on designing, implementing, managing, and monitoring nature-based solutions. Furthermore, it includes developing technical and operations skills to integrate grey and green solutions in urban planning and developing infrastructure projects. This way, these approaches could be replicated or used as case studies for future urban interventions.

State and municipal capacity strengthening for urban planning and disaster risk management (DRM). Activities in focus cities will include capacity strengthening training on climate risk integrated planning and urban management commensurate with each city's existing capacity and prospects in terms of roles and the objectives that can be met during the time frame of the Project. In addition, it is expected that project activities under Components 1 and 2 will have opportunities for capacity building as municipalities will play a leading role in their design and implementation. Capacity-strengthening activities will be intricately linked to investments under those components. Finally, emphasis will be placed on using nature-based solutions and green infrastructure to manage climate risks.

Component 2. Neighborhood Infrastructure and Basic Services (Cost estimate: US\$20 million from IDA)

This component will support investments in local-level, climate resilient socioeconomic infrastructure. Pre-feasibility studies involved wide local consultations process in 13 priority neighborhoods (nine in Bangui and four in Berberati) (see Section IV Technical Analysis and Annex 4 for details on prioritization criteria linked to climate resilience and social inclusion and maps). The process was primarily led by the Ministry of Urban Development, Land Reform, and Housing (Ministère de l'Urbanisme, de la réforme foncière, de la ville et de l'habitat, MURFVH) and the Bangui and Berberati municipalities, thus building their capacity and contributing to stronger trust in institutions. The component will also finance contracts with engineering supervision firms.

Investments in each city have been packaged in two main categories—(a) roads and drainage, and (b) building rehabilitation and public spaces—and sequenced and allotted considering budget and geographic clustering to minimize the number of contracts and allow small and medium local firms to compete. In addition, all investments have been designed considering operational and implementation aspects, including accessibility criteria and material and machinery availability. The budget ventilation is based on the ratio of priority zones between the two cities.

Bangui (US\$15 million equivalent). Beneficiary neighborhoods are grouped in nine zones: Zone 1 (Quartiers Ramandji, Boulata, Cité Boeing and Cité Dameca), Zone 2 (Lipia 2, Lipia 4, Sangba, Dedengue 4 et 5), Zone 3 (Lando 2), Zone 4 (Banga 2, Ngouciment 1 et Ben-zvi centre), Zone 5 (Mpoko Bac 2, Gbanikola 1 et 2), Zone 6 (Ngaragba Gbotoro, Ngatoua, Toaka, Gbangouma 4 et Saint Paul 1), Zone 7 (Galabadja sinistrés, Galabadja 1, 2, 3 et 4), Zone 8 (Gbakassa 1, Ngou catere 1 et 2 et Kokoro canal), and Zone 9 (Cité Sato, Poto poto 1 et 2). Activities will include 4.6 km of secondary road rehabilitation (resurfacing), 20.4 km of tertiary road rehabilitation and corresponding tertiary drainage, 3.4 km of green drainage (bioswale), 34.8 km of pedestrian pathway rehabilitation, 17 pedestrian footbridges' construction, one crossroads' rehabilitation, one health center building's rehabilitation, nine school buildings' and courtyards' rehabilitation (existing schools), eight small markets' rehabilitation (for example, warehouse and fence), and 11 public spaces' rehabilitation (for example, green spaces, recreational and education spaces, and taxi-moto public space). Activities have been selected in a participatory manner during preparation (see section IV Technical Analysis). All neighborhood infrastructure and basic services will adopt disaster- and climate-resilient design standards and

prioritize NbS whenever feasible. For example, roads and pedestrian pathways including their respective drainage system (concrete and bioswale), which are critical to manage stormwater and prevent flooding and soil erosion, are designed and dimensioned to integrate climate change projections (SSP5). All technical and environmental and social (E&S) studies are expected to be completed in April 2025.

Berberati (US\$5 million equivalent). Beneficiary neighborhoods are grouped in four zones: Zone 1 (Poto Poto, Ngou Ciment 2, Djambala 1,2 and 8), Zone 2 (Sambanda 1 ad 3), Zone 3 (Ndao, Baba Salao and Kasai 1), and Zone 4 (City-Center). Activities will include 4.4 km of secondary road rehabilitation (resurfacing), two crossroads' rehabilitation (including drainage), 2.3 km of secondary drainage infrastructure construction, 9.7 km of green drainage (bioswale) construction, 16.6 km of pedestrians pathway rehabilitation, four school buildings' and courtyards' rehabilitation (existing schools), five small markets' rehabilitation (for example, warehouse and fence), and eight open spaces' rehabilitation (for example, green spaces, recreational and education spaces, and taxi-moto public space). Activities have been selected in a participatory manner during preparation (see section IV Technical Analysis). All neighborhood infrastructure and basic services will adopt disaster- and climate-resilient design standards and prioritize NbS whenever feasible. For example, roads and pedestrian pathways including their respective drainage system (concrete and bioswale), which are critical elements to manage stormwater and prevent flooding and soil erosion, are designed and dimensioned to integrate climate change projections (SSP5). All technical and E&S studies are expected to be completed in April 2025.

Component 3: Project Management, Monitoring, Evaluation and Knowledge Management (Cost estimate: US\$5.7 million – US\$5 million from IDA and US\$0.7 million from LDCF)

This component will support activities including (a) the planning, implementation, and technical oversight of program activities; (b) effective social and environmental risk management; and (c) financial management (FM) and procurement. This will include the daily operation of the Project Implementation Unit (PIU). Relevant government agencies at the national, regional, and local levels will be involved in the implementation process with adequate capacity-building support. Activities will include (a) communications and community outreach and awareness-raising campaigns, including on disaster risks, deforestation, rainwater management and run off, solid waste management and informal housing.

This component will also include knowledge management and monitoring and evaluation (M&E) arrangements (estimated at US\$0.2 million). Knowledge Management will support sustainable uptake of lessons learned from the project including the development of case studies and other learning materials to continue the application of nature-based solutions in urban planning and integration of grey and green infrastructure after the project is finalized. Innovative implementation mechanisms such as digital monitoring/supervision tools, including remote sensing and Geo-Enabling Monitoring and Supervision (GEMS), will be used in the project's M&E mechanisms.

The project will support the capacity building of the PIU and MURFVH more broadly, based on an assessment of their technical competencies in the areas of FM, procurement, human resource management, project planning, M&E, community engagement methods, and safeguards. The project will ensure that civil servants work closely with the technical consultants hired by the PIU to facilitate on-the-job learning. MURFVH will be supported to lead the municipalities performance evaluation and oversight of subproject implementation.

Component 4: Contingency Emergency Response Component (CERC) (US\$0 million)

A CERC is included in the project per the Investment Project Financing Policy, paragraphs 12 and 13, for Situations of Urgent Need of Assistance and Capacity Constraints. This will allow for rapid reallocation of project uncommitted funds in the event of an eligible emergency as defined in OP 8.00. A CERC Manual will guide the activation and implementation of the CERC, and an Emergency Action Plan will be prepared to confirm activities and financing for a specific event.

Indicative Project Overview

Project Objective

To improve access to climate resilience infrastructure and basic services in selected cities.

Project Components

Component 1. Investments in Flood and Erosion Risks Reduction

| | |
|----------------------------|-------------------|
| Component Type | Trust Fund |
| Investment | LDCF |
| GEF Project Financing (\$) | Co-financing (\$) |
| 8,514,000.00 | 45,000,000.00 |

Outcome:

Climate resilient infrastructure and basic services

Increased capacity for climate-resilient planning

Output:

Critical spot infrastructure and structuring interventions (e.g., NBS, drainage, water retention basins, culverts)

Integrated urban plan (incl. drainage and risk plan), EWS, O&M strategy

State and municipal staff trained

Component 2. Neighborhood Infrastructure and Basic Services

| | |
|----------------------------|-------------------|
| Component Type | Trust Fund |
| Investment | LDCF |
| GEF Project Financing (\$) | Co-financing (\$) |
| | 20,000,000.00 |

Outcome:

Climate resilient infrastructure and basic services

Output:

Small infrastructure investments (e.g., drainage and roads, pedestrian pathways)

Small parks, open spaces and other NBS

M&E

| | |
|----------------------------|-------------------|
| Component Type | Trust Fund |
| Technical Assistance | LDCF |
| GEF Project Financing (\$) | Co-financing (\$) |
| 225,000.00 | 2,500,000.00 |

Outcome:

Monitoring, evaluation, and knowledge management

Output:

Monitoring and reporting of the project; lessons learned captured and reported on (including gender-specific lessons)

Component Balances

| Project Components | GEF Project Financing (\$) | Co-financing (\$) |
|---|----------------------------|----------------------|
| Component 1. Investments in Flood and Erosion Risks Reduction | 8,514,000.00 | 45,000,000.00 |
| Component 2. Neighborhood Infrastructure and Basic Services | | 20,000,000.00 |
| M&E | 225,000.00 | 2,500,000.00 |
| Subtotal | 8,739,000.00 | 67,500,000.00 |
| Project Management Cost | 436,000.00 | 2,500,000.00 |
| Total Project Cost (\$) | 9,175,000.00 | 70,000,000.00 |

Please provide justification

Coordination and Cooperation with Ongoing Initiatives and Project

Does the GEF Agency expect to play an execution role on this project?

If so, please describe that role here. Also, please add a short explanation to describe cooperation with ongoing initiatives and projects, including potential for co-location and/or sharing of expertise/staffing

The project will coordinate with the Natural Resource Governance Project in CAR (P501946), notably with the Ministry of Environment to ensure that national and local environmental objectives are aligned in between projects. Co-location and/or sharing of expertise/staffing will be explored during implementation to optimize resource from the ministries' technical units and to increase knowledge exchange and capacity building.

Overall project implementation responsibility is vested with a new PIU in MURFVH. The PIU will be responsible for day-to-day project management and will include all fiduciary, safeguards, technical, and results information for transmission to the World Bank. It will also be responsible for contracting external audits of the project and recruiting an internal auditor. The PIU will also screen and approve project investments that local institutions propose. The PIU has been formally constituted and operationalized during project preparation and already includes eight key positions (coordinator, adjunct coordinator, procurement specialist, FM specialist, environmental safeguards specialist, social safeguards specialist, GBV specialist, and an administrative assistant). Other recruitments will include an accountant, an M&E specialist (proficient in GEMS), and other technical experts (for example, engineering, security, community liaison, and communications).

A light PIU office will be established in Berberati. A smaller decentralized PIU office will be established in Berberati and will include at least a local coordinator, a social development assistant, and an environmental assistant. The light PIU office will be responsible for local coordination, planning, and monitoring of implementation of activities in Berberati. It will provide reports to the central PIU for consolidation and then for review by the Technical Committee and submission to the Steering Committee for validation. It will liaise with state deconcentrated services and local governments as well as the local civil society, including the representatives of marginalized groups. It will help prepare the meetings of the Community Coordination Committee (CCC). The mandate of the Berberati office will not include fiduciary responsibilities.

The Ministries of Environment and of Water and Forestry will provide technical support to the PIU for NBS investment under LDCF. An inter-ministry technical unit will be created and include specialist from the ministries of Environment and of Water and Forestry. The unit will provide expertise to the identification of NBS investment under LDCF and their implementation.

Beneficiary communities will be involved in project implementation and oversight in several ways. Community representatives will be part of the CCCs. In addition, community representatives have been involved in selected physical investment under Component 2 and continue to be involved in the design of all investments, to optimize their utility in the local communities (for example, public spaces and other green infrastructure).

Municipal authorities will play an important role in coordinating activities among local stakeholders and ensuring strong involvement of communities. The local authorities of Bangui and Berberati will play a leading role during implementation of investments and in citizen engagement, in close collaboration with the PIU and State services. They will not have any fiduciary role in project implementation.

Overseeing entities will be created at both the national and local levels. The POM will provide details on the composition and mandate of these entities.

A National Steering Committee will be set up to oversee and strategically guide the implementation of PROVIR as well as to ensure consistency with national strategies and coordination among national-level stakeholders. It will provide policy and general guidance, make strategic decisions, and provide overall oversight for project implementation, with alignment and complementarity with ongoing or planned projects and initiatives. It will ensure that a comprehensive, coherent approach is taken to supporting project activities. It will facilitate sectoral buy-in and coordination of activities across all relevant ministries and institutions, including with development partners. The National Steering Committee will be chaired by the Ministry of Economy (*Ministère de l'Économie, du Plan et de la Coopération Interantionale*, MEPCI), with vice presidency of MURFVH, and have the participation of relevant ministries including Ministry of Public Works (*Ministère de l'Équipement et des Travaux Publics*, METP), Humanitarian Action, Interior and Decentralization, Environment, Water and forests, and Energy and Hydraulic Resources, among others, as well as the municipalities of Bangui and Berberati.

Local Technical Committees will be set up in Bangui and Berberati and chaired by MURFVH and co-chaired by its mayor. The committees will include representatives from relevant ministries (MURFVH, MEPCI, METP, Finance, Humanitarian Action, Social Affairs, Interior and Decentralization, Transport and Civil Aviation, Environment, Water and Forests, Energy and Hydraulic Resources, Health, and Education, among others), the prefecture (L’Ombella Mpoko in the case of Bangui to cover Begoua and Bimbo), the Arrondissements’ Mayors (nine in the case of Bangui, in addition to Begoua and Bimbo’s mayors), and representatives from civil society.

CCCs will be established in Bangui and Berberati and chaired by a designated community representative (for example, the existing president of the Arrondissement committee). CCCs will include local representatives from the community (for example, Chef de Groupe and CDQ included in the project neighborhood priority investment areas, among others), and include women, youth, IDPs, returnees, minorities and disabled persons. They will ensure operational coordination among stakeholders at the community level and be consulted during subprojects’ design.

Knowledge Management, Monitoring and Evaluation (M&E) arrangements and next steps: M&E will be a central part of the proposed Project’s management to ensure accountability in the use of funds, assess progress towards key reform objectives, the achievement of results, and facilitate timely course correction as needed. The Government of CAR, through the PCU, will be responsible for gathering accurate and timely data periodically to measure progress toward the achievement of the PDO and intermediate indicators, as outlined in the Results Framework to be developed. Through Knowledge Management the lessons learned from integrating grey and green solutions will be gathered to inform future decision-making and potentially scale up or replicate the proposed interventions.

Core Indicators

Explain the methodological approach and underlying logic to justify target levels for Core and Sub-Indicators (max. 250 words, approximately 1/2 page)

META INFORMATION – LDCF

| | | |
|--|--|--|
| LDCF true | SCCF-B (Window B) on technology transfer false | SCCF-A (Window-A) on climate Change adaptation false |
| Is this project LDCF SCCF challenge program? false | | |
| This Project involves at least one small island developing State(SIDS). false | | |
| This Project involves at least one fragile and conflict affected state. true | | |
| This Project will provide direct adaptation benefits to the private sector. false | | |
| This Project is explicitly related to the formulation and/or implementation of national adaptation plans (NAPs). false | | |
| This project will collaborate with activities begin supported by other adaptation funds. If yes, please select below | | |
| Green Climate Fund false | Adaptation Fund false | Pilot Program for Climate Resilience (PPCR) false |
| This Project has an urban focus. true | | |

This project will directly engage local communities in project design and implementation

false

This project will support South-South knowledge exchange

false

This Project covers the following sector(s)[the total should be 100%]: *

| | |
|---------------------------------|---------|
| Agriculture | 0.00% |
| Nature-based management | 45.00% |
| Climate information services | 0.00% |
| Coastal zone management | 0.00% |
| Water resources management | 0.00% |
| Disaster risk management | 30.00% |
| Other infrastructure | 5.00% |
| Tourism | 0.00% |
| Health | 0.00% |
| Other (Please specify comments) | |
| Urban | 20.00% |
| Total | 100.00% |

This Project targets the following Climate change Exacerbated/introduced challenges:*

| | | | |
|---------------------------------|---|---|---------------------------------|
| Sea level rise false | Change in mean temperature true | Increased climatic variability true | Natural hazards false |
| Land degradation true | Coastal and/or Coral reef degradation false | Groundwater quality/quantity false | |

CORE INDICATORS – LDCF

| | Total | Male | Female | % for Women |
|---|------------------|------------|------------|-------------|
| CORE INDICATOR 1 Total number of direct beneficiaries | 800,000 | 400,000.00 | 400,000.00 | 50.00% |
| CORE INDICATOR 2 (a) Area of land managed for climate resilience (ha) (b) Coastal and marine area managed for climate resilience (ha) | 1,400.00 0.00 | | | |
| CORE INDICATOR 3 Number of policies/plans/ frameworks/institutions for to strengthen climate adaptation | 2.00 | | | |
| CORE INDICATOR 4 Number of people trained or with awareness raised | 1300 | 650.00 | 650.00 | 50.00% |
| CORE INDICATOR 5 Number of private sector enterprises engaged in climate change adaptation and resilience action | 0.00 | | | |

Key Risks

| | Rating | Explanation of risk and mitigation measures |
|------------------------------|-------------|---|
| CONTEXT | | |
| Climate | Substantial | Please see Climate risk assessment tool attached in the roadmap |
| Environmental and Social | Substantial | Implementation of mitigation measures specified in Environmental and Social Framework (ESF) instruments (Environmental and Social Management Framework (ESMF), site-specific E&S Management Plans and Resettlement Action Plans, Labor Management Procedures, SEP, and GRM) and capacity building activities will help reduce the identified risks. More details on project specific E&S risks and relevance of ESF instruments are presented in the disclosed ESRS |
| Political and Governance | High | Risk mitigation measures will include (a) instituting a transparent and inclusive planning process; (b) helping foster social cohesion among different groups through participatory planning process; (c) establishing community coordination committees to involve stakeholders in project planning and implementation; and (d) strengthening monitoring for early identification of risks. |
| INNOVATION | | |
| Institutional and Policy | Substantial | The project will address these challenges through capacity-building activities, engagement with service providers, reliance on communities and community-based groups for O&M, and links with various ministries and departments. However, sustainability risks remain high due to resource constraints and potential disruptions in decentralization efforts. |
| Technological | Substantial | Technical design of the project is rated Substantial, due to challenges in reaching secondary cities, capacity constraints, and the need for coordination across multiple sectors. To mitigate these risks, the project will employ remote supervision and collaboration with other sector projects. The establishment of PIU offices in cities will also help address these risks. Technical assistance and training will also be provided to local government entities to enhance their capacity |
| Financial and Business Model | Substantial | Macroeconomic risk is rated Substantial. Pressure points include (a) failure to repeal or mitigate the newly adopted tokenization law, which is likely to pose several systemic risks including macroeconomic and financial stability, money laundering, and derail prospects for economic recovery; (b) failure to implement bold policies to move gradually toward a sustainable price adjustment and a procurement mechanism to address fuel supply shortages and realize domestic revenue mobilization objectives, which is expected to weigh on economic growth and widen the overall fiscal deficit; (c) inability to mobilize concessional donor support; (d) a reversal in security gains; and (e) stronger than expected tightening of regional and global financial conditions. Should these risks materialize, CAR could dip into a yet deeper |

| | | |
|---------------------|-------------|--|
| | | crisis, with the Government unable to pay wages, both domestic and external arrears reemerging. The macroeconomic situation will continue to be closely monitored. |
| EXECUTION | | |
| Capacity | High | Institutional capacity for implementation and sustainability risk is rated High, associated with the limited administrative capacity at the national and local levels. Lack of regular fiscal transfers to local governments for O&M of local service delivery and community infrastructure will likely continue. The project will address these challenges through capacity-building activities, engagement with service providers, reliance on communities and community-based groups for O&M, and links with various ministries and departments. However, sustainability risks remain high due to resource constraints and potential disruptions in decentralization efforts. |
| Fiduciary | Substantial | Mitigation measures include building capacity and providing appropriate measures to strengthen project management and fiduciary controls. A PIU will be established under MURFVH with qualified staff to assume the fiduciary management of the project |
| Stakeholder | High | Measures include ongoing conflict monitoring to continuously evaluate ground realities, allowing for adjustments to the project implementation approach or activities. The PIU will hire a community liaison and conflict specialist who will coordinate risk monitoring and mitigation efforts. The project will design activities to maintain social cohesion and mitigate conflicts, ensuring transparent selection criteria and community engagement. |
| Other | High | Security: The project will allow flexibility in resource allocation and sequence implementation based on security conditions. The project will develop a strategy for implementation in insecure areas, which defines objective criteria for classifying levels of insecurity and provides options to guide implementation considering the fluid security context. Minimum requirements on security risk assessments and reporting of incidents will be integrated into the ESMF and the more detailed Security Management Plan. Coordination with relevant stakeholders and partners will also be a priority to address these risks. |
| Overall Risk Rating | High | The specific risks rated substantial or high and tailored mitigation measures, as assessed in accordance with the Systematic Operations Risk-Rating Tool, are described in this section. |

A. ALIGNMENT WITH GEF-8 PROGRAMMING STRATEGIES AND COUNTRY/REGIONAL PRIORITIES

Describe how the proposed interventions are aligned with GEF- 8 programming strategies and country and regional priorities, including how these country strategies and plans relate to the multilateral environmental agreements.

Confirm if any country policies that might contradict with intended outcomes of the project have been identified, and how the project will address this.

For projects aiming to generate biodiversity benefits (regardless of what the source of the resources is - i.e., BD, CC or LD), please identify which of the 23 targets of the Kunming-Montreal Global Biodiversity Framework the project contributes to and explain how. (max. 500 words, approximately 1 page)

The project is well aligned with GEF-8 Programming Strategy on Adaptation to Climate Change for LDCF (2022-2026). The focus on implementing nature-based solutions is one of the key themes (Theme 3) of the GEF's adaptation portfolio. Nature-based solutions will be used as climate change adaptation measures as well as an instrument to increase the resilience of urban citizens in CAR. Nature-based solutions will be used as a pathway to address the interconnectedness of climate change and fragility. By providing more climate resilient infrastructure in cities, the project will contribute to reducing fragility caused by nature hazards. Investments in climate resilient infrastructure are crucial to provide public services and contribute to stability for urban citizens in CAR. LDCF funding will provide a crucial additional financing to contribute to climate change adaptation and reducing the vulnerability of urban citizens. Moreover, the LDCF-financed activities will use nature-based solutions to address natural hazards such as erosion and flooding, thereby contributing to the overall sustainability of the investments for climate-resilient infrastructure.

The project particularly aligns with Priority area 1: Scaling Up Finance due through supporting climate change adaptation by combining (grey) infrastructure and (green) nature-based solutions. By strengthening urban planning and disaster risk management, these combined investments could be replicated in the future. Municipalities will play a key role in the implementation of the interventions, which provides an opportunity for capacity strengthening.

Improving integrated and sustainable urban planning and management is key to address both climate change and increase economic and social welfare for urban citizens. To address the climate-fragility nexus, the proposed project will provide necessary capacity building to plan, execute, and monitor the integration of grey and green infrastructure interventions. The LDCF-financed activities will be crucial to provide technical assistance and capacity building on integrated urban planning and management and using instruments such as nature-based solutions. Nature-based solutions can contribute to addressing climate risks and serve as mitigation measures for environmental risks.

Using an integrated planning perspective can increase the governments capacity to respond to the needs of vulnerable communities, in particular women, which could improve the social construct between citizens and institutions. This aligns with Priority Area 3: Fostering Partnership for Inclusion and Whole-of Society Approach. Furthermore, emphasis will be placed inclusion of social groups facing marginalization or barriers to participation (e.g., women, youth refugees, IDPs, returnees and host communities, people with disabilities) when executing doing labor-intensive public works. A Stakeholder Engagement Plan (SEP) has been prepared that includes all NGOs, civil society organizations, etc. that will be engaged during the lifetime of the project. It also includes a strategy on how vulnerable groups will be taken into account. For example, by ensuring that these stakeholders are adequately engaged on environmental and social issues that may affect them, through an inclusive process of dissemination of information and discussions.

B. POLICY REQUIREMENTS

Gender Equality and Women's Empowerment:

We confirm that gender dimensions relevant to the project have been addressed as per GEF Policy and are clearly articulated in the Project Description (Section B).

Yes

Stakeholder Engagement

We confirm that key stakeholders were consulted during PIF development as required per GEF policy, their relevant roles to project outcomes and plan to develop a Stakeholder Engagement Plan before CEO endorsement has been clearly articulated in the Project Description (Section B).

Yes

Were the following stakeholders consulted during project identification phase:

Indigenous Peoples and Local Communities: Yes

Civil Society Organizations: Yes

Private Sector: No

Provide a brief summary and list of names and dates of consultations

During the preparation of the project, six (6) stakeholder consultations were held at the national level including several ministries, local communities, local government agencies, and NGOs. Several types of participatory workshops were conducted: two city-level workshops bringing together all Berberati representatives, and three workshops bringing together representatives at the neighborhood level. These stakeholder consultations took place between 2022 and 2024 and continue today as the Central African Republic Inclusive and Resilient Cities Project (PROVIR) advances.

| October 3 to 7, 2022 in Bangui | |
|---|--|
| Main objectives | Engaged stakeholders |
| The first city-level workshops where the main objective was to have a dialogue with a wide variety of sectors represented to introduce the new Central African Republic Inclusive and Resilient Cities Project (PROVIR). Aside this, discussions were held with the Technical Committee that was set up for the Urbanization Review and to share the result of this analysis. Finally, this meeting was also an opportunity to have a dialogue with a wide network of urban stakeholders as well as technical and financial partners. | Représentant Banque mondiale Ministre de l'Urbanisme, Ville, Habitat (MURFVH), Ministère du Plan MEPCI Mairie de Bangui Ministère de Finance et du Budget (MFB), Ministère des Transports Publics, Direction Générale de la Météorologie Direction Générale des Ressources en Eau Direction Générale de la Protection Civile Union Européenne Agence Française de Développement (AFD) Banque Africaine de développement (BAD) MINUSCA |
| March 20 to 31, 2023 in Bangui | |
| Main objectives | Engaged stakeholders |
| The following meetings were dedicated to advancing the preparation of PROVIR and finalize necessary documents to obtain the Project Preparation Advance (PPA) for PROVIR. Furthermore, the coordination and preparation of Trust Fund activities progressed. These are (i) preparation of neighborhood development plans, (ii) participatory workshops to identify priority neighborhood and small scale services identified by local communities, (iii) Drone Surveys, (iv) Data collection campaign on drainage, and (v) Climate risk assessment. An earlier executed Nature-Based Opportunity Scan has also been discussed. Continued discussions were held with technical and financial partners. Finally, support was provided for the | Représentant Banque mondiale; Ministre de l'Urbanisme, Ville, Habitat (MURFVH); Ministère du Plan MEPCI; Mairie de Bangui; Union Européenne Agence Française de Développement (AFD); Banque Africaine de développement (BAD); MINUSCA; DG Aviation Civile (ANAC); Direction service législation et contentieux Douane; Ministère de la Défense; PURIC Direction Générale de la Protection Civile; ONG ACTED; ONG IMPACT INITIATIVES; ONG SFCG; TRIANGLE; OIM; Water For Good |

| | |
|---|---|
| implementation of drainage activities and the early warning system within the framework of the Central African Republic Food Emergency Response Project (PRUCAC) and a visit was organized to the project's investment sites in Bangui. | |
| June 06 to 16, 2023 | |
| Main objectives | Engaged stakeholders |
| During the meetings the PPA for PROVIR was finalized. A workshop was held to present the Review of Urbanization in CAR. A mid-term review was held of PRUCAC, where focus was laid on the urban drainage activities and the early warning system. The activities financed by the trust funds were launched and key partner meetings were held. | Représentant Banque mondiale; Ministre de l'Urbanisme, Ville, Habitat (MURFVH); Ministère du Plan MEPCI; Mairie de Bangui; Union Européenne Agence Française de Développement (AFD); Banque Africaine de développement (BAD); MINUSCA; DG Aviation Civile (ANAC); PURIC; BIED Urbaconsulting; Participant à l'atelier de la Restitution de la Revue de l'Urbanisation |
| September 11 to 22, 2023 In Bangui and Berberati | |
| Main objectives | Engaged stakeholders |
| The PPA activities were launched for PROVIR. The roadmap and necessary steps to prepare for PROVIR were reviewed. Implementation support was provided for the PRUCAC, in particular for the urban drainage and early warning system activities. The activities financed by the trust funds were continued. Meetings were held with financial partners and representatives of civil society. | Représentant Banque mondiale; Ministre de l'Urbanisme, Ville, Habitat (MURFVH); Ministère du Plan MEPCI; Direction Générale de la Météo PRUCAC; PURIC; DER Eaux et Forêts, Berbérati; DER Environnement, Berbérati; Préfet de Berbérati; UNHCR ; mairie de Berbérati, Croix Rouge Centrafricaine; Direction de l'Aérodrome de Berbérati; Participants aux Atelier Ville Berbérati (Mairie, Délégué des PDI, Chef de groupe ; Chef de quartier ; OFCA , ACDDH, RECOPE, ONG ACPPDH , CJCSE, Réseau des DH, 5e arrondissement, Association des Handicapé, Marché central, CPJMK, CPGD, CPGD, KONGATO, Parajuriste RCED, Mobilisateur des Rapatriés, RFDDH, AFT, MCCDT, VIE, Chef de quartier et Chef de groupe , Chef de secteur; Imam ; Député, Maire d'arrondissement, Clemko ; ANPPE , Logistique ABV, journalistes, Association des Taxi Motos) |
| November 29 to December 03, 2023 | |
| Main objectives | Engaged stakeholders |
| The PPA activities for PROVIR were executed. The progress of the formation of the future Project Management Unit (PMU) was monitored. The technical preparation of the project was advanced in order to allow the rapid launch of technical and safeguarding studies. | Représentant Banque mondiale; Directeur Général Météo , MURFVH , MEPCI, DPC, PURIC; Participants à l'atelier dur la gestion des érosions le 30 novembre 2023 |
| March 04 to 16, 2024 | |
| Main objectives | Engaged stakeholders |
| The PIU was launched. Continues support was provided for the PPA activities for PROVIR and the technical preparation of the project, including safeguards, was provided. Meetings were held with financial partners and representatives of civil society. | Ministre de l'Équipement et Travaux Publics (METP); Ministre du Développement de l'Énergie et des Ressources Hydrauliques (MDERH); MEPCI; MURFVH; MEDD; Cellule Technique PROVIR, MURFVH; Maire de Bangui; Maire de Berberati; Directeur Régional (DR) Eaux et Forêts Berberati; Directeur Régional (DR) Environnement Berberati; Député Suppléant Préfecture Berberati; Croix Rouge Local Berberati; service des affaires sociales Berberati; Projet Eau et Assainissement (AfDB) |

As part of the preparation of environmental and social safeguard instruments, stakeholder consultations were organized from 2 to 16 May 2024 in the cities of Berbérati and Bangui. These meetings mainly concerned technical and administrative services, including professional organizations, but also local civil society organizations (local NGOs, women's and youth groups and associations) and customary authorities. As part of the stakeholder consultations, 579 people were consulted, including 236 women (40.8 per cent) and 343 men (59.2 per cent). The summary of statistics by prefecture is summarized below.

| PREFECTURES | Women | | Men | | TOTAL |
|---------------------------|-----------------------|---------------|-----------------------|---------------|------------|
| | Under 35 years of age | Over 35 years | Under 35 years of age | Over 35 years | |
| Berberati | 37 | 44 | 34 | 102 | 217 |
| Bangui | 26 | 129 | 43 | 164 | 362 |
| TOTAL | 63 | 173 | 77 | 266 | 579 |
| TOTAL (%) | 10,9 | 29,9 | 13,3 | 45,9 | 100,0 |
| TOTAL (%) by genre | 40,8 | | 59,2 | | 100,0 |

Source: SERF Burkina mission to develop the SEP of PROVIR CAA, April 2024

The meetings mainly concerned technical and administrative services, including professional organizations, but also local civil society organizations (local NGOs, women's and youth groups and associations) and customary authorities. This approach facilitated the identification of the points of view and concerns of the various actors involved in the project and the collection of the suggestions and recommendations provided. During the various public meetings organized, the stakeholders expressed their concerns, fears, suggestions and recommendations with regard to the project as described in detail in the SEP.

To ensure the engagement of communities, Beneficiary communities will be involved in project implementation and oversights in several ways. Community representatives will be part of the Community Coordination Committees (CCCs), which complement the Steering and Technical Committees of the Project. In addition, community representatives have been involved in selected physical investment under Component 2 and continue to be involved in the design of all investments, to optimize their utility in the local communities (for example, public spaces and other green infrastructure). CCC will be established in Bangui and Berberati and chaired by a designated community representative; they will include local representatives from the community and include women, youth, IDPs, returnees, minorities and disabled persons. They will ensure operational coordination among stakeholders at the community level and be consulted during subprojects' design.

Additional information on Safeguards:

The main environmental risks are related to construction works associated with the development of medium size community and climate resilient infrastructure in urban areas. These include: (i) occupational health and safety risks of workers; (ii) air, soil and water pollution; (iii) soil erosion and indiscriminate quarrying for source materials; (iv) inadequate measures during transportation, storage, use and disposal of construction materials resulting in poor management of solid, liquid and hazardous wastes; and v) community health and safety risks due to traffic detours, movement of heavy machinery and vehicles and digging of trenches and improper disposal of waste.

Social risks are associated with small-sized civil works of subcomponents 1.3 and 2.2 that will support small scale community and municipality infrastructures and embedded with extensive consultation and community-level decision making built into the design. They might require land acquisition and cause involuntary resettlement and temporary disruption of economic activities, obstacles to access properties due to land taking related to the works. A RPF will be prepared, consulted on and disclosed before appraisal according to ESS5 requirements to mitigate this risk, as the scope of resettlement and land acquisition (community and climate-risk infrastructures) is unknown at this stage, and given the unknown number of persons that will be directly or

indirectly impacted physically and economically by the planned works. The activities of components 1 and 2 also might increase and exacerbate the risks of SEA/SH against women and young girls. To mitigate these risks, procedures such as a SEA/SH risk assessment and the development of a SEA/SH Action Plan to support the mitigation of assessed SEA/SH risks will be required and should include a response and accountability and response plan. There is also a risk of lack of access, exclusion and marginalization of vulnerable and disadvantaged groups (e.g., on jobs), particularly in remote areas and areas affected by conflict, and 'disadvantaged or vulnerable' peoples, including women, in participating in the consultation processes related to the selection and features of the infrastructure works in their communities or land use plans that could affect them. Strategic targeting approaches should be presented in the SEP to ensure that there is no exclusion or marginalization of any vulnerable groups. There may be limited client capacities for effective stakeholder engagement, which is the key element for a successful citizen engagement process and in support of specific activities such as resettlement.

While the E&S instruments will comprehensively describe potential impacts and mitigation measures, there is also the risk of poor implementation of E&S measures due to poor technical capacity and/or inadequate attention and commitment of the Borrower (PIU, LCUs, municipalities and other implementing agencies). In addition, there is also the risk of E&S specifications not being accurately included in the procurement process, and the poor supervision and monitoring of contractual E&S obligations of the construction companies and suppliers.

Security risks: The project intends to implement certain activities in some communes affected by conflicts. Project sites might be situated in areas where non-state army groups outside government control may be present. Therefore, the risk of attacks on project workers, assets and beneficiaries must be assessed and evaluated via project security risk assessment and security management plan to determine the level of threats and mitigation measures.

Additional Information on Gender:

A Gender action plan was developed by the parent project and will be updated as needed before the GEF//LDCF endorsement stage. As part of the Gender Action Plan (GAP) to ensure women's meaningful participation in DRM governance, three gaps were identified as follows: (i) voice and agency in urban planning focused on flood and erosion risk management, (ii) women's dual economic loss from exposure to displacement and climate events, and (iii) women's access to basic social services. The parent project will contribute to filling the last two gaps partly by prioritizing geographic targeting of investments in vulnerable areas, especially the ones hosting IDPs. The project's main focus will be on addressing the first gap through measures aiming at increasing women voice and agency in urban planning, focusing on flood and erosion risk management and NBS, especially through the granting of a leadership role to women in local climate adaptation planning committees (subcomponent 1.2). Women's leadership in local climate adaptation planning committees and key stakeholder meetings to design and implement project activities will contribute to ensuring that urban public spaces, infrastructure and services are designed in a safe and gender-sensitive manner. Measures to ensure that women's specific needs to lead local climate adaptation planning committees and key stakeholder meetings will be taken (e.g., place and timing of meetings, facilitation techniques, back up arrangements for women leaders). In addition, the SEP will identify and specifically target women's groups and organizations in the project area and interactions will use gender-sensitive communication strategies to ensure that information about the project and how to participate is accessible to women. Engagement tools will be via focus groups and regular meetings. The SEP will also establish clear and accessible feedback mechanisms (that could be integrated to the GRM, for example) for women to voice their concerns and suggestions regarding DRM governance.

Additional Information on Knowledge Management:

Component 3: Project Management, Monitoring, evaluation and knowledge management (Cost estimate: US\$5.7 million – US\$ 5 million from IDA and US\$ 0.7 from LDCF). This component aims to contribute to the implementation of project activities, support knowledge management and monitoring and evaluation (M&E). It will finance operating costs of the project implementation unit, M&E of project activities, including impact evaluations, communication of project activities to different audiences, hiring of staff, goods, consultant services, workshops, and training. a. Sub-Component 3.1: Monitoring, evaluation and knowledge management (US\$ 0.2 million of LDCF Financing): M&E will provide a tool for adaptive management and facilitate learning processes from experiences gained during project implementation. Knowledge management will be supported to facilitate the preparation and dissemination of supporting studies and lessons learned to inform future transport and coastal protection projects which will facilitate the further scaling-up following this project’s lifetime. Ex-post evaluation studies will be disseminated through a publicly accessible, online forum, and ex-post evaluation workshops of the project with key stakeholders will be organized so as to capture lessons-learned and insights from stakeholders for future project works. Stakeholder evaluation reports will be integrated in revisions of ex-post evaluation studies.

(Please upload to the portal documents tab any stakeholder engagement plan or assessments that have been done during the PIF development phase.)

Private Sector

Will there be private sector engagement in the project?

And if so, has its role been described and justified in the section B project description?

Environmental and Social Safeguard (ESS) Risks

We confirm that we have provided indicative information regarding Environmental and Social risks associated with the proposed project or program and any measures to address such risks and impacts (this information should be presented in Annex D).

Yes

Overall Project/Program Risk Classification

| PIF | CEO Endorsement/Approval | MTR | TE |
|---------------------|--------------------------|-----|----|
| High or Substantial | | | |

C. OTHER REQUIREMENTS

Knowledge management

We confirm that an approach to Knowledge Management and Learning has been clearly described in the Project Description (Section B)

Yes

ANNEX A: FINANCING TABLES

GEF Financing Table

Indicative Trust Fund Resources Requested by Agency(ies), Country(ies), Focal Area and the Programming of Funds

| GEF Agency | Trust Fund | Country/ Regional/ Global | Focal Area | Programming of Funds | Grant / Non-Grant | GEF Project Grant(\$) | Agency Fee(\$) | Total GEF Financing (\$) |
|---------------------------------|------------|---------------------------------|----------------|-------------------------|-------------------|-----------------------|-------------------|--------------------------|
| World Bank | LDCF | Central African Republic | Climate Change | LDCF Country allocation | Grant | 9,175,000.00 | 825,000.00 | 10,000,000.00 |
| Total GEF Resources (\$) | | | | | | 9,175,000.00 | 825,000.00 | 10,000,000.00 |

Project Preparation Grant (PPG)

Is Project Preparation Grant requested?

false

PPG Amount (\$)

PPG Agency Fee (\$)

| GEF Agency | Trust Fund | Country/ Regional / Global | Focal Area | Programming of Funds | PPG(\$) | Agency Fee(\$) | Total PPG Funding(\$) |
|------------------------------|------------|----------------------------------|------------|----------------------|-------------|----------------|-----------------------|
| Total PPG Amount (\$) | | | | | 0.00 | 0.00 | 0.00 |

Please provide justification

Sources of Funds for Country Star Allocation

| GEF Agency | Trust Fund | Country/ Regional/ Global | Focal Area | Sources of Funds | Total(\$) |
|----------------------------|------------|------------------------------|------------|------------------|-------------|
| Total GEF Resources | | | | | 0.00 |

Indicative Focal Area Elements

| Programming Directions | Trust Fund | GEF Project Financing(\$) | Co-financing(\$) |
|------------------------|------------|---------------------------|------------------|
|------------------------|------------|---------------------------|------------------|

| | | | |
|---------------------------|------|---------------------|----------------------|
| CCA-1-1 | LDCF | 9,175,000.00 | 70,000,000.00 |
| Total Project Cost | | 9,175,000.00 | 70,000,000.00 |

Indicative Co-financing

| Sources of Co-financing | Name of Co-financier | Type of Co-financing | Investment Mobilized | Amount(\$) |
|---------------------------|----------------------|----------------------|----------------------|----------------------|
| GEF Agency | World Bank | Loans | Investment mobilized | 70,000,000.00 |
| Total Co-financing | | | | 70,000,000.00 |

Describe how any "Investment Mobilized" was identified

The LDCF project will be fully blended with the World Bank CAR Inclusive and Resilient Cities Project (P178774) - benefiting from \$70 million in IDA Credits.

ANNEX B: ENDORSEMENTS

GEF Agency(ies) Certification

| GEF Agency Type | Name | Date | Project Contact Person | Phone | Email |
|------------------------|------------------|-----------|------------------------|-------|-------------------------|
| GEF Agency Coordinator | Sara El Choufi | 9/13/2024 | | | selchoufi@worldbank.org |
| Project Coordinator | Laurent Corroyer | | | | lcorroyer@worldbank.org |

Record of Endorsement of GEF Operational Focal Point (s) on Behalf of the Government(s):

| Name | Position | Ministry | Date (MM/DD/YYYY) |
|---------------------|--|---|----------------------|
| Lambert GNAPELET | Meteorological Engineer and Environment Manager | Ministre d'Environnement et du Développement Durable | 4/27/2024 |

ANNEX C: PROJECT LOCATION

Please provide geo-referenced information and map where the project interventions will take place

Please see annex 1 in roadmap - Project Maps

ANNEX D: ENVIRONMENTAL AND SOCIAL SAFEGUARDS SCREEN AND RATING

(PIF level) Attach agency safeguard screen form including rating of risk types and overall risk rating.

Title

CAR_Inclusive and Resilient Cities Project_Climate and Disaster Risk Screening Tools

ANNEX E: RIO MARKERS

| Climate Change Mitigation | Climate Change Adaptation | Biodiversity | Land Degradation |
|---------------------------|---------------------------|-------------------|-------------------|
| Significant Objective 1 | Principal Objective 2 | No Contribution 0 | No Contribution 0 |

ANNEX F: TAXONOMY WORKSHEET

Please see selected taxonomy in PIF submission