



PROJECT IDENTIFICATION FORM (PIF)

PROJECT TYPE: Full-sized Project

TYPE OF TRUST FUND: LDCF

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PART I: PROJECT INFORMATION

Project Title:	Strengthening climate resilience of infrastructure in coastal areas in Togo		
Country(ies):	Togo	GEF Project ID: ¹	
GEF Agency(ies):	AfDB (select) (select)	GEF Agency Project ID:	
Other Executing Partner(s):		Submission Date:	
GEF Focal Area (s):	Climate Change	Project Duration (Months)	36
Name of parent program (if applicable):		Agency Fee (\$):	848,580
<ul style="list-style-type: none"> For SFM/REDD+ <input type="checkbox"/> For SGP <input type="checkbox"/> 			

A. INDICATIVE FOCAL AREA STRATEGY FRAMEWORK²:

Focal Area Objectives	Trust Fund	Indicative Grant Amount (\$)	Indicative Co-financing (\$)
CCA-1 (select)	LDCF	8,450,000	85,500,000
CCA-2 (select)	LDCF	482,420	4,500,000
(select) (select)	(select)		
(select) (select)	(select)		
(select) (select)	(select)		
(select) (select)	(select)		
(select) (select)	(select)		
(select) (select)	(select)		
(select) (select)	(select)		
(select) (select)	(select)		
Total Project Cost		8,932,420	90,000,000

B. INDICATIVE PROJECT FRAMEWORK

Project Objective: coastal areas and related infrastructures are protected						
Project Component	Grant Type ³	Expected Outcomes	Expected Outputs	Trust Fund	Indicative Grant Amount (\$)	Indicative Cofinancing (\$)
Making infrastructure climate resilient	Inv	Transport infrastructure in coastal zone in the area of Baguida Plage and Kossi Agbavi is climate resilient	- 1 waterwall and 2 riprap walls are installed in Baguida Plage - 1 waterwall and 2 riprap walls are installed in the the sector of Kossi Agbavi	LDCF	7,300,000	82,000,000
Capacity building for coastal management	TA	enabling environment for coastal management is reinforced	- elaboration of the coastal integrated management scheme and plan (including regulatory framework, training and equipment of personnel in charge of coastal control)	LDCF	850,000	2,500,000

¹ Project ID number will be assigned by GEFSEC.

² Refer to the reference attached on the [Focal Area Results Framework](#) when completing Table A.

³ TA includes capacity building, and research and development.

		Increased adaptive capacity of communities in the coastal zone	<p>- Communities are supported in their conversion through fishing activities, gardening, fish artisanal transformation (focus on women activities in particular). This diversification of activities will induce reduction of illegal harvest of aggregate and gravel in coastal zones</p> <p>- establishment of an early warning system in the coastal zone of Togo and awareness campaigns on adaptive practices in coastal zone management</p>			
Knowledge Management and Monitoring & Evaluation	TA	Knowledge Management based on results based management and lessons learnt are captured and appropriately disseminated	<p>- Knowledge products on adaptation in coastal zones are produced and disseminated</p> <p>- Participation of stakeholders in adaptation practitioners events (organisation of exchange visits between the project partners and counterparts in the country and in the West African sub-region)</p> <p>- Monitoring and evaluation of the project</p>	LDCF	367,420	1,000,000
	(select)			(select)		
	(select)			(select)		
	(select)			(select)		
	(select)			(select)		
	(select)			(select)		
	(select)			(select)		
	(select)			(select)		
Subtotal					8,517,420	85,500,000

Project Management Cost (PMC) ⁴		(select)	415,000	4,500,000
Total Project Cost			8,932,420	90,000,000

C. INDICATIVE CO-FINANCING FOR THE PROJECT BY SOURCE AND BY NAME IF AVAILABLE, (\$)

Sources of Cofinancing	Name of Cofinancier	Type of Cofinancing	Amount (\$)
GEF Agency	African Development Bank	Hard Loan	90,000,000
(select)		(select)	
(select)		(select)	
(select)		(select)	
(select)		(select)	
(select)		(select)	
Total Cofinancing			90,000,000

D. INDICATIVE TRUST FUND RESOURCES (\$) REQUESTED BY AGENCY, FOCAL AREA AND COUNTRY¹

GEF Agency	Type of Trust Fund	Focal Area	Country Name/Global	Grant Amount (\$ (a))	Agency Fee (\$ (b) ²)	Total (\$) c=a+b
AfDB	LDCF	Climate Change	Togo	8,932,420	848,580	9,781,000
(select)	(select)	(select)				0
(select)	(select)	(select)				0
(select)	(select)	(select)				0
(select)	(select)	(select)				0
Total Grant Resources				8,932,420	848,580	9,781,000

¹ In case of a single focal area, single country, single GEF Agency project, and single trust fund project, no need to provide information for this table. PMC amount from Table B should be included proportionately to the focal area amount in this table.

² Indicate fees related to this project.

E. PROJECT PREPARATION GRANT (PPG)⁵

Please check on the appropriate box for PPG as needed for the project according to the GEF Project Grant:

	Amount Requested (\$)	Agency Fee for PPG (\$) ⁶
• No PPG required.	-- 0--	--0--
• (upto) \$50k for projects up to & including \$1 million		
• (upto)\$100k for projects up to & including \$3 million		
• (upto)\$150k for projects up to & including \$6 million		
• (upto)\$200k for projects up to & including \$10 million	200000	19000
• (upto)\$300k for projects above \$10 million		

PPG AMOUNT REQUESTED BY AGENCY(IES), FOCAL AREA(S) AND COUNTRY(IES) FOR MFA AND/OR MTF ROJECT ONLY

Trust Fund	GEF Agency	Focal Area	Country Name/Global	(in \$)		
				PPG (a)	Agency Fee (b)	Total c = a + b
(select)	(select)	(select)				0
(select)	(select)	(select)				0

⁴ To be calculated as percent of subtotal.

⁵ On an exceptional basis, PPG amount may differ upon detailed discussion and justification with the GEFSEC.

⁶ PPG fee percentage follows the percentage of the GEF Project Grant amount requested.

(select)	(select)	(select)				0
Total PPG Amount				0	0	0

MFA: Multi-focal area projects; MTF: Multi-Trust Fund projects.

PART II: PROJECT JUSTIFICATION⁷

A. PROJECT OVERVIEW

A.1. Project Description. Briefly describe the project, including ; 1) the global environmental problems, root causes and barriers that need to be addressed; 2) the baseline scenario and any associated baseline projects, 3) the proposed alternative scenario, with a brief description of expected outcomes and components of the project, 4) incremental cost reasoning and expected contributions from the baseline , the GEFTF, LDCF/SCCF and co-financing; 5) global environmental benefits (GEFTF, NPIF) and adaptation benefits (LDCF/SCCF); 6) innovativeness, sustainability and potential for scaling up

The Gulf of Bénin area is highly vulnerable to climate change, which is the direct cause of sea level rise. This affects in particular the coastal zones of Ghana, Togo and Bénin. Scenarios predict substantial loss of land in the coastal zone as well as increased flooding. Another consequence of sea level rise in this area is the salinization of phreatic napes with substantial repercussion on drinking water availability in the zone and substantial potential economic losses in this zone that is highly dependent on natural resources (water, land, vegetation, fauna and flora products). The consequences of sea level rise as a direct effect of climate change are expected to have a substantial impact on livelihoods but also on key infrastructure in coastal areas. In summary, the phenomenon of coastal erosion entails the following consequences: i) destruction of coastal line and its habitats (including villages and infrastructure), ii) socio-economic mutations, iii) beaches erosion increase. These consequences are mainly due to the lack of appropriate coastal management and infrastructure. In Togo, the erosion level due to sea level rise has been estimated between 5 to 10 meters per year during the period 1955-1985 and 18 to 29 meters per year during the period 1985-2009. During this period, the coastal road linking Lomé to Aného has been moved twice. This puts at direct risk the coastal line and its related infrastructure. For example, it is here important to acknowledge that two roads situated on the coastal zone have been destroyed because of coastal erosion. Given this phenomenon, the Government of Togo has installed during the period 1985-1988 specific coastal protection installation between Lomé Port and Aného. However, these infrastructures do not have significant protection effect anymore given the magnitude of sea level rise and tides that are more and more violent because of climate change. This confirms the emergency and the need to intervene in a timely manner in order to safeguard coastal infrastructure, roads in particular.

The Government of Togo is developing its transport infrastructure with the support of the African Development Bank. In that framework, several road construction projects have been financed and implemented while some others are currently being designed. The development of the transport network in Togo is essential to support the country's economic development. This will contribute to linking regions within the country but also enhancing regional integration by enhancing the country's liaison with Ghana and Benin.

One of the main transport corridors for linking Togo to its neighbors is situated on the coastal area. This road goes across the entire 50 Km of Togo coast line linking Grand-Popo in Bénin and Aflao in Ghana. With its deep-water harbor, Togo is one of the key transit points for overseas trade for countries in the sub-region, particularly land locked countries such as Burkina-Faso, Niger, Mali, and Chad. Consequently, an improvement in the level of service of inter-state roads and adequate management of the urban sections of these roads are part of the priorities of the Togolese Government.

Under the African Development Fund 13th cycle, which will start in 2014 for a period of three years, the Bank will be pursuing this effort of strengthening regional integration through the financing of transport infrastructure. In particular, it will finance in 2015 the "rehabilitation of the corridor Lomé-Cotonou and transport facilitation project" under which the section

⁷ Part II should not be longer than 5 pages.

Avepozo-Aneho, linking Lomé Port to the Bénin frontier along the coastal line, is considered. This section, which will represent the co-financing (estimated to USD 90 million) element of the LDCF project, is the direct continuity of the section that has just been rehabilitated by the Bank on the section in between the Port of Lomé and Avezopo (10.2 Km in 2x2 ways for a total cost of USD 39 million). The Avepozo-Aneho section is directly at risk from natural coastal erosion, which has been increased with climate change and sea level rise as its direct consequence.

In the face of climate change and the threat that is represented by sea level rise as described above, this project main objective is to finance the related infrastructure and capacity building that will make coastal infrastructure, roads in particular, climate resilient.

In addition to protecting the Avepozo-Aneho, the project will also enable to protect existing infrastructure that are at direct risk due to climate change, sea level rise in particular. These are the West Africa Gazoduc, manufacturing industries and high standing hotels.

This project will focus specifically on:

1) making infrastructure climate resilient and therefore mitigate the risk of seeing transport infrastructure harmed or destroyed by coastal erosion. This will reinforce the country's resilience in front of climate change and enhance transport infrastructures sustainability while the baseline activities is contributing to the development of the road sector but does not systematically factor in climate change effects.

2) supporting local coastal communities, who exploit the coastal sand and marine gravel. While the effects of climate change involving sea level rise and subsequent coastal erosion, the phenomenon is enhanced by the collection of sand and unsustainable activities of communities in the region. Because of climate change and sea level rise, the sand is more scarce and its collection increases the vulnerability of coastal infrastructure. Therefore, the project will promote strategies and activities to diversify and strengthen communities' livelihood. This will increase the adaptive capacity of communities in the area in front of the effect of climate change on the coastal lien described above (sea level rise and sand scarcity)

The project will include the three following components:

Component 1: This component will finance the civil works related to the installation of coastal protection infrastructure in the two sites of Baguida-Plage and Kossi Agbavi. These civil works will consist in the installation for each of the two sites of a breakwater infrastructure and two gabion walls. These civil works will protect the coastal road section Avepozo-Aneho, which is at risk of coastal erosion as described above. The two sites above mentioned have been selected in regard to i) the level of erosion registered along the coastal, and ii) the proximity of the road from the coast. The realization of civil works such as breakwaters and ears of gabions will be made according to up to date best practices with proven technologies for marine works and extremely aggressive environment. Reinforced concrete structures will be made with cement for marine work and quick setting. Coatings of steel will be designed according to the threats generated by the marine environment where there will be installed. Consequently, these should be of at least 5 cm in order to prevent further corrosion. The metal parts of the infrastructure will be stainless steel in order to overcome the risk of corrosion and thus rapid deterioration of structures. Regarding the gabions, these will be anchored in great depths in order to avoid future washouts.

Component 2: This component ensures that in addition to the infrastructure works that are being financed through component 1, soft adaptation measures are implemented. In fact, soft adaptation measures are essential to complement the infrastructure defined in component 1 since climate change and sea level rise in particular have changed the environment where an important population has established its livelihoods. While component 1 will protect the coast from sea level rise, component 2 will strengthen communities' system adaptive capacity and

ability to adjust to a new environment. In that context, this component will act at two levels. First, it will contribute to the enabling environment for coastal zone management with the elaboration of the coastal management scheme, the coastal integrated management plan as well as the training and equipment of personnel in charge of the control of the coastal zone. This will include establishing the regulatory framework for accessing and using coastal area. In fact, adapting the regulations linked to land use planning in the area will enable to reduce the risk of disasters and their negative impacts on livelihoods and overall economy. Second, this component will act at the level of the communities as the exploitation of sands and gravel by these is also contributing to the increased levels of erosion of the coast. This component will provide technical assistance and build capacity among the communities involved in illegal sand collection. Main activities will be targeted towards finding sustainable alternatives for these low income communities, which main source of revenues is linked to sand collection activities. This component will contribute to building capacity for fishermen communities, who suffer from coastal erosion. Consequently, the project will offer trainings on appropriate fishing techniques to fishermen communities (men and women). Support to these communities will consist in the provision of training of fishermen and women, the provision of modern and performing fishing and gardening equipment to the communities established on the coast. This will include the installation of fishing basins. The project will also finance the establishment of an early warning system that will involve local communities established in the project sites. This will ensure that communities are aware about risks with relevant and accurate information in a timely manner. This component will also contribute to the setting up of the beach for touristic and leisure activities.

Component 3: This component will ensure that the project monitoring and evaluation is established and well in place. In particular, the M&E system will track the project outcomes at two levels. First, the system will monitor the level of coastal erosion. Second, the system will monitor the project outcomes at the communities' level, ensuring that their behavior and economic activities are changing towards an increased sustainable management of the coastal line in the project area.

The project is additional to the baseline in the sense that it will factor in climate change in the design of coastal zone management infrastructure. Consequently, the activities undertaken in the three components described above will contribute to the protection and sustainability of coastal infrastructure, roads in particular.

The project will provide efficient, concrete adaptation solutions that can be replicated to other areas that are determined as affected by present and future climate scenarios. This will enable national policy makers and planners to review and revise existing policies and practices that may exacerbate vulnerability to climate change (e.g: maladaptation), such as inappropriate or inefficient coastal defense schemes, sand mining and coastal habitat conversions, which are commonly caused by lack of information on the potential effects of proposed developments on other sectors, or a lack of consideration of these factors.

A.2. Stakeholders. Identify key stakeholders (including civil society organizations, indigenous people, gender groups, and others as relevant) and describe how they will be engaged in project preparation:

Various stakeholders will be consulted during project preparation. Participatory meetings will be organized with the populations, major users and stakeholders of the transport system (transport operators, drivers, Lome port authorities, etc.) in the area. Consultations will be organized as it is usually done for AfDB transport projects in Togo. Stakeholders to be consulted will include coastal communities, fishermen communities, investors active in the coastal area (hotels, tourism...), NGOs and representatives from the civil society. Local authorities and government delegates will be consulted and involved in the project design. Strong coordination will be established with the ministry of environment and forest resources as well as with the ministry of agriculture, breeding and fisheries.

A.3 Risk. Indicate risks, including climate change, potential social and environmental risks that might prevent the project objectives from being achieved, and, if possible, propose measures that address these risks to be further developed during the project design (table format acceptable):

The main risks to the project successful delivery are described below:

1) This project will mainly contribute towards the financing of coastal protection infrastructure in order to increase the resilience of coastal infrastructure in the face of climate change, sea level rise in particular. This entails the risks associated with the design of such infrastructure given uncertainties over future climate change, the associated uncertainties over accurate and realistic cost estimates, the risk of delays in deployment of the infrastructure, and the risk of inadequate management and maintenance beyond the duration of the project. This risk will be mitigated by the expertise of the Bank in the road sector in Togo and additional studies, which will be made in the framework of the Avepozo-Aneho section rehabilitation. These studies will enable to improve the understanding of the zone and enhance the technical proposals for the structures to be financed by this project, including the construction techniques and materials to be used considering the aggressive environment. Solutions proposed will be validated by the competent administration and the controlling body, which will be in charge of the monitoring of the works. The bank non-objection will also be required for the validation of the technical solutions to be implemented in the project.

2) Risks linked to delays experienced in the civil works execution will be mitigated by the fact that companies will be chosen based on their experience and competencies in similar assignments through a competitive bidding process, which will be reviewed and approved by the Bank according to its rules. The procurement process will be competitive in order to allow only a company with substantial experience and capacity (finance, human resources, equipment) is awarded the contract. In addition to the controlling body that will be in charge of the monitoring of the works, Bank bi-annually supervision missions will ensure that works are realized within the expected timeline and according to the highest quality standards in the sector.

3) The risk of having overhead costs is mitigated by the fact that initial studies will define precisely the works, which have to be executed in terms of quality and quantity. This will drive to appropriate costing and will be reflected in the procurement package. Finally, the competitive procurement process will reduce the risk of having overpriced proposals.

4) The institutional framework involving different ministries and stakeholders might slow the process. This risk will be mitigated by a strengthened coordination of the various stakeholders building on past experiences in the transport sector in the country. Strategy and plan for coordination will be designed at PPG level in partnership with all stakeholders involved, relevant ministries in particular. The project is a direct request from the Government to the Bank. The Government has defined the strategic areas of the project together with the Bank. This will ensure local ownership, which is essential to mobilize relevant stakeholders.

5) Another risk associated to the project implementation is the low beneficiaries communities participation. In order to mitigate this risk, the project will adopt demand driven and participatory approaches along the project preparation phase. This will involve all communities involves, fishermen communities in particular. The value of local knowledge will be recognized in the design of activities.

6) Finally, limited capacity at national and community level may negatively impact project implementation. This will be mitigated by the long lasting experience of the Bank in designing and implementing transport projects as well as the inclusion of information, education and communication on climate change and the related climate risks as a whole part of the project.

A.4. Coordination. Outline the coordination with other relevant GEF financed and other initiatives:

The project will be executed by the Ministry of Environment and forest resources in close collaboration with the Ministry of Public works. The AfDB has been designated as chef de file amongst donors in the transport sector in the country. This ensures that the project is being

designed in close collaboration with other initiatives in the sector. Among these, there are several other projects in the transport sector that are relevant to this project.

B. DESCRIPTION OF THE CONSISTENCY OF THE PROJECT WITH:

B.1 National strategies and plans or reports and assessments under relevant conventions, if applicable, i.e. NAPAS, NAPs, NBSAPs, national communications, TNAs, NCSAs, NIPs, PRSPs, NPFE, Biennial Update Reports, etc.:

The project is in line with the NAPA for Togo, which identifies the protection and the securisation of infrastructures, which are at risk in respect to their exposure to environment and climate variation together with the implementation of early warning systems as strategic priorities. The NAPA acknowledges coastal erosion, which was originally a result of the construction of hydroelectric and port infrastructure, is exacerbated by higher sea levels as a consequence global warming. Data on coastal erosion in current conditions indicates a loss of 5m/year on average of the coastline. Taking into consideration climate change, this figure will progressively increase to reach 10 m/year. The consequences as regards the amount of land lost will be significant. The NAPA recommends in coastal zones the installation of protection infrastructure as well as the capacity building of vulnerable communities involved in the extraction of sand in the area. The phenomenon of coastal erosion is also acknowledged in the country's first national communication as well as the PRSP, which raises particular concern in respect to the deterioration of the environment because of water pollution, coastal erosion, land degradation and deterioration of the living environment. The project is also in line with the "regional shoreline and monitoring study and management scheme for the West Africa Coastal area" that was commissioned by the UEMOA. The report recommends that coastal management should encompass the goal of i) increasing resistance and resilience of the littoral areas occupied by people and human facility with the view of reducing the vulnerability and exposure of the population groups and human settlements in the littoral zone; ii) identify and detect with anticipation the situations that engender risks; and iii) increase coordinated individual, collective and institutional capacities to respond to coastal risks.

The project responds to the needs identified by the country in the framework of its *Stratégie de Croissance Accélérée et de Promotion de l'Emploi (SCAPE)*, which has dedicated the fourth sector of its fifth pillar to an efficient management of disasters, including coastal erosion.

The National Investment Programme for Environment and Natural Resources, which is the framework of investments in the sector has dedicated its third component to the "mitigation of climate change effects, disaster management and risk awareness", which includes coastal erosion as a priority action.

This project is therefore compatible with the climate change adaptation options adopted by Togo, including programs and strategies such as i) the implementation strategy for the UNFCCC in Togo, ii) the national strategy for the conservation, restoration and sustainable management of mangroves, iii) the national strategy for risk reduction and natural disaster management, and iv) the national strategy for the management and sustainable use of biodiversity.

B.2. GEF focal area and/or fund(s) strategies, eligibility criteria and priorities:

This project is fully aligned with the Climate Change Adaptation Strategy for GEF-5 in terms of the CCA 1: Reduce vulnerability to the adverse impacts of climate change, including variability, at local, national, regional and global level and CCA-2 : Increase adaptive capacity to respond to the impacts of climate change, including variability, at local, national, regional and global level with a strong focus in infrastructure protection to climate change impacts.

The project is aligned with NAPA priorities. The LDCF criteria for project design and co-financing have been respected. Adaptation benefits have been clearly identified. Finally, this project is in line with the country's strategic priorities and on-going activities in the country to ensure coordination and synergies on the ground.

B.3 The GEF Agency's comparative advantage for implementing this project:

The AfDB has been a key partner of the Government of Togo in the implementation of its development agenda in the infrastructure and the road sector in particular. The AfDB has substantially contributed to the financing of the road sector in the country. It has currently two projects under implementation in the road sector and is working closely with the Government to pursue the support in this sector. The AfDB has developed an expertise in the infrastructure sector in general, and the transport sector in particular. The AfDB benefits from a wide network of resources in and outside the Institution. This experience provides the Bank with a comparative advantage to develop and implement such a project.

This is confirmed by the fact that the project is in line with the AfDB Country Strategy Paper for Togo during the period 2011-2015 where the first pillar dedicated to the development of economic infrastructure includes the "development of Togolese supply of transport and transit services in the West African economic space". The project is also compliant with the regional integration strategy paper for West Africa, which considers linking regional markets as a strategic pillar. Within this pillar, the development of efficient road transport corridors is considered vital for tackling the challenges of regional integration. Among the road corridors that are being considered for support is the trans-coastal road (4900Km), which the section considered in this project for LDCF financing is part of. The delivery of this project will be greatly facilitated by the presence of an AfDB field office in Lomé, which enables an efficient and rapid dialogue between the Institution and the Government during all phases of the project cycle, from design to final evaluation.

PART III: APPROVAL/ENDORSEMENT BY GEF OPERATIONAL FOCAL POINT(S) AND GEF AGENCY(IES)

A. RECORD OF ENDORSEMENT OF GEF OPERATIONAL FOCAL POINT (S) ON BEHALF OF THE GOVERNMENT(S): (Please attach the [Operational Focal Point endorsement letter\(s\)](#) with this template. For SGP, use this [OFP endorsement letter](#)).

NAME	POSITION	MINISTRY	DATE (MM/dd/yyyy)
Yao Djiwonu Folly	Directeur de l'inspection forestière et environnementale, Point focal opérationnel du FEM	MINISTRY OF ENVIRONMENT AND FOREST RESOURCES	

B. GEF AGENCY(IES) CERTIFICATION

This request has been prepared in accordance with GEF/LDCF/SCCF/NPIF policies and procedures and meets the GEF/LDCF/SCCF/NPIF criteria for project identification and preparation.					
Agency Coordinator, Agency name	Signature	DATE (MM/dd/yyyy)	Project Contact Person	Telephone	Email Address
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