

General Template of the Annual Performance Report (APR)

**Reference Number (FP015): Tuvalu Coastal Adaptation Project (TCAP)
UNDP**

**Annual Reporting Period Covered in this Report:
(From 01-01-2018 to 31-12-2018)**

Sections in this report:

- Section 1: General Information
- Section 2: Implementation Progress
- Section 3: Financial Information¹ (Excel worksheet attached).
- Section 4: Report on Environmental and Social Safeguards & Gender
- Section 5: Annexes
- Section 6: Attachments

SUBMITTED BY	
<i>Ciara Daniels, Gender, Results and Reporting Coordinator</i> Name and title	<i>1 March 2019</i> Date
<i>Please indicate if this report has been shared with the relevant NDA(s) for this Funded Activity (Yes/No)</i>	<i>Date of submission to NDA 1 March 2019</i>

¹ Please refer to excel worksheet attached “APR Section 3 (Financial Information)”. Provide as attachments to this report any detailed additional financial information if required in the Funded Activity Agreement.

SECTION 1: GENERAL INFORMATION	
This section provides general information on the funded activity.	
1. Funded Activity Title:	<i>Tuvalu Coastal Adaptation Project (TCAP)</i>
2. Funding Proposal Number:	<i>(FP015)</i>
3. Date of Board approval - Board Meeting Number:	6/30/2016 <i>B.13</i>
4. Accredited Entity:	<i>UNDP</i>
5. Focal Point of the Accredited Entity for this Project:	<i>Mr. Yusuke Taishi</i> Yusuke.taishi@undp.org ; <i>+66-2-304-9100 Ext. 5015</i>
6. Executing Entity(ies):	<i>UNDP Fiji Country Office</i>
7. Implementation Period:	<i>From: 6/7/2017</i> <i>To: 6/7/2024</i>
8. Current year of Implementation:	<i>year 2</i>
9. Date of Submission of the Report:	<i>3/1/2019</i>
10. Annual Reporting period covered in this report:	<i>From: 1/1/2018</i> <i>To: 12/31/2018</i>
11. Total Project Budget²:	<i>38,870,000.00</i>
12. Total amount of GCF Proceeds Approved:	<i>36,010,000.00</i>
13. Total amount of GCF Proceeds disbursed (cumulative) to the Accredited Entity:	<i>2,013,938.30</i>

² Total project budget including co-financing as reflected in the relevant Funded Activity Agreement.

SECTION 2: IMPLEMENTATION PROGRESS

2.1 OVERALL (SUMMARY) PROJECT PROGRESS (*less than one (1) page*³).

This is the second APR for this project which is in its 2nd year of implementation. The overall implementation progress is moderately unsatisfactory. There were delays in the implementation of activities during the 2nd APR period and adaptive management measures are in place including awaiting approvals from GCF Secretariat on some activities. Overall, progress under output 1 is on-track and progress under outputs 2 and 3 are delayed and under-performing compared against the original implementation plan. Two Project Board meetings took place during this reporting period, in May 2018 and November 2018 where the emerging challenges to the project design and implementation have been discussed to arrive at agreements.

As of December 2018, the cumulative expenditure is \$1,174,906 or 58% of the expected delivery for the 1st disbursement. A further \$721,702 has been committed. The second disbursement for the project was expected in December 2018 but has been delayed due to the inability to meet some of the conditions for disbursement. The project management unit suffered a setback with the departure of the Project Manager in October 2018 and the loss of the newly recruited local safeguards officer. A new Project Manager was recruited in December 2018.

Key implementation achievements and challenges for this reporting period are as follows:

Work on Output 1 focussed around the development of a Capacity Development Strategy for the government partners as well as the long-term capacity development of youth. The work is delayed but on-track. The Capacity Needs Assessment was completed in October 2018 with the subsequent development of the Capacity Development Strategy and Action Plan for all the 5 government partners which will be implemented in 2019. Furthermore, onboarding Secretariat of the Pacific Community (SPC) to carry out biophysical assessments under Output 2 incorporated additional “hands-on” capacity building with Government agencies at all levels. On the scholarship programme under Output 1, two students commenced undergraduate studies in July 2018. A Scholarships Work Plan has been submitted to the GCF Secretariat for approval (to meet FAA conditions).

Work on Output 2 focused on two main activities; the implementation of the national island assessment process (consisting of social and biophysical assessments), and infrastructure works on the target islands of Nanumea, Nanumaga and Funafuti. The first part of this Output is on-track with Integrated Vulnerability Assessment data collection completed for all the islands and SPC being recruited to undertake the biophysical component and foundational baseline data. Shoreline geomorphological assessments and community discussions and feedback sessions have been undertaken on all three infrastructure target islands, Nanumea, Nanumaga and Funafuti.

However, the 2nd element under Output 2 is delayed. As communicated separately with the GCF Secretariat, a proposal to adjust the intervention strategy in all 3 target sites was communicated by the Government to the GCF Secretariat in August 2018. The proposal is to change the original revetment-based coastal protection approach to a small-scale reclamation of the foreshore in Funafuti, change from geo-textile container revetment in Nanumea and Nanumaga to berm top barrier and hard revetment in Nanumea and berm top barrier in Nanumaga. While the approach for Funafuti already received endorsement from the Project Board, the approach for Nanumea and Nanumaga is still under consideration by the Project Board. The implications associated with this proposed change are still under discussion among the GCF Secretariat, UNDP and the Government, and project activities under this Output will not move forward until a way forward is agreed by all parties.

Progress under Output 3 is delayed. Stocktaking of Island Strategic Plans and annual budgets have been completed and the Operations Manual for the fiscal transfer mechanism is currently underway (a condition precedent to Second Disbursement) and due for completion in June 2019. As part of the capacity building efforts a joint government-TCAP finance and procurement training was conducted for DRD staff, Kaupule treasury staff from the outer islands and other government partners (twenty-six participants - 46% female and 54% male) in July 2018.

The project did not meet the commitment made in the previous APR to submit a revised gender action plan during 2018 as the recruitment of a gender expert was delayed. The gender expert is expected to be on-board during Q1 2019 and the updated Gender Assessment and Action Plan to be submitted by Q2 2019.

³ Please remove text below to fit report to one page. Additional reports can be provided as other attachment to the APR.

2.2 Performance against the GCF Investment Criteria (summary) (max two (2) pages).

2.2.1 Impact Potential (max one (1) page).

The project is in the 2nd year of implementation and progress towards achieving this is on-track although difficult to measure in these early stages. The concepts developed by TCAP over the last 12 months will have very significant positive impact once implemented. Simply from the perspective of the lineal extent of shoreline to be protected on the 3 target islands for infrastructure, TCAP has significantly increased the area to potentially receive protection. Additionally, the effectiveness, appropriateness and transferability of the technology selected for these three islands is of the highest order. Concept designs have been revised from original designs to meet the current conditions and changes since initial project design. Under the revised design concepts, approximately 3,000m is subject to capital works to reduce wave hazards across the 3 target islands (around 35% increase over original planning for 2,100m). This in turn will increase the potential number of beneficiaries impacted by the increased area covered by the project.

The national island assessment process has also evolved a long way ahead of initial expectations. The joint work between GoT, Secretariat of the Pacific Community (SPC) and TCAP is coordinating with a number of parallel projects and processes in the sphere of coastal vulnerability. TCAP has carefully designed its approaches to complement and augment existing work and ensure that the TCAP island assessment process will become the enduring, fundamental baseline from which all future coastal hazards and adaptation work can be launched. The potential impact is thus very significant and having the “buy-in” of the Pacific Islands region’s premier marine hazards analysis institution (SPC’s GEM Division) this work has built in sustainability and technical authority.

Through the Capacity Development Strategy and Action Plan, and the Scholarships Work Plan, the project is on-track to enhance the technical capacities of students and government staff in the medium and long-term, which can have significant impacts on the overall national capacities. The Capacity Development Strategy and Action Plan for the Government partners developed in 2018 will facilitate the strengthening of institutions as well as human resources development either through on the job training or short-term trainings at recognised and accredited institutions in the region. Two students have already been supported through the scholarship program to pursue undergraduate degree programs in Civil Engineering and Geospatial Science in identified New Zealand and Australian Universities respectively.

The development of the Operational Manual to facilitate the fiscal transfer mechanism under the Performance Based Climate Resilient Grant System (PBCRGS) will enable a sustainable financing mechanism for long-term adaptation efforts by Kaupules and the Island Communities.

2.2.2 Paradigm shift potential (max one (1) page).

The project is on-track to reach the expected “paradigm shift”. The expectation of “paradigm shift” within the context of a short-term project is challenging and is better visualised via TCAP’s 3 outputs which have far-sighted activities including capacity augmentation and training as well as sustained financing modalities to assist Tuvaluan stakeholders to leverage resources for continued work after the life of TCAP.

The enabling environment for long term capacity building efforts are being supported through core technical capacity building elements within the project’s 3 outputs. In addition to the Scholarships Work Plan and the Capacity Development Strategy and Action Plan for the Government partners, on-track to be implemented throughout the lifetime of the project, specific technical expertise is being developed within various technical departments of the Government through hands-on trainings by regional technical organisations such as Secretariat of the Pacific Community (SPC). SPC’s involvement with TCAP will see the Government agencies develop the capacities required to gather the much-needed data, analysis and assessments required for any replications or upscaling related to improving coastal resilience in Tuvalu.

At the national-level, in close collaboration with the GoT’s implementing partners, the Department of Climate Change and Development (DCCD) and the TCAP Board, TCAP will develop a plan for the TCAP’s Project Management Unit to gradually “evolve” through the life of the Project to become a sustained national Government “Coastal Authority”. Given that the baseline situation is that there is no coastal management authority and no single body of expertise dealing with this sector within any part of Government, this action may be one of the most effective and beneficial shift in terms of the overall Government’s approach to coastal resilience. Thus, the potential to have a sustained improvement (a paradigm shift) on all aspects of coastal management, planning, hazard mitigation, engineering and adaptation is extraordinary. There is no more effective coastal hazards mitigation action than informed, technically sound decision making and proactive management of exposure to marine hazards (as opposed

to the current situation of re-active measures). Pro-active management is a key sustained focus of any Coastal Management Authority.

At the outer island/community levels, local and national capacities will be enhanced through support to the Island Strategic Planning and implementation process. Initial stocktaking of the Island Strategic Plans and annual budgets have been carried out. The required capacity building of Kaupule's and communities have begun with the first training on procurement and finance already conducted during 2018. Although some of the progress under Output 3 is delayed, the steps required to provide a sustainable financing mechanism for long-term adaptation efforts at the island levels will be achieved once the Operations Manual for performance-based inter-governmental fiscal transfer is completed and approved.

2.2.3 Sustainable development potential (max one (1) page).

The main economic, environmental and social benefits of the project relate to avoiding damage and loss from coastal inundation events caused by storm surges. The project is remaining true to this aim, despite the ongoing discussions among the GCF Secretariat, UNDP and the Government regarding the specific coastal protection interventions in three sites. Based on an agreement signed with SPC during this reporting period, island assessments will commence in 2019. This assessment includes analysis of historical and future coastal hazards, bathymetry and topography and risks imposed by climate change on coastal communities. The understanding about biophysical conditions, and their interactions with dynamic climate phenomena, offers a critical foundation for the country to realize sustainable development potential of the project.

Output 3 promotes the empowerment of the vulnerable groups as youths and women's groups in planning and decision making. This notion shall be enhanced further through TCAP as their involvement in strategizing development plans as well as decision making shall be fully maximised. Women's participation in monitoring under this output will be realised in the coming years which will further enhance women's empowerment and participation in decision-making.

The long-term capacity building approach through the scholarship program, as well as the institutional development within government partners will not only target those currently in the government system but also the future generations of Tuvalu. During this reporting period, the Capacity Development Strategy and Action Plan for the Government partners has been developed to ensure that institutional capacity is developed and sustained in the long-run.

Please see also 2.2.1 and 2.2.2 as these questions / responses are also inextricably linked to "sustainable development". In respect to the SDG 13 which is mentioned in the TCAP Proposal, TCAP clearly is designed towards and will implement a range of infrastructure and institutional strengthening tasks designed to bolster national capacity to better engage with pragmatic adaptation and more tangibly will implement capital works which directly provide medium (decades) to long-term (centennial) scale adaptation solutions.

2.2.4 Needs of the recipient (max one (1) page).

The vulnerability of Tuvaluans to climate change impact remains one of the most pressing issues in the country. This community requires safe flood free land to enable the continued occupation of their island and to allow sustainable development to proceed. TCAP has worked exhaustively to try and provide solutions which will meet this criterion. Discussions with the Government and GCF are still ongoing to reach consensus on coastal adaptation measures that can be supported through the project while meeting the needs of local communities. However, during this reporting period, several activities have been undertaken to meet the needs of the recipient.

As mentioned in other sections, the scholarships programme, the development of the Capacity Development Strategy and Action Plan, direct hands-on technical trainings from regional technical agencies such as Secretariat of the Pacific Community (SPC) and community-based capacity building, including women and youth empowerment, are all related to the longer-term strategy of TCAP to address gaps that exists across the board among all recipients, and therefore fully in line with the needs of the recipient. With the lack of local expertise on Coastal Management and or Coastal Engineering, the scholarship program for long term capacity building of locals is very much needed by the Government of Tuvalu. It will also fill in the gaps for local resource personnel required to man the GoT's proposed Tuvalu Foreshore Management Facility/Department or "Coastal Authority".

Meeting the financial needs of a Least Developed Country such as Tuvalu is as planned through the contributions to coastal infrastructure as well as through providing the much-needed resources at the Kaupule-level through Performance Based Climate Resilience Grant System.

2.2.5 Country Ownership (max one (1) page).

Over the last 12 months TCAP has diligently sought, assessed and taken onboard stakeholder priorities and feedback, and is responding positively. Work such as the Island Assessment process has been specifically designed to align with, support and augment existing GoT initiatives in the “marine hazards space” and crucial tasks associated with the collection of first principle baseline data and monitoring systems, etc. have been designed in partnership with the relevant Tuvaluan authorities.

At the functional ground level, TCAP already enjoys a high level of local support and receives high quality input from local partners – this is tangible reflection of “country ownership” at this still early stage of the Project. Community engagement, including with local government, continues to be an important aspect of progressing through the different design elements that are in constant review to meet with current needs of communities.

The scholarship program is entirely for Tuvaluan nationals who are identified through a selection committee established by government through the Ministry of Education. At the Project Board level, all selected Board members represent the critical governing institutions and NGO’s whose roles and responsibilities are closely associated with climate change and coastal management principles. These also reflect on the “country ownership” status attributed to Output 1.

Please see also 2.2.1 to 2.2.4. These responses also address “country ownership”.

2.2.6 Efficiency and Effectiveness (max one (1) page).

TCAP continues to keep in mind the principles of efficiency and effectiveness in implementing the project, including with the adaptive management actions being undertaken to meet current conditions and needs of the country. This includes partnerships and collaboration with existing initiatives in the country. A specific example is the Island Assessment process. TCAP has brought very significant rigor to this planning and design of this activity, not only seeking to avoid duplication of effort and coordinating our inputs towards the most effective and efficient ends, but also by default coordinating the efforts of a number of independent actors working in Tuvalu in the coastal development / coastal hazards space.

In the design works for infrastructure in the 3 target islands, efficiency and effectiveness remains high priority. Any changes to the design to meet with current conditions are being diligently evaluated against initial planned budgets, such as in the case of Funafuti. On Nanumea and Nanumaga the concepts developed jointly by TCAP, Government and local community once approved by the GCF Secretariat, could provide improved protection to a larger area than possible under the original design, meaning more people will receive protection. As the new concept developed for Nanumea and Nanumaga does not involve hard engineering interventions, except one specific location, the overall costs of the intervention are likely to be lower than what was originally budgeted.

Evidence of TCAP’s success on the coordination and collaboration at the national and regional levels is that increasingly (and as reported during the 2nd Board Meeting) the TCAP PMU is becoming a hub for various interests in coastal development / coastal hazards sector in Tuvalu. This is part of the inspiration for the plan to transition the TCAP PMU to eventually become the national coastal management authority.

It must otherwise be reported that “effectiveness and efficiency” of the Project implementation has been somewhat curtailed by ongoing staffing issues in the Tuvalu based PMU. TCAP lost its Project Manager, forcing the distribution of those duties onto other staff and an unforeseen and lengthy recruitment process for this key position ensued. Additionally, and tragically, TCAP’s local Safeguards Officer was involved in a fatal traffic accident; very significant effort and time put into building capacity with that individual and their work flow has been lost. This has significant implications for the PMU and a suitable replacement may take 6 months or more to recruit and train to simply come up to the current level of activity.

Important unavoidable barriers to efficient delivery of TCAP are on-going challenges with air transport into Tuvalu, very marginal internet connectivity in and out of Tuvalu, and the extraordinary challenge of outer island travel in Tuvalu which can only be achieved by ship and via schedules that are both logistically unreliable and randomly affected by weather. TCAP is completely realistic and cognisant of these challenges and seeks to actively manage them in so far as we can.

Please see responses 2.2.1 – 2.2.5 for more information.

2.3 PROJECT OUTPUTS IMPLEMENTATION STATUS ⁴			
Project Output	Project Activity	Status ⁵	Implementation progress (%) ⁶
Output 1. Strengthening of institutions, human resources, awareness and knowledge for resilient coastal management	Project Activity 1.1.1. Technical capacity, knowledge and awareness of the Government and community strengthened for coastal monitoring, protection and maintenance of coastal protection infrastructure	Activity Started - progress on track	30%
	<p><i>Provide an updated progress on this project activity for the relevant reporting period, including delays and issues encountered, key milestones reached and lessons learned, including issues related to non-compliance with GCF standards or conditions, vis-à-vis expectations, if any. In parallel, include positive achievements and better-than-expected results.</i></p> <ul style="list-style-type: none"> Coastal processes outreach events held on Nanumea, Nanumaga and Funafuti to explain shoreline processes at each Output 2 site and develop community consensus regarding approaches to mitigating wave hazards. Board approval given to implement national shoreline monitoring via remote sensing and GIS techniques, the Lands and Survey Division will initially partner with TCAP to implement this work as they are the only agency in Tuvalu with GIS capacity. SPC contracted to implement “National Coastal Assessments” and ESIA on 3 target islands (Output 2), additionally their workplan incorporates “hands-on” capacity building and close partnerships with Tuvalu institutions at every level. Capacity needs assessment completed. 	<p><i>Please include a list of key milestones and deliverables expected to be executed in the next reporting period.</i></p> <ul style="list-style-type: none"> Finalisation and implementation of a Capacity Development Strategy and Action Plan Government of Tuvalu civil servants trained on GIS techniques Hands-on training to the Ministry of Lands and Survey, Ministry of Infrastructure, and the Department of Environment through the “National Coastal Assessments” and ESIA of 3 target islands to be undertaken as part of Activity 2.2.1. 	
	Project Activity 1.1.2. Long-term national human resource capacity and awareness enhanced for sustainable coastal protection	Activity Started - progress on track	20%

⁴ Outputs and Activities reported here should be aligned with the Activities in the Logic Framework and Implementation Timetable of the project.

⁵ Activity Not Yet Due; Activity Started -ahead of schedule; Activity started – progress on track; Activity started but progress delayed; Activity start is delayed.

⁶ Implementation progress on a cumulative basis as of the date of the report.

	<p><i>Provide an updated progress on this project activity for the relevant reporting period, including delays and issues encountered, key milestones reached and lessons learned, including issues related to non-compliance with GCF standards or conditions, vis-à-vis expectations, if any. In parallel, include positive achievements and better-than-expected results.</i></p> <ul style="list-style-type: none"> • Tuvalu has no designated coastal planning or management authority. Agreement has been reached with the Board to develop a transitional plan for the TCAP Tuvalu PMU to, over the life of TCAP, evolve gradually into the coastal management authority in Tuvalu. This will provide the best possible institutional framework to sustain improved coastal management and decision-making capacity after the life of TCAP. • The envisaged Tuvalu Coastal Authority may also absorb returning TCAP graduates sponsored to study coastal sciences / engineering etc. on their return. TCAP will in consultation with the GoT develop a roadmap for the transition of the PMU in 2019. • Two undergraduate students sponsored for studies overseas; 1 x coastal engineering and 1 x geospatial science. 	<p><i>Please include a list of key milestones and deliverables expected to be executed in the next reporting period.</i></p> <ul style="list-style-type: none"> • Scholarship Workplan approved by GCF Secretariat and implemented 	
<p>Output 2: Vulnerability of key coastal infrastructure including homes, schools, hospitals and other assets is reduced against wave induced damages in Funafuti, Nanumea and Nanumaga</p>	<p>Project Activity 2.2.1. Coastal protection design, site-specific assessments and Environmental and Social Impact Assessments undertaken in all islands in a participatory manner</p>	<p>Activity Started - progress on track</p>	<p>50%</p>
	<p><i>Provide an updated progress on this project activity for the relevant reporting period, including delays and issues encountered, key milestones reached and lessons learned, including issues related to non-compliance with GCF standards or conditions, vis-à-vis expectations, if any. In parallel, include positive achievements and better-than-expected results.</i></p> <ul style="list-style-type: none"> • Technical assessment of the target shorelines areas has been completed and appropriate conceptual designs for mitigating wave hazards has been developed. • Outreach events have been undertaken with communities regarding TCAP conceptual design and the designs have been approved at the community level. • Project board approval to proceed to engineering design and lodge relevant Development Applications has been delayed. This has been complicated by changes to the types of works envisaged for Funafuti and the wish of the Board to explore alternative designs in Nanumea island. • Funafuti (Fogafale lagoon foreshore) <ul style="list-style-type: none"> ○ Reflecting the significant change that has occurred on this shore since the project's original design, and based on extensive local consultations, a new concept for coastal 	<p><i>Please include a list of key milestones and deliverables expected to be executed in the next reporting period.</i></p> <ul style="list-style-type: none"> • Technical IVA and biophysical assessments completed • ESIA completed (depending on the current discussion with the GCF Secretariat) • Conceptual designs for mitigating wave hazards approved • Engineering design completed and approved • Environmental and Social Safeguard measures put in place 	

	<p>protection intervention was developed jointly by the Government, community and the project team.</p> <ul style="list-style-type: none"> ○ This plan has been subject to preliminary costings and it is estimated to be implementable within 10% of the existing budget. ○ Detailed preliminary feasibility and social/environmental screening show there is excellent potential for this activity; it is likely to result in lower impacts than seawalls; based on the assessment by the project team, and in concurrence with UNDP's assessment, the risks fall within the project's original categorization (of Moderate / Cat. B) (subject to the final conclusion by the GCF); and its ultimate long term success as a coastal hazards mitigation action far exceeds the original TCAP seawall concept. ○ TCAP Board and Government approval as well as unanimous community consent has been given to proceed with the revised action (reclamation + foreshore defence). ○ UNDP and GoT are now seeking approval from GCF for this change in plan for Funafuti. <ul style="list-style-type: none"> ● Nanumea <ul style="list-style-type: none"> ○ Conceptual designs for Nanumea had been developed and tabled at the 2nd Board meeting (May 2018). ○ The communication (August 2018) to the GCF Secretariat on the change of the scope of the project is based on this conceptual design. ○ However, a special meeting with the Chair of the TCAP Board in August the GoT requested alternate designs be explored. ○ TCAP provided a brief (31.08.18) outlining alternative options as requested by GoT; however, all 3 options were well beyond the scope of TCAP to deliver (budget, sustainability, risk rating, environmental considerations, etc.). Discussions are still ongoing within the Government regarding the option they would like to proceed with. ● Nanumaga <ul style="list-style-type: none"> ○ As with Nanumea, conceptual designs for Nanumaga had been developed and tabled at the 2nd Board meeting (May 2018). At that time, however, significant concerns existed with a World Bank boat harbour development project that would potentially negatively interact with TCAP's expected works. Meaning TCAP could not proceed until we had clarity over the final design for the boat harbour area. ○ In November 2018 updated details of the WB Project harbour design was shared with TCAP and these designs were significantly improved. ○ TCAP communicated new conceptual designs involving berm top barriers to GCF Secretariat and at the 3rd TCAP Board meeting in late November TCAP requested Board approval to proceed toward detailed engineering design in Nanumaga and lodge relevant development applications. However, no approval was forthcoming from the Board to proceed in Nanumaga as the Board indicated that all three locations Funafuti, Nanumea and Nanumaga must proceed together. ● Island Assessments (and SPC) <ul style="list-style-type: none"> ○ The island assessment process is underway. ○ TCAP's "parent" Tuvalu Govt Department of Climate Change and Disaster (DCCD) has pre-existing efforts to implement a national Island Vulnerability Assessment (IVA) 	
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	<p>process across all 9 atolls. Given the large degree of overlap with TCAP envisaged social component of the Island Assessment process the TCAP Board approved the combining of these efforts to avoid wasting resources and duplication of effort. The data collection phase of the IVA was completed by the 3rd quarter of 2018 and analysis of those results is underway now.</p> <ul style="list-style-type: none"> ○ The second component of Island Assessment process is “bio-physical” and includes technical assessment of wave impact exposure and shoreline hazards across all nine atolls but particularly those islands with communities and subsistence assets such as taro gardens etc. ○ Again, the DCCD and Department of Meteorology Tuvalu have existing collaborative efforts with the regional technical agency SPC (Geoscience, Energy and Marine Division - GEM) to develop a national storm wave early warning system, work which includes the collection of baseline data across Tuvalu which has direct overlap with the TCAP “bio-physical” component of the island assessments. ○ The TCAP Board has approved TCAP’s plan to contract SPC to work with these existing efforts to achieve the Project goals in respect to the Island Assessments. This plan seeks to avoid duplication of effort, augment and value add, it will also collect key missing baseline data (Lidar bathymetry and topography). TCAP and SPC have developed a Letter of Agreement arrangement for SPC to complete the biophysical component of the Island Assessment process and the ESIA on the three islands targeted for infrastructure. ○ In respect to TCAP outcomes, SPC will bring together diverse efforts and products into single “island by island” marine hazard vulnerability assessment which will support understanding at the individual island level as well as the national level. It will outline the main locations of concern and highlight the best most effective hazard mitigation actions as well as become a fundamental guide for adaptation decision making. These island level assessments will also incorporate the more community-based data collected by the related IVA process. <ul style="list-style-type: none"> ● ESIA (and SPC) <ul style="list-style-type: none"> ○ The TCAP Board has also approved the contracting of SPC to implement the ESIA process in the target islands of Nanumea, Nanumaga and Funafuti. There are very significant efficiencies in this arrangement given the huge logistical challenges of outer island travel and the fact that SPC will be collecting relevant baseline data during the Island Assessment process, joining these tasks and augmenting in particular and as required the social component on the 3 target islands is a very pragmatic way forward. ○ Otherwise, SPC has the largest holdings of pre-existing Pacific Island baseline data across a range of technical and development criteria, the agency has the capacity to draw on and assemble extremely well experienced and qualified multi-disciplinary teams who routinely work across the region in challenging environments. Implementing components of TCAP’s work via SPC also offers the best possible capacity building opportunities as SPC routinely works throughout the region via long standing partnerships with relevant national partners and authorities. Ultimately to 	
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	<p>realise sustained impact from TCAP's work this mode of delivery provides the best avenue as the regional mechanism has an ongoing, programmatic approach to issues like coastal hazards, these programmatic approaches Project lifetimes such as TCAP. Thus integrating TCAP works with SPC means that all products developed will also be archived by SPC who will ensure sustained support long after TCAP has finished.</p>		
	<p>Project Activity 2.2.2 Coastal protection measures implemented</p>	<p>Activity Not Yet Due</p>	<p>0%</p>
	<p>Provide an updated progress on this project activity for the relevant reporting period, including delays and issues encountered, key milestones reached and lessons learned, including issues related to non-compliance with GCF standards or conditions, vis-à-vis expectations, if any. In parallel, include positive achievements and better-than-expected results.</p> <ul style="list-style-type: none"> • This particular activity is not expected to start until a way forward is agreed among the GCF Secretariat, UNDP and the Government. • It is important however to outline here the unforeseen challenges that have arisen through 2018. There have been very significant physical changes along the Fogafale lagoon shore since TCAP was first designed; there was also underestimation of the importance of the oceanside shoreline in considering coastal impacts in Funafuti; unexpected interaction with the World Bank Boat Harbour Project in Nanumaga; and misunderstanding of shoreline processes in the two outer island locations and thus the most appropriate interventions to reduce exposure to marine hazards in these two locations. • None of these challenges are insurmountable or particularly unusual in the context of a large coastal adaptation project (these systems are highly complex and ever changing) but it does require TCAP to consider carefully how to fulfil the original Project targets in each location and ensure the best possible Project outcomes in the three target islands. • Conceptual design for the coastal protection intervention was developed (pending approvals from GCF), taking into account multiple factors including, physical change in Fogafale including a 2.7Ha foreshore reclamation and associated seawalls; and a 175m long foreshore renovation project (JICA funded) and associated rock groins. These works all lay in the area of original focus by TCAP. Irrespective, there remains excellent opportunity to improve the situation of exposure along this shore but because of the shift in state of the shoreline and community priorities, TCAP has had to take stock, be flexible and strategic and redevelop its plan in a manner appropriate to the needs and wishes of the community and the current setting. • The new concept has been shared with the GCF Secretariat and discussions are ongoing to agree on an approach that is acceptable to both the Government and GCF. <p>If</p>	<p>Please include a list of key milestones and deliverables expected to be executed in the next reporting period.</p> <ul style="list-style-type: none"> • Agreement with GCF Secretariat and all partners on way forward in Funafuti • Initiation of the agreed approach, as appropriate 	

<p>Output: 3. A sustainable financing mechanism established for long-term adaptation efforts</p>	<p>Project Activity 3.3.1. All Island Strategic Plans and annual budgets integrate island-specific climate risks through gender sensitive, participatory processes</p>		<p>Activity Started - progress delayed</p>	<p>30%</p>
	<p><i>Provide an updated progress on this project activity for the relevant reporting period, including delays and issues encountered, key milestones reached and lessons learned, including issues related to non-compliance with GCF standards or conditions, vis-à-vis expectations, if any. In parallel, include positive achievements and better-than-expected results.</i></p> <ul style="list-style-type: none"> Based on information from the stocktaking of Island Strategic Plans and annual budgets jointly carried out by UNDP NAPA2 and UNCDF LoCAL projects (completed in the previous reporting period), the production of an Operational Manual for inter-governmental fiscal transfer was started. Hiring of a consultant to develop the Operations Manual took some time, causing the delay in the finalisation of the Operations Manual A national Training of Trainers' workshop, together with outer islands workshops to incorporate climate change risks, including coastal management into ISPs did not eventuate because the ISP officer was not recruited until November 2018. 	<p><i>Please include a list of key milestones and deliverables expected to be executed in the next reporting period.</i></p> <ul style="list-style-type: none"> Finalisation of the Operations Manual and approval by GCF Secretariat Disbursement of performance-based grants to Kaupule Production of a training manual and implementation of national Training of Trainer's workshop for Kaupules to incorporate climate change risks into ISPs. 		
	<p>Project Activity 3.3.2. Capacity of Kaupules, Falekaupules and community members strengthened for monitoring coastal adaptation investments</p>		<p>Activity Started - progress delayed</p>	<p>5%</p>
	<p><i>Provide an updated progress on this project activity for the relevant reporting period, including delays and issues encountered, key milestones reached and lessons learned, including issues related to non-compliance with GCF standards or conditions, vis-à-vis expectations, if any. In parallel, include positive achievements and better-than-expected results.</i></p> <p>Organising of awareness raising and training programmes targeting different groups about the monitoring and maintenance needs of the coastal investments is the activity that was supposed to have commenced in 2018 but the Communications Officer was not recruited before the end of the reporting period. This activity is now scheduled to commence in 2019.</p>	<p><i>Please include a list of key milestones and deliverables expected to be executed in the next reporting period.</i></p> <ul style="list-style-type: none"> Development and implementation of awareness raising and training programme for different target groups including women's groups and action plan Gender Action Plan developed, approved and starts implementation 		

2.4 PROGRESS UPDATE ON THE LOGIC FRAMEWORK INDICATORS ⁷					
2.4.1 PROGRESS UPDATE ON FUND-LEVEL IMPACT INDICATORS OF THE LOGIC FRAMEWORK					
<i>Fund-level impact Core indicators⁸</i>	<i>Baseline</i>	<i>Current value⁹</i>	<i>Target (mid-term)</i>	<i>Target (final)</i>	<i>Remarks (including changes¹⁰, if any)</i>
A3.0 Increased resilience of infrastructure and the built environment to climate change: Number of new infrastructure constructed to withstand condition from climate variability and change	No single engineered coastal protection solution exists in the country	No change at this time since construction works has not commenced.	N/A	3 coastal protection measures have been put in place in 3 islands	Development Application (DA) and ESIA could not be started in 2018 as new concepts are awaiting GCF and Project Board approvals. Works in Funafuti are agreed but TCAP is awaiting approval from GCF of changes in the nature of works. Proposed works in Nanumea and Nanumaga are still under consideration by the Project Board. It is expected that with the approvals in place DA's can be lodged immediately. Detailed design work can start as well as ESIA (SPC has been secured for this work but without approvals progress is stalled). Once these preliminary processes and assessments are underway TCAP will be better able to extrapolate capital works start dates.

2.4.2 PROGRESS UPDATE ON PROJECT/PROGRAMME LEVEL INDICATORS OF THE LOGIC FRAMEWORK ¹¹					
<i>Project/Programme indicators (Mitigation/Adaptation)</i>	<i>Baseline</i>	<i>Current value¹²</i>	<i>Target (mid-term)</i>	<i>Target (final)</i>	<i>Remarks (including changes¹³, if any)</i>
A5.0 Strengthened institutional and regulatory systems for climate-responsive planning and development					
5.1 Institutional systems that improve incentive for climate resilience and their effective action	Only one round of ISPs has been produced and they neither are climate sensitive nor govern budget use	No change at this time, however, the engagement of an ISP consultant has ensured that the work related to ISP productions shall be effective from 2019.	At least two cycles of ISP production	ISP production, execution of priority actions, and community review have become an annual event	The Performance Based Climate Resilient Grant System is planned to be effective in 2019 after the (anticipated) endorsement by GCF of the Operations Manual. Work on ISP productions shall proceed in 2019 as an ISP consultant has been recently engaged and who shall be closely associated with Output 3 of the project.

⁷ Per the approved methodology in and the Logic Framework in the Funding Proposal, please provide an update on the relevant indicators.

⁸ As per the relevant indicators established in the Funding Proposal and the Performance Measurement Framework, including all indicators approved by the Board and relevant updates agreed with GCF, if applicable.

⁹ As of 31 December of the relevant year.

¹⁰ Related to the approved indicators and targets in the Logic Framework.

¹¹ As per the relevant indicators established in the Funding Proposal and the Performance Measurement Framework, including relevant updates agreed with GCF, if applicable.

¹² As of 31 December of the relevant calendar year.

¹³ Related to the approved indicators and targets in the Logic Framework.

A7.0 Strengthened adaptive capacity and reduced exposure to climate risks					
<i>7.2 Number of males and females benefiting from climate risk reduction measures</i>	<i>Currently, no Tuvaluans benefit from hard-engineered coastal protection measures</i>	<i>No change at this time. The proposed design concept for the coastal intervention measure is awaiting approval. The construction of approved measures (provided approval is given in 2019) will likely commence towards the end of 2019 or in 2020.</i>	<i>Coastal protection design and implementation started to have at least 3,100 individuals (50% women) who are in inundation areas protected by coastal protection</i>	<i>At least 3,100 individuals (50% women) who are in inundation areas protected by a coastal defence</i>	<i>Capacity Development Strategy and Action Plan will start implementation in 2019. On Nanumea and Nanumaga the concepts developed by TCAP would provide improved protection to a larger area than possible under the original design, meaning more people will receive protection. Under the revised and GoT approved plan the target numbers for protection should be achieved or exceeded.</i>
Output 1. Strengthening of institutions, human resources, awareness and knowledge for resilient coastal management					
<i>Number of technical officers trained on: - Monitoring / data synthesis on dynamic coastal processes - Designing of coastal protection (both hard and soft) measures - Environmental social impact assessment - Project management, V&A assessment, CBA</i>	<i>Currently, there is no institutional arrangement where technical officers can gain technical skills</i>	<i>A capacity development strategy was developed based on consultations with our government partners whose works are directly relevant to coastal management and protection. Implementation of this strategy is anticipated for 2019.</i>	<i>N/A</i>	<i>At least 12 technical government staff (50% women) exposed to hands-on trainings on the three areas</i>	<i>Mechanisms via the contract with SPC are in place to provide high value hands on training to at least 12 Government Officers (likely far more). This will start in March 2019 with the joint implementation of the Lidar survey where the technical team will be located within the Land & Survey Division to provide 2 months of practical hands on training "learning by doing". The Island Assessment process has started and staff from the LSD have been engaged in coastal monitoring work.</i>
<i>Number of students that are supported at higher-level studies (tertiary level or higher) on disciplines related to coastal protection work</i>	<i>Tuvalu sponsored students in tertiary education totalled to 163. DFAT (24 awards in 2012) and NZAID (NZD 11million) awarded a total of 20-30 scholarships each per year</i>	<i>Two students (one male and one female) have been supported from the TCAP scholarship program for their studies in New Zealand & Australia which commenced in July 2018. The scholarship work plan has been developed</i>	<i>At least 24 students (50% women) are supported for a higher-level studies AND obtain a CCA-related position in the country</i>	<i>At least 24 students (50% women) are supported for a higher-level studies AND obtain a CCA-related position in the country</i>	<i>24 students had been targeted in the Project Document, during implementation (after costing the expenses for offshore scholarships) a total of 6 students was earmarked for this scholarship support. Two have commenced in 2018. Another four are pending which are targeted to be supported by 2022 at the latest. The training programs have been identified under the scholarship work plan – tenable for both undergraduate and postgraduate/master's level studies.</i>

		<i>and awaiting endorsement from GCF.</i>			The plans that envisage the establishment of a Tuvalu Coastal Authority will include the absorption of returning TCAP graduates. TCAP is in consultation with the GoT develop a roadmap for the potential transition of the PMU to a “Coastal Authority”.
Output 2. Vulnerability of key coastal infrastructure including homes, schools, hospitals and other assets is reduced against wave induced damages in Funafuti, Nanumea and Nanumaga					
<i>Island-level coastal assessment report produced</i>	<i>No island-level reports containing assessment results such as local hydrodynamic processes are currently available</i>	<i>A Letter of Agreement (LoA) have been signed with the Secretariat of the Pacific Community (SPC) for the coastal assessment component including the biophysical assessment of the 3 project islands and the Integrated Vulnerability Assessment (IVA) for all the 9 islands.</i>	<i>All 9 islands of Tuvalu have a coastal assessment report</i>		Socio / community level component of the Islands Assessment process is underway via the IVA process. To date all data has been collected and analysis is underway. SPC has been engaged (through a Letter of Agreement) and will commence work on the biophysical component of the Island Assessment process in 2019
<i>The length of vulnerable coastlines protected</i>	<i>In the proposed locations, there is no structural measures to mitigate the risk of wave over-topping or coastal inundation events</i>	<i>No change at this time. Construction of coastal intervention structures shall only commence after approval is given from Government and GCF),</i>	<i>Construction of coastal protection commenced</i>	<i>2,210m of vulnerable coastlines are protected by a coastal defence measure</i>	Under the revised TCAP design concepts some 3,000m is expected to be subject to capital works to reduce wave hazards across the 3 target islands (around 35% increase over original planning).
<i>Knowledge about gender-differentiated impact of coastal protection enhanced</i>	<i>Awareness about gender-differentiated impact of coastal protection is low</i>	<i>The procurement process for engaging a Gender Expert was initiated in 2018 with an objective of developing a Gender Strategy & associated Action Plans in mid-2019</i>	<i>Island-level social impact assessment includes a section on gender</i>	<i>The final technical assessment report includes gender-differentiated impact and the results are shared at a regional/national forum</i>	The Island Vulnerability Assessment data collection process includes sex disaggregated data as well as data related to gender equality and equity in the islands. It is expected that the data analysis through the IVA process will provide information relevant for the development of a Gender Strategy and Action Plan for TCAP.
Output 3. A sustainable financing mechanism established for long-term adaptation efforts					

<p><i>Adaptation actions financed and implemented from island level plans (no. and type)</i></p>	<p><i>To date, no adaptation action has been implemented based on Island Strategic Plans</i></p>	<p><i>No change at this time. However, the engagement of an ISP consultant in late 2018 will ensure works on the adaptation priority actions is effective from 2019. For the Funafuti community, the plans discussed during community consultations includes the likely best practice coastal measures and interventions that is recommended for the Fogafale coastline – which is foreshore reclamation and revetment seawalls. The Operations Manual for the fiscal transfer of funds to the island Kaupules under the PBCRGS has also been developed.</i></p>	<p><i>All islands have an ISP with specific budgets for development priorities</i></p>	<p><i>At least 16 adaptation priority actions (two in each island), outlined in ISPs, are financed by either domestic or external resources and executed</i></p>	<p><i>The Operations Manual for the fiscal transfer mechanism was under developed in 2018 and upon finalisation and endorsement from GCF, will be operationalised in 2019.</i></p>
<p><i>Women’s distinct role in the context of island decision making established</i></p>	<p><i>Women are only “consulted” during the island decision making process, but no distinct roles are established</i></p>	<p><i>No change at this time. This however will be picked up by the ISP and gender consultant’s work in 2019</i></p>	<p><i>The use of scorecards and participatory video has started</i></p>	<p><i>Women’s group recognized by both men and women as an important interest group in the evaluation of Kaupules.</i></p>	<p><i>There was no progress in 2018 and this shall commence in 2019.</i></p>

2.5 IMPLEMENTATION CHALLENGES AND LESSONS LEARNED

Describe implementation challenges faced during the last reporting period, including measures adopted and lessons learned. If any issues have arisen in the last twelve (12) months of implementation that may result in a change to the scope and/or timing of the project, please provide a description of those items and how they have impacted the implementation period and final targets.

<i>Challenge encountered</i>	<i>Type¹⁴</i>	<i>Measures adopted</i>	<i>Impact on the project implementation¹⁵</i>	<i>Lessons learned and Other Remarks</i>
<ul style="list-style-type: none"> The changes to the original conceptual design in Funafuti is a reflection of dynamic environment in which the project is working, in terms of other development activities and changing preferences for specific intervention. The project is continuously trying to deliver adaptation benefits that are needed in the local contexts and permitted within the agreement with GCF. 	<i>Other</i>	<ul style="list-style-type: none"> (see 2.6) Alternative conceptual designs have been considered for all 3 target islands, which are all awaiting GCF approval. 	<i>High</i>	<ul style="list-style-type: none"> Coastal systems, and thus coastal infrastructure, are a highly specialised area. It is crucial to involve the appropriate capacities from the absolute inception of planning to reduce the risks of program delay.
<ul style="list-style-type: none"> Staffing challenges. Recruitment has been an ongoing factor particularly in respect to TV National positions simply due to the small market. Additionally, the TCAP Project Manager did not renew their contract after 12 months and the local SafeGuards Officer was tragically killed in a road accident after a productive 6 months in the position. Recruitment of appropriate expertise takes time. 	<i>Implementation</i>	<ul style="list-style-type: none"> The instability caused by the loss of the original PM was managed by other TCAP staff carrying additional duties and via a short term contracting of technical capacity in Tuvalu. The PM position has now been filled with a high-quality candidate. The Safeguards Officer position is still vacant as it is a difficult expertise to fill locally. The CTA is picking up these duties in the meantime. 	<i>Moderate</i>	<ul style="list-style-type: none"> Recruitment of expertise in the Pacific region is notoriously difficult simply due to the small size of the market. Expertise exists but it is usually unavailable at quick notice. Project design must accommodate this reality.
<ul style="list-style-type: none"> Projects of this scale require extensive consultations during the design stage; however, in the context of many Pacific Island Countries, including Tuvalu, there is a limit to organizing multiple rounds of consultations without significant funding to visit local communities. As a result, the design is often based on earlier consultations or secondary information and refinement in the project design is inevitable after further consultations during project implementation 	<i>Other</i>	<ul style="list-style-type: none"> Site visits and technical assessment of viable coastal defence measures undertaken during project implementation on Nanumea, Nanumaga and Funafuti. Community and Govt. outreach events held to redefine appropriate infrastructure approaches in each location. Discussions and sharing of information with other development partners active in the same area such as the World Bank provided for updated and more holistic conceptual designs. 	<i>Moderate</i>	<ul style="list-style-type: none"> Challenges such as communications and transport are simply an unavoidable part of doing business in these environments. The lengthy process of project approval and start-up amplify the risk of changing local contexts. The necessity of surface transport (ship) and use of remote (airborne survey) techniques are unavoidable in far-flung island nations like Tuvalu. Projects particularly those which have national (all 9 atolls) and coastal infrastructure components can only respond by clear-eyed design with adequate resource and time contingencies.

¹⁴ Implementation; Legal; Financial; Environmental/Social; Political; Procurement; Other; AML/CFT; Sanctions; Prohibited Practices.

¹⁵ Minor/Solved; Moderate; High.

<ul style="list-style-type: none"> In the context of the TCAP Board there are divergent political views regarding priorities. This has resulted in protracted negotiation which delays implementation. 	<i>Political</i>	<ul style="list-style-type: none"> Continued dialogue and sharing of information are underway with a view to reach consensus between all parties. The Project Board is co-chaired by UNDP and the Prime Minister of Tuvalu 	<i>Moderate</i>	<ul style="list-style-type: none"> It is crucial to involve the appropriate capacities from the inception of project planning to reduce the risks of raised expectation, inappropriate interventions and program delay.
<ul style="list-style-type: none"> Digital communications/internet links in Tuvalu have been very challenging. This causes delay in relaying information, limits the ability to send large data packages and results in Tuvalu based Project colleagues missing meetings, briefings with Fiji and Bangkok-based colleagues 	<i>Implementation</i>	<ul style="list-style-type: none"> Additional resources have been allocated to attempt to provide the best available links and out of hours communications have become routine. Otherwise, improvement can only be achieved through significant National infrastructure investment - beyond the control of TCAP. 	<i>Minor / Solved</i>	<ul style="list-style-type: none"> Data costs in Tuvalu is high compared to other countries. It costs AUD\$25 for 1G of data. In order to have convenience on the use of portable wifi's, a high cost will need to be invested to ensure an uninterrupted and effective connectivity at all times.
<ul style="list-style-type: none"> Transport links to Funafuti and the outer islands. International flights suffered significant overbooking and delays due to aviation fuel supply issues through late 2018. Outer island transport (only by ship) remains extremely challenging. 	<i>Procurement</i>	<ul style="list-style-type: none"> Limited options are available to TCAP to address such challenges. PMU team is collaborating with other government departments and stakeholders in view of upcoming travel plans to the outer islands – especially on avenues of cost sharing. Planning ahead of time and ensuring that implementation schedules are kept updated as delays occur will be done to keep track of delays caused by transport disruptions. 	<i>Moderate</i>	<ul style="list-style-type: none"> The issue regarding the aviation fuel supply was resolved towards the end of 2018.
<ul style="list-style-type: none"> Weather strongly influences implementation of components of TCAP. Surface transport is subject to seasonal / daily weather patterns and more recently the planned LIDAR survey cannot be started until the end of the wet season (March / April). 	<i>Implementation</i>	<ul style="list-style-type: none"> Regional / local weather is closely monitored by TCAP to optimise planning. However, there is a limit to the degree to which this can be managed. Seasonal cycles such as ENSO (currently the tropical Pacific is on the cusp of El Nino) have a significant and unpredictable bearing on the length of wet season, storm incidence / sea conditions. It is crucial to devise work plans that are fully cognisant with the prevailing weather patterns and weather conditions in the Pacific context to alleviate unnecessary delays as in the case of the LIDAR survey which had to be deferred to the end of the wet season. 	<i>Moderate</i>	<ul style="list-style-type: none"> Project design must reflect sufficient contingency buffer in the timeline of the project implementation schedule

2.6 REPORT ON CHANGES DURING IMPLEMENTATION (include actual and expected changes)

Describe changes to the project during the reporting period. In particular, the report should cover elements such as change of beneficial ownership structure, management changes of the Accredited Entity, policies and other elements relevant for the project, and any other material change that could influence the overall outcome of the project.

Change Output 2 (already discussed above)

- **Island Assessment** – in order to avoid duplication of effort, the TCAP Island Assessment process was split into two components a) social/ community and b) bio-physical assessments. The GoT department (DCCD) was already engaged with the IVA (Island Vulnerability Assessment) work which is an established method of assessing community perceptions of vulnerability. TCAP rather than repeat a very similar process has supported the IVA via the host Department. The biophysical component of the Island Assessment process will be undertaken by SPC who will also produce an integrated island by island report series combining the social and biophysical components.
- **Infrastructure in Nanumea and Nanumaga** – the original TCAP design considered a possibility of using geotextile bags on the foreshore environments on these two islands. Further technical assessment of the shoreline systems on these two islands showed that it would be inappropriate to interfere with foreshore sediment processes except for one area of Nanumea (Church compound). As such, TCAP has considered and undertaken preliminary testing of “berm top barriers” which do not impede foreshore processes but do provide additional wave overtopping protection. These systems are well proven, low impact structures appropriate to these rural, relatively pristine settings. In effect the barriers augment the existing natural storm berm of the islands. The communities of both islands have agreed to the berm top barriers as the primary form of defence. Note the short stretch of hard foreshore armouring is still required in Nanumea to protect a pre-existing reclamation. Based on community endorsement of the concept, UNDP communicated with the GCF Secretariat about the possibility of the changes in the project scope. However, the Chair of the Board requested the project team to explore alternative coastal protection options including large-scale reclamation. As described above, while none of these options can be supported in the current project (from the perspectives of the budget, sustainability, environmental risks, etc), the Board is still reviewing all options including the berm-top barrier approach.
- **Funafuti** – Because of the huge degree of change along this shore since TCAP was first designed, TCAP needed to re-assess actions in Funafuti. This led to the development of a new concept which aims to raise land heights by reclaiming foreshore in Fogafale. A comprehensive desktop review of the social and environmental implications has been completed as well as hydrodynamic modelling, additionally thorough outreach efforts have been undertaken with Government and the local community and there is unanimous support. This proposal is currently under discussion among the Government, UNDP and the GCF Secretariat.
- **TCAP PMU development plan** – the GoT currently has no national capacity or authority which is dedicated to Coastal Management. During the last two Board meetings TCAP has been encouraged to develop a plan which will allow the TCAP PMU to, over the life-time of the Project, evolve to become the sustained national Coastal Management Authority. This is a warmly welcomed concept as strengthening and sustaining improvements won by TCAP over the coming years in coastal management is a key component of “transformational change”. This also adds significant practicalities from the perspective of accommodating returned graduates within the new Coastal Authority and their ability to have a sustain influence over improved decision making in the coastal sector.
- **Staff changes within the PMU** – TCAP has been through some significant challenges with staff over the last 12 months particularly toward the end of this reporting period. The previous Project Manager did not renew their contract and TCAP has been through a lengthy process to find a suitable replacement and the locally recruited and highly effective Environmental Safeguards officer was fatally injured (deceased) in a motor vehicle accident, leaving the post vacant. Whilst TCAP has managed through these unforeseeable events, they have a significant bearing on the continuity and smooth running of the Project.

SECTION 4: REPORT PROJECT SPECIFIC ON ENVIRONMENTAL AND SOCIAL SAFEGUARDS & GENDER

4.1 IMPLEMENTATION OF ENVIRONMENTAL AND SOCIAL SAFEGUARDS AND GENDER ELEMENTS

(max 1 page)

(1) The information includes description on any changes in the key environmental and social risks and impacts as identified and arising from the implementation including any unanticipated risks and impacts (ex. from changes in laws and regulations) and, based on these if any change in the project's environmental and social risk category. In case of a change in the E&S risk category for the project, please provide an explanation.

- Since the inception of the project and recruitment of a coastal expert, a technical review of the coastal protection interventions as per the original Funding Proposal, as well as extensive community consultations, were undertaken. As a result, a new concept for coastal protection approach in each of the target islands was developed. The new concept in Funafuti entailed a change from the use of revetments to small-scale reclamation of the Fogafale shoreline; in Nanumea and Nanumaga, a new concept proposes the use of berm-top barrier in a significant portion of the target shoreline. These changes, and their implications on social and environmental safeguards, are currently being discussed among the Government, UNDP and the GCF Secretariat. While the decision is still pending, social and environmental risks under the new concepts as perceived by the Government, the project team and UNDP are presented below:

(2) The information should include status of compliance with applicable laws and regulations of the country as well as the relevant conditions or covenants under the FAA. This can be captured in the table below:

Status of compliance with applicable laws and regulations and the conditions and covenants under FAA

Applicable laws and regulations/conditions and covenants	Status of compliance
<p>FAA Clause 6.01</p> <p>This Agreement shall enter into effect on the date upon which the Fund dispatches to the Accredited Entity a notice of its acceptance of the evidence specified below ("Effective Date"):</p> <p>(a) A duly authorized and executed copy of this Agreement by the Accredited Entity;</p> <p>(b) A certificate issued by the Accredited Entity's most senior legal officer, in a form and substance satisfactory to the Fund, certifying that this Agreement entered into by the Accredited Entity has been duly authorized or ratified by all necessary corporate actions, duly executed and delivered on behalf of the Accredited Entity, and is legally binding and enforceable upon the Accredited Entity in accordance with its terms; and</p> <p>(c) An indicative disbursement schedule by the Accredited Entity indicating month and year for the disbursement of the GCF Proceeds by the Fund to the GCF Account for the implementation of the Funded Activity.</p>	<p>FAA clause 6.01(a - c) has been fulfilled as of 7 June 2017.</p>
<p>FAA Clause 8.01</p> <p>The obligation of the Fund to disburse GCF Proceeds in connection with the Funded Activity under this Agreement shall be subject to the following conditions having been fulfilled to the satisfaction, in form and substance, of the Fund:</p> <p>(a) Conditions precedent to first disbursement:</p> <p>(i) Effectiveness of this Agreement;</p> <p>(b) Conditions precedent to the second disbursement:</p> <p>(i) Delivery by Accredited Entity of a detailed operational manual for the performance-based fiscal transfer under Output 3 (as described in schedule 1) to the Fund specifying financial flow, financial mechanism structure and governance, and eligibility criteria.</p> <p>(c) General conditions for all disbursements:</p>	<p>FAA clause 8.01(a) and (c)(iii - iv) for first disbursement has been submitted and fulfilled as of 23 July 2017.</p> <p>FAA clause 8.01 (b) and (c) for second disbursement will be submitted at the respective disbursement request period.</p>

<p>(i) Other than in relation to the first disbursement, submission of evidence by the Accredited Entity to the Fund that at least seventy per cent (70%) of the funds previously disbursed have been spent for Eligible Expenditures;</p> <p>(ii) Other than in relation to the first disbursement, submission to the Fund by the Accredited Entity of APRs and financial information in accordance with the AMA;</p> <p>(iii) Delivery of a Request for Disbursement, in accordance with the template attached hereto (Schedule 6) by the Accredited Entity, signed by the person or persons authorized to do so, within thirty (30) calendar days prior to the date on which the disbursement is requested to be made, which date of disbursement shall not be later than the Closing Date; and</p> <p>(iv) Delivery to the Fund by the Accredited Entity of evidence, satisfactory to the Fund, of the authority of the person or persons authorized to sign each Request for Disbursement and the authenticated specimen signature of each such person.</p>	
<p>FAA Clause 9.02</p> <p>In addition to Clause 18.02 of the AMA, the Accredited Entity covenants that as from the Effective Date of this Agreement it shall:</p> <p>(a) Prior to commencement of any construction activity under output 2, as described in Schedule 1, provide site-specific assessments, as indicated in the SES, including cost analysis of the proposed technical solutions;</p> <p>(b) Prior to commencement of any construction works under output 2 (as described in Schedule 1), review and submit to the Fund an updated Environmental and Social Management Plan;</p> <p>(c) Prior to commencement of the scholarship programme under Output 1 (as described in schedule 1), and not later than the end of the 1st year of implementation of the project, sign a letter of agreement with the Ministry of Education, Youth and Sports of Tuvalu and ensure that the annual work plan for the scholarship programme to be developed by the Ministry of Education, Youth and Sports of Tuvalu is agreed;</p> <p>(d) Obtain all land and rights in respect of land that are required to carry out the Funded Activity and shall promptly furnish to the GCF, upon its request, evidence that such land and rights in respect of the land are available for the purposes of the Funded Activity;</p> <p>(e) Upon request by the GCF Secretariat, inform the Fund on the status of the co-financing funds that have been disbursed and applied to the implementation of the Project activities;</p> <p>(f) Undertake and/or put in place any adequate measures in order to ensure that the management of the environmental and social risks and impacts arising from the Funded Activity complies at all times with the recommendations, requirements and procedures set forth in the environmental and social safeguards document (including SES), which were provided by the Accredited Entity to the Fund before the Approval Decision; and</p> <p>(g) The Accredited Entity shall not use the GCF Proceeds for financing activities related to disaster response and relief under the Output 3 (as described in Schedule 1).</p>	<p>FAA Clause 9.02</p> <p>(a) Site-specific assessments (including cost analysis of the proposed technical solutions) will be submitted to the GCF Secretariat prior to commencement of construction activity under output 2.</p> <p>(b) An updated Environmental and Social Management Plan will be submitted to the GCF Secretariat prior to commencement of construction activity under output 2.</p> <p>(c) The letter of agreement with the Ministry of Education, Youth and Sports of Tuvalu has been signed and the annual work plan for the scholarship programme has been agreed upon. UNDP has provided confirmation to the GCF Secretariat on 29 November 2018.</p> <p>(e) Please refer to the financial information reporting parts of the APR for the information on the status of co-finance materialisation (disbursement/application).</p> <p>(f) Adequate measures are being undertaken during the implementation of the project. Once site specific assessments and ESIA are undertaken, the ESMP will be updated and the Grievance Redress Mechanism will be put in place in 2019.</p> <p>(g) UNDP will ensure that GCF Proceeds are not used for financing activities related to disaster response and relief under Output 3.</p>
<p>FAA Clause 9.03</p> <p>Pursuant to Clause 23.04 of the AMA, the Accredited Entity shall inform the Fund, in the final APR, which steps it intends to take in relation to the durable assets and/or equipment purchased with the GCF Proceeds to implement the Funded Activity.</p>	<p>FAA Clause 9.03 is noted and will be fulfilled during the final APR period.</p>

<p>Law or Regulation 1: Falekaupule Act 1997 (Local Government Act) and related laws:</p> <ul style="list-style-type: none"> • Financial Instructions 2001 • Procurement Regulations 2014 	<p>Activities under Output 3 supporting sustainable financing mechanisms for long-term adaptation is following the requirements under the Falekaupule Act 1997, especially with regards to Island Strategic Plans and budget support.</p>
<p>Law or Regulation 2: Environment Protection Act 2008 and related laws:</p> <ul style="list-style-type: none"> • Environment Protection (Environmental Impact Assessment) Amendment Regulations 2017 • Environment Protection (Litter and Waste Control) Regulations 2013 • Conservation Areas Act 2008 • Waste Management and Services Act 2009 • Native Lands Act 2008 • Neglected Lands Act 2008 • Lands Code 2008 • Waste Operations & Services Act 2009 • Disaster Risk Management Plan Act • National Building Code of Tuvalu 1990 • Kaupule of Funafuti Conservation Area Order 1999 • Marine Pollution Act • Wildlife Conservation Act 2008; • Mineral Development Licensing Act 2008 	<p>ESIA requirements under the Environment Protection Act 2008 is being followed for all relevant activities of the project, including compliance with the laws/regulations referred in the Environment Protection Act 2008 and the Environment Protection (Environment Impact Assessment) Amendment Regulations 2017.</p>
<p>Law or Regulation 3: Foreshore and Land Reclamation Act 2008 and related laws:</p> <ul style="list-style-type: none"> • Foreshore License Regulations 2008 • Crown Acquisition of Land Ordinance 1954, 1974; 	<p>The coastal adaptation interventions on the 3 target islands will follow the required authorisations and licenses under the Act during the process of attaining Government development approval</p>

(3) Provide a report on the progress made in implementing environmental and social management plans (ESMPs) and frameworks (ESMFs) describing achievements, and specifying details outlined in the tables below.

Implementation of management plans and programmes

(i) activities implemented during the reporting period, including monitoring	(ii) outputs during the reporting period	(iii) key environmental, social and gender issues, risks and impacts addressed during implementation	(iv) any pending key environmental, social and gender issues needing accredited entity's actions and GCF attention
<p>With the new concepts developed for the three targeted islands, and with additional inputs from technical assessments and community consultations, the Project ESMP has been updated (3rd quarter 2018) and remains at this time in draft form awaiting the approval from the GCF Secretariat, and subsequently, National Government's advice regarding its Environmental stipulations and criteria.</p>	<p>Draft updated ESMP and community consultation reports.</p>	<p>The new concepts in Nanumea and Nanumaga (but still under the Project Board consideration) include the construction of berm-top barrier which will be constructed in private lands. Initial consultations suggest that community members are supportive of the idea, but further consultations and endorsement from the landowners are needed. The updated Gender Assessment and Action Plan and the Gender Strategy for the project will include new proposed concept designs for the 3 sites once the gender expert is onboard during 2019.</p>	<p>As reported above, the new concepts have been shared with the GCF Secretariat in August 2018 and a provisional response from the Secretariat was shared with the AE in February 2019. The social and environmental risk implications of the new concepts are currently being discussed among the Government, UNDP and the GCF Secretariat.</p>
<p>A desk top EIA for the proposed concept for Funafuti</p>	<p>Desktop EIA report.</p>	<p>For Nanumea and Nanumaga (if the Project Board and GCF approve the berm-</p>	<p>Desktop EIA results need to be shared with</p>

<p>has been conducted by compiling primary and secondary analyses.</p>		<p>top barrier approach):</p> <ul style="list-style-type: none"> ○ Manageable and very limited environmental risk exists in the transport and landing and operation of heavy equipment and bulk materials on island. ○ The revised infrastructure designs would use storm deposited sediments at the terminal points of both islands, these ephemeral deposits continue to move due to wave action and maybe lost from the island system if another large storm occurs. If TCAP can capitalise on their presence during implementation of works, there is little environmental risk involved in sourcing fill materials. If, however, TCAP suffers continued delay in decisions to allow the start of capital works, these ephemeral deposits may not be available and the Project would need to source alternative resources – possibly off-shore. This would present a different risk profile which would be updated depending on need. ○ The revised TCAP “berm top barrier” designs remove capital works from the active foreshore to the less active landward berm crest (approximately 20 – 30m into the treeline). This land is considered “traditionally owned” and community consent will be required to proceed with works. Nonetheless, these concepts have already been shared with the communities on both islands and met with no objection. This is likely due to the “soft” nature of the works and its easy reversibility if that was the wish of land holders. More importantly, however, it is clearly understood by communities on both islands that wave overtopping, and resultant marine flooding can best be addressed via the augmentation of the natural berm system – this is the principle aim of the revised TCAP interventions and thus why the revised designs are supported. <p>For Funafuti:</p> <ul style="list-style-type: none"> ○ The original proposal to build simple foreshore seawalls on the lagoon shore of Fogafale was revisited from a climate change adaptation perspective. A technical review, supported by consultations with all stakeholders on Funafuti (Community, Council, Government and Project Board), concluded that the extreme low elevation of Funafuti would render 	<p>GCF.</p>	
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		<p>foreshore seawalls ineffective as sea levels continue to rise. During consultations there was unanimous support in Funafuti to adjust TCAP interventions on this shoreline, namely to accommodate the significant degree of change and development which has occurred on this shore between the design phase of TCAP and the contemporary implementation phase and to better address the elevated level of exposure to storm wave impacts in the capital.</p> <ul style="list-style-type: none"> o Significant work has already been implemented to scope environmental risks associated with the revised designs for Funafuti. Overall, these efforts show that there is likely less environmental risk associated with the revised activities than the original TCAP designs. Certainly, there is far lower social risk in the revised TCAP plans for Funafuti as these are the direct result of numerous multi-stakeholder consultations and reflect the consensus wishes of all groups. The revised plan also has far superior technical merit in respect to sustainable development and long-term adaptation. 	
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Additionally, include a description of the actions undertaken towards increasing the relevant stakeholders' engagement in the project environmental, social and gender elements, and a list on the grievances received in the reporting period that will include at least the description of the grievance, the date the grievance was received, and the resolution of the grievance.

Information below in this sub-section should be provided for all projects regardless of the E&S risk category for the project

Implementation of the stakeholder engagement plan

(i) activities implemented during the reporting period	(ii) dates and venues of engagement activities	(iii) information shared with stakeholders	(iv) outputs including issues addressed during the reporting period
Funafuti Community consultation meeting;	Sept 25, 2018 at the Funafuti Meeting Hall	Proposed Design for Fogafale	One of the issues raised by the Funafuti Community is their disagreement with the initial plan of constructing seawalls; and their full backing and agreement with the reclamation concept for Fogafale
Consultation with Government Partners	Sept 2018 at the various government offices	Proposed Design for Fogafale, Nanumea and Nanumaga	The government stakeholders, including our partners, and focal points, were also in full agreement with the reclamation concept.

Implementation of the grievance redress mechanism

(i) description of issues/complaints received during the reporting period	(ii) status of addressing issues/complaints

The Grievance Redress Mechanism is yet to be developed. This is anticipated to be developed in 2019.	
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4.2 GENDER ACTION PLAN

A Gender Expert is anticipated to be engaged with the main objectives of updating the Gender Assessment and Action Plan which was approved with the FAA. Furthermore, together with the Project team and Government and other partners, the expert will produce a Gender Strategy for the TCAP project in addition to a gender sensitive matrix of the project, identify and report on prevailing gender inequality issues and develop action plans to mitigate these barriers, develop an updated gap analysis report addressing the collection of sex disaggregated data and further develop the gender indicators, targets and activities in line with the project implementation schedule;

The recruitment of the gender expert has been delayed and will be completed in Quarter 1 2019 and the Gender Strategy and Action Plan to be completed by the end of 2019.

4.2.1 PROGRESS ON IMPLEMENTING THE PROJECT-LEVEL GENDER ACTION PLAN SUBMITTED WITH THE FUNDING PROPOSAL.

Objective	Actions	Indicator	Targets	Budget	Responsible Institutions	Report on Annual Progress
Strengthened adaptive capacity and reduced exposure to climate risks	Concepts for intervention measures have been designed and submitted to GoT for approval	Number of males and females benefiting from climate risk reduction measures	At least 3,100 individuals (50% women) who are in inundation areas protected by a coastal defense	\$50,000	GoT	The engagement of a Gender expert in 2019 will strengthen the adaptive capacity of the island community stakeholders and reduce their exposure to climate risks through enhanced information through the development and implementation of a Gender Strategy for the project.
1. Strengthening of institutions, human resources, awareness and Knowledge for resilient coastal management	Capacity Needs Strategy & Action Plan developed	Number of technical officers trained on: - Monitoring / data synthesis on dynamic coastal processes - Designing of coastal protection (both hard	At least 12 technical government staff (50% women) exposed to hands-on trainings on the three areas	\$146,500	TCAP/GoT	The institutional Capacity Strategy, to be implemented from 2019, will ensure a fair representation in the CB strategy for our government partners.

		<p>and soft) measures</p> <ul style="list-style-type: none"> - Environmental social impact assessment 				
		<p>Number of students that are supported at higher- level studies (tertiary level or higher) on disciplines related to coastal protection</p>	<p>At least 24 students (50% women) are supported at higher level studies and obtain a CCA-related position</p>			<p>Two (2) students, a male and a female, were supported in the 2nd half of 2018 to pursue their undergraduate level trainings. Another 4 remain to be supported.</p>
<p>2. Vulnerability of key coastal infrastructure including homes, schools, hospitals and other assets is reduced against wave induced damages in Funafuti, Nanumea and Nanumaga</p>	<p>Concepts for intervention measures designed</p>	<p>Knowledge about gender-differentiated impact of coastal protection enhanced</p>	<p>The final technical assessment report Includes gender-differentiated impact and the results are shared at a regional/national forum</p>	<p>\$1,200,000</p>	<p>TCAP</p>	<p>Discussions on this has been ongoing in all community visitation programmes. The anticipated ESIA and IVA processes, shall incorporate and expand on the gender differentiated impacts of the intervention measures on the island communities</p>
<p>3. A sustainable financing mechanism established for long-term adaptation efforts</p>	<p>Development of the Operational Manual to facilitate the fiscal transfer mechanism process</p>	<p>Adaptation actions financed and implemented from island level plans (no. and type)</p>	<p>At least 16 adaptation priority actions (two in each island), outlined in ISPs, are financed by either domestic or external resources and executed</p>	<p>\$112,700</p>	<p>TCAP</p>	<p>The adaptations actions are yet to be identified and embedded in the island ISP's. The recent engagement of an ISP consultant will facilitate the accomplishment of this work in year 2019 – especially the operationalization of the Operations Manual for the fiscal transfer of Performance Based Grants to the Island Kaupules to support adaptation related projects.</p>
		<p>Women's distinct role in the context of island decision</p>	<p>Women's group recognized by both men and women as an important</p>			

		making established	interest group in the evaluation of			
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Activities	Description	Gender Considerations	Participation	Responsibility
1.1. Technical capacity, knowledge and awareness of the Government and community strengthened for coastal monitoring, protection and maintenance of coastal protection infrastructure.	Strengthened and improved local capacity and inter-sectoral partnership/coordination in identifying, collecting and analyzing data in various aspects of coastal vulnerability.	<p>Training and capacity building opportunities for government and regional agencies will ensure that it targets both women and male staff equally.</p> <p>Island level coastal monitoring workers will be selected from women and youth groups providing them additional income opportunities.</p>	This shall be realized from 2019 onwards when the Capacity Needs Strategy is being implemented.	TCAP/GoT
1.2. Long-term national human resource capacity and awareness enhanced for sustainable coastal protection.	Capacity building of youth in technical areas that are relevant for coastal protection.	<p>Girls and boys will be given equal opportunity to apply for scholarship program through ensuring that both girls and boys have the information and support to apply for the scholarship program. Achieving equal gender balance among participants is targeted.</p> <p>Awareness raising of young children will be done through primary school teachers, more than 80% of whom are women</p>	One boy and one girl selected for the initial scholarship program which started in 2018.	TCAP/MEYS
2.1. Coastal protection design, feasibility studies and Environmental and Social Impact Assessments undertaken in each of the nine islands to identify suitable and sustainable structures in a participatory manner.	Site-specific assessments in all islands of Tuvalu to inform coastal protection options.	<p>Community and national level consultation processes will ensure that information gathering, sharing, and participatory design session takes place in the appropriate time, location, and context where men, women, children and vulnerable groups can equally participate and be engaged.</p> <p><u>Gender balance of assessment</u></p>	<p>The IVA assessment shall be carried out in 2019 by SPC for all the 9 islands – together with the ESIA.</p> <p>Similarly, the Gender strategy and action plan shall also be developed in 2019.</p>	TCAP/SPC
2.2. Coastal protection measures implemented.	Coastal protection measures constructed and monitored in identified sites.	<p>Gender balance of both national and international technical experts, consultants, and contractors will be actively promoted.</p> <p>Technical assessment at the end of the project will investigate gender-differentiated impact of coastal pro</p>	No progress on the implementation of coastal protection measures as decision is being awaited from both GoT and GCF.	TCAP/GoT/GCF

Activities	Description	Gender Considerations	Participation	Responsibility
3.1. All outer islands Strategic Plans and annual budgets integrate island-specific climate risks through existing gender sensitive, participatory processes.	Community members, including men, women, children, and the elderly, empowered to participate in climate resilient planning process of the ISPs, taking into consideration climate change impacts and integrated coastal, land, and marine resource management principles.	Participants of the ISP planning process will represent women and men equally (aim at having more than 50% of total participants to be women, children and/or from vulnerable groups). ISP Officer recruited in the project will be a woman to facilitate greater engagement of women Promote ways to increase /establish women's leadership in island level governance.	No progress in 2018. Works on this shall commence in 2019 after the engagement of an ISP consultant in late 2018.	TCAP
3.2. Capacity of Kaupules, Falekaupules and community members strengthened for monitoring coastal adaptation investments.	Community capacities to monitor, evaluate and communicate results and impacts of coastal protection adaptation investments enhanced.	Women will take on responsibilities to use tools to monitor and assess the performance of island councils such as community scorecards and participatory video.	No progress in 2018. Works on this shall commence in 2019 after the engagement of an ISP consultant in late 2018.	TCAP

4.3 PLANNED ACTIVITIES ON ENVIRONMENTAL AND SOCIAL SAFEGUARDS

Provide a list of activities in the ESMP to be implemented in the next reporting period. Include relevant deliverables such as reports or action plans, and other project specific products. Please include the monitoring schedule concerning ESS (including other potential vulnerable groups and indigenous people) for the next annual reporting period.

Important: to avoid lengthy duplication of text please refer to 4.1 and earlier components of this report for an explanation of the circumstances influencing the status of this component.

To a large extent, the planned activities on environmental and social safeguards depend on the outcome of the ongoing discussion among the Government, UNDP and the GCF Secretariat regarding the proposed concepts for coastal protection interventions in the three target islands. Notwithstanding the unresolved issue about the proposed concepts, the Secretariat of the Pacific Community (SPC) has been contracted to undertake detailed coastal assessments and ESIA once a way forward is agreed. The SPC, with support from the project team, will visit all the target islands and consult various stakeholders including the Island Assembly (Falekaupule), Island Council (Kaupule), landowners, women's groups, youth, and other community members.

In addition to these, a Safeguards Officer will again be recruited as soon as possible to oversee the ESIA process and the subsequent update and implementation of ESMP. The Officer will also be responsible for establishing the GRM.

A gender expert in the process of being recruited in early 2019 to update the Gender Assessment and Action Plan and produce a Gender Strategy for the TCAP project.

4.4 PLANNED ACTIVITIES ON GENDER ELEMENTS

Provide a list of activities in the gender action plan to be implemented in the next reporting period. Include relevant deliverables such as reports or action plans, and other project specific products including processes that will be involved to implement the activities effectively. Please include the monitoring schedule concerning gender activities for the next annual reporting period.

Report on actions taken on any of the recommendations made by the secretariat (if applicable) to improve the level of integration of gender issues in the project.

As mentioned earlier under 4.2, a Gender Expert shall be engaged in Quarter 1 of 2019 who is charged with developing the Gender Strategy and associated Action Plan relevant to this TCAP project. A listing of the action plan including the timeline for its implementation shall be reported in the next APR reporting period. However, the following is anticipated to be achieved by the Gender consultancy work in early 2019:

- Developing a gender sensitive results matrix of the project;
- Implementation of gender mainstreaming at the implementation phase;
- Identify and report on prevailing gender inequality issues and develop action plans to mitigate these barriers;
- Develop a gap analysis report addressing the collection of sex disaggregated data;
- Further develop the gender indicators, targets and activities in line with the project implementation schedule;
- Finally, the incorporation of all these factors into the Gender Strategy

SECTION 5: ANNEXES

Annex 1. [Updated implementation timetable for the Funded Activity.](#)

Annex 2. Accredited Entity compliance reports (self-assessment reports¹⁶, report on actions pursuant to Clause 18.02, if applicable¹⁷).

SECTION 6: ATTACHMENTS

Attachment 1. Unaudited/Audited financial statements (as required by FAA).

(If available. If not submitted, indicate date of submission.)

Attachment 2. Interim/Final evaluation report (as required by FAA).

(If available. If not submitted, indicate date of submission.)

Other Attachments (if any). Such as additional budget-related information, loan repayment schedules to GCF (interest/principal), equity investment schedules, other related reports relevant to the Funded Activity, statements of capital account, valuation reports, credit guarantee agreements, investor reports, and others, as specified in the relevant legal agreements (e.g. Funded Activity Agreement, Shareholders Agreement)

¹⁶ In accordance with the Monitoring and Accountability Framework, a self-assessment of its compliance, in accordance with Clause 13.01 of the Accreditation Master Agreement, with the Fiduciary Principles and Standards, ESS and Gender Policy.

¹⁷ Only applicable to International Accredited Entities. In accordance with the Monitoring and Accountability Framework, a report on its actions carried out or planned to be carried out pursuant to Clause 18.02 of the Accreditation Master Agreement.