Concept Note

The Vaka Motu (boat for the islands) – building indigenous community resilience with low emission sea transportation in the Micronesian region

Republic of Palau, Republic of the Marshall Islands (RMI), Federated States of Micronesia (FSM), Kiribati and Nauru | Secretariat of the Pacific Regional Environment Programme (SPREP)

26 September 2018

GREEN CLIMATE FUND

Simplified Approval Process
Concept Note

Project/Programme Title:	The Vaka Motu (boat for the islands) – building indigenous community resilience with low emission sea transportation in the Micronesian region
Country(ies):	Republic of Palau, Republic of the Marshall Islands (RMI), Federated States of Micronesia (FSM), Kiribati and Nauru
National Designated Authority(ies) (NDA):	NDAs from the above-mentioned participating countries
Executing Entities:	Pacific Community (SPC), Maritime Technology Cooperation Centre (MTCC), Deutsche Gesellschaft für Internationale Zusammenarbeit (GiZ), Okeanos Foundation for the Sea and national transport ministries in the participating countries
Accredited Entity(ies) (AE):	Secretariat of the Pacific Regional Environment Programme (SPREP)
Date of first submission/ version number:	*[2018-09-26] [V.0]*
Date of current submission/ version number	*[YYYY-MM-DD] [V.0]*

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Please submit the completed form to **sap@gcfund.org**,
using the following name convention in the subject line and file name:
"CN-[Accredited Entity or Country]-YYYYMMDD"

A. Project / Programme Information (max. 1 page)			
A.1. Project or programme	☒ Project ☐ Programme	**A.2. Public or private sector**	☒ Public sector ☐ Private sector
A.3. Indicate the result areas for the project/programme	Mitigation: Reduced emissions from: ☐ Energy access and power generation ☒ Low emission transport ☐ Buildings, cities and industries and appliances ☐ Forestry and land use Adaptation: Increased resilience of: ☒ Most vulnerable people and communities ☒ Health and well-being, and food and water security ☐ Infrastructure and built environment ☐ Ecosystem and ecosystem services		
A.4. Estimated mitigation impact (tCO2eq over lifespan)	To be estimated	**A.5. Estimated adaptation impact (number of direct beneficiaries and % of population)**	Total population = 311,600 Total outer island population[1] = 160,256
A.6. Indicative total project cost (GCF + co-finance)	Amount: USD tbc	**A.7. Indicative GCF funding requested (max 10M)**	Amount: USD 10m
A.8. Mark the type of financial instrument requested for the GCF funding	☒ Grant ☐ Loan ☐ Guarantee Other: specify_____		
A.9. Estimated duration of project/ programme:	4 years	**A.10. Estimated project/ Programme lifespan**	This refers to the total period over which the investment is effective.
A.11. Is funding from the Project Preparation Facility needed?	Yes ☐ No ☒	**A.12. Confirm overall ESS category is minimum to no risk[2]**	☒ C or I-3
A.13. Provide rational for the ESS categorization (100 words)	The project upscales from a low emission sea transportation initiative in Vanuatu and RMI and targets capacity building and training and, mainstreams low emission sea transport in to national policies at the sub-region level. The project is consistent with the three Goals of the Framework for Resilience Development in the Pacific (FRDP) and, the Cleaner Pacific Strategy 2025. Further, the nature of the project aligns with the ESS checklist in Annex 1.		
A.14. Has the CN been shared with the NDA?	Yes ☒ No ☐	**A.15. Confidentiality[3]**	☐ Confidential ☒ Not confidential
A.16. Project/Programme rationale, objectives and approach of programme/project (max 100 words)	The project presents an opportunity to mainstream and implement low emission sea transportation, and the interlinked strengthening of remote atoll climate resilience, throughout the Micronesian region. The primary objective is to reduce and avoid carbon dioxide equivalent (tCO2e) emissions and, increase systemic climate change resilience in the five countries of Palau, FSM, RMI, Kiribati and Nauru through a transformation in sea transportation. The project is proposed in two components with Component 1: Upscaling successful use of the Vaka (traditional sailing canoe) to reduce and avoid carbon dioxide equivalent (tCO2eq) emissions; and Component 2: Strengthening indigenous community resilience through low emission sea transportation to manage climate risk.		

[1] 51% (160,256) of total population in the 5 countries lives in the outer islands which is expected to be impacted by the Vaka when upscaled as a fleet for inter-island shipping services – of this 160,256 there are 79,688 females

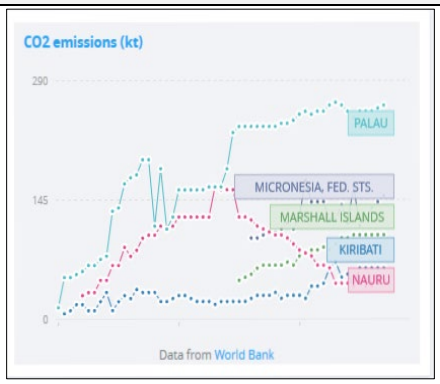
[2] Refer to the SAP ESS Guidelines

[3] Concept notes (or sections of) not marked as confidential may be published in accordance with the Information Disclosure Policy (Decision B.12/35) and the Review of the Initial Proposal Approval Process (Decision B.17/18).

B. Project / Programme details (max. 3 pages)

B.1. Context and Baseline (max. 1 page)

The participating countries are Pacific Small Island States (SIS) where their vulnerability to natural disasters such as cyclones /typhoons, drought and storm surges are high with impacts on their natural environment can be significant affecting the population. The CO2 emission profiles of these Pacific SIS are insignificant with respect to the global scale; comparatively, the World profile is 9.4 million ktCO2 in 1960 and 36.1 million ktCO2 in 2014 with the participating Pacific SIS, as illustrated in the figure, ranging from almost 0 ktCO2 in 1960 to about 250 ktCO2 in 2014. Despite being low CO2 emitters, the SIS who are at the frontline of climate change continue to explore avenues to fulfil their commitments to the Paris Agreement.



The Palau Nationally Determined Contributions (NDC) has emissions reduction target of 22% in the energy sector below 2005 levels by 2025. This comprises of 45% renewable energy and 35% energy efficiency targets by 2025. Most of the GHG emitted is by the transport sector and are from fishing vessels and state owned ferries. The RMI NDC commits to a quantified economy-wide target to reduce its emissions to 32% below 2010 levels by 2025 with intentions to reduce emissions to 45% below 2010 levels by 2030. As sea transportation is one of the greatest contributors to GHG emissions, the paradigm shift generated by this project will have significant impact on achieving GHG reduction goals. The FSM NDC relative to the year 2000 inventory, electricity generation accounts for 42% of the total CO2e (equivalent to 64,000 tCO2e), while transport accounts for 38% of total CO2e (equivalent to 57,000 tCO2e) – combined these cover 80% of total emissions. FSM commits to unconditionally reduce by 2025 a 28% of its GHG emissions below that of the year 2000. Through its NDC, Kiribati has committed to reduce emissions by: 10,090 tCO2e annually throughout the period 2020 to 2030 (unconditional); and 35,880 tCO2e annually by 2025, and 38,420 tCO2e annually by 2030 with appropriate international assistance.

Although sea transportation is not a priority area for Nauru and with its NDC focused on reducing emissions in electricity generation and consumption, Nauru is committed to the Global pledge towards low carbon development initiatives. As one of the remote, small, isolated, and coral capped islands in the Pacific, Nauru faces similar challenges as of other Micronesian countries where water and food security are priority.

In September 2017, during the United Nations General Assembly H.E. President Remengesau announced Palau's intent and commitment to submit this project to the GCF. This event was co-hosted by H.E. President Waqa of Nauru. In November at the UNFCCC COP23 in Bonn, Germany, H.E. President Remengesau and H.E President Hilda Heine of the RMI and Vice President of FSM Yosiwo P. George co-hosted a side event announcing the regions commitment to pursuing GCF funding for a network of Vaka Motu. These announcements were further confirmed with letters of commitment indicting the countries' full ownership. Kiribati presented ownership as well as eagerness by their Letter of Commitment and by extending an invitation to Okeanos Foundation for the Sea to have a Vaka to participate during the Independence Day celebrations on July 12, 2018.

More specifically, the project contributes to addressing the barriers of:

- *Geographic dispersion and the associated sea transport inefficiencies* – total ocean area within the perimeter of the Micronesian countries is 7,400,000 km2 (2,900,000 sq. mi). A vast ocean area with scattered remote atolls and islands that are vulnerable to climate conditions pose an enormous challenge to providing health care, education, communication, water and food security and, other socio-economic development needs. In Kiribati for example, an ADB study revealed that many of the needed educational improvements for transformation in outer atoll communities depend on factors outside the education sector, such as inter-island transport. This study further stated that upgrading sea transport services will improve the scope for private investment in small-scale production and processing of foodstuff and light manufacturing, all of which will catalyse the transformation urgently required to climate resilient economies.
- *Training of seafarers* to international standards is becoming increasingly sophisticated, and the level of training available among maritime training institutions within Micronesia remains extremely restricted. Areas such as safety at sea, cadetship and, research are focused on fossil-fuelled type vessels with limited linkages to traditional knowledge and low emission sea transportation. Much work on harmonization, strengthening capacity and mutual recognition among these institutions is essential as is developing and formalizing a regional plan and modality for low emission sea transportation training development.
- *Policies and legislation* are not conducive to enabling a paradigm shift to low emission sea transportation due to a number of reasons such as subsidies have been made towards fossil fuel based sea transport in an attempt to address the shipping challenges of: high cost of fuel; small populations and far-flung communities; low trade volumes; and, widely varying port facilities with generally inadequate funding for their operation and maintenance.

Throughout Micronesia, Governments spent millions of dollars per annum on inter island shipping using fossil fuelled vessels that do not travel frequently enough to meet the climate adaptation needs of the communities. In many cases, services of the quality expected are not commercially viable. Nevertheless, delivery of these services is a political, social, and arguably an economic imperative. According to the ADB, inter-island shipping services are generally operated by government or by very small independent shipping companies. Service schedules are frequently poorly maintained, and it is not uncommon for services to be suspended for many months.

At the regional level there are the FRDP[4] and the Cleaner Pacific Strategy[5] 2025 which the project interventions also compliment and contribute to regional maritime activities by the Pacific Community (SPC) Oceans and Maritime Programme, the SPC-SPREP Maritime Technology Cooperation Centre (MTCC), Okeanos Foundation for the Sea activities in Vanuatu and RMI, GiZ and, the University of the South Pacific (USP) research activities on sustainable sea transportation. The project further builds resilience and adaptive features of participating atoll communities through low emission sea transportation.

B.2. Project / Programme description (max. 1 page)

The project presents an opportunity to mainstream and implement low emissions sea transportation, and the interlinked strengthening of remote atoll community resilience, throughout the key development sectors in Micronesia. The holistic and cross sectoral approach addresses one of the key enablers of climate risk resilience: the ability to transport climate-targeted goods and services to the most vulnerable remote atolls. Other Pacific communities share these vulnerabilities, rendering this project a model for regional application.

The main objective is to reduce and avoid carbon dioxide equivalent (tCO2e) emissions and strengthen indigenous community resilience through a transformation in the sea transport sector. The project supports the transport sector's comprehensive transformation at multiple levels, which represents a sub-regional paradigm shift for Micronesia's overall resilience. The level of participation of each country in the proposed activities will be based on the circumstances and applicability to priority areas of development. The project will run over four years in its first phase for potentially upscaling to other parts of the Pacific, and consists of two complementary components:

Component 1: reduce and avoid carbon dioxide equivalent (tCO2e) emissions through a transformation in the sea transport sector

1.1 Inefficiencies and poor schedules of transportation services to the atolls and island communities addressed through the use of the Vaka
- 1.1.1 Enhance and improve the existing Vaka design for efficiency and capacity including the integration of climate observation systems on board
- 1.1.2 Build, sea test and deliver a new Vaka to each participating country, as applicable
- 1.1.3 Provide training for Vaka crew members
- 1.1.4 Promote the use of the Vaka in each country on areas such as private sector charters and inter island adaptation-focused transport
- 1.1.5 Mainstream low emission sea transport considerations into the regional and national initiatives such as on climate adaptation and disaster risk management

1.2 Enhanced safety, reliability and affordability of sea transport
- 1.2.1 Enhance the capacity of maritime training facilities in Micronesia to consider low emission sea transport curriculum topics and, undertake regional south-south cooperation among maritime training institutions
- 1.2.2 Investigate the feasibility of establishing low emission sea transport building and maintenance facility(ies) in the Micronesian region
- 1.2.3 Undertake a detailed cost-benefit analysis of low emission sea transportation options

1.3 Informed decision making on the transformation to low emission sea transport
- 1.3.1 Collect information on energy efficient technologies and operations, and fuel data consumption from sea transportation in Micronesia
- 1.3.2 Share lessons learned and upscaling plans of low emission sea transportation at national, regional and international meetings

[4] 3 Goals of the FRDP are: strengthened integrated adaptation and risk reduction to enhance resilience to climate change and disasters; low carbon development; and, strengthened disaster preparedness, response and recovery
[5] The Strategy presents on marine pollution due to increasing trend of shipping traffic where passenger and cargo shipping accounted for 30% of all shipping movements

Component 2: strengthen indigenous community resilience through a transformation in the sea transport sector to manage climate risk

2.1 Enhanced whole-of-island risk and vulnerability assessments and adaptation planning through the use of low emission sea transportation
- 2.1.1 Train representatives from Micronesia on the use of the Vaka for transformative adaptation and community-based disaster risk reduction
- 2.1.2 Train extension officers from health, agriculture, water, conservation, etc. to enable them respond to climate risks and early warnings by utilizing the Vaka
- 2.1.3 Integrate vulnerability assessment /risk identification and classification using the Vaka as a mean of inter-island transport
- 2.1.4 Support community-based adaptation and disaster risk reduction interventions of national governments using an integrated sustainable livelihoods approach, that directly address priority climate and related risks

2.2 Improved access to meteorological, hydrological and GIS data and information through the use of the Vaka to support decision-makers and communities at risk and, to monitor the evolution of detected climate risks
- 2.2.1 Collect climate impacts, ecosystem vulnerability, and weather data and information for local meteorological, hydrological and GIS services
- 2.2.2 Establish a data and information protocol that will link up to existing data repository systems
- 2.2.3 Integrate climate observations data and information, made on board the Vaka, in partnership with academic and scientific institutions into early warning systems for adaptation interventions in remote atolls

2.3 Improved community-based early warning systems
- 2.3.1 Develop score-cards for assessing the penetration of early warning systems and information into remote atolls comprising four dimensions: (i) knowledge on risks; (ii) monitoring and warning service; (iii) dissemination and communication; and, (iv) response capability
- 2.3.2 Train representatives from Micronesia on how to integrate early warning information into community adaptation and disaster risk interventions

2.4 Enhanced outer island governance structure
- 2.4.1 Integrate low emission sea transport based adaptation and disaster risk management into remote outer island governance structures, women's groups and others such as farmer /fisher associations

2.5 Published awareness materials, best practices, lessons learnt and experiences
- 2.5.1 Develop awareness materials on early warning system to enhance prevention, preparedness, response and mitigation
- 2.5.2 Publish best practices, lessons learnt and experiences on the use of the Vaka

2.6 Improved water and food security, services and, access to markets
- 2.6.1 Supply agricultural inputs (e.g. seeds, soil kits, tools) for resilient crops and new resilient agricultural production practices; water management, supply storage and WASH inputs and knowledge; ecosystem-based management knowledge, best practice and skills
- 2.6.2 Provide health services, medicine, health education programmes and other services
- 2.6.3 Introduce alternative livelihoods, and processing of climate-safe produce to strengthen resilience in target atoll communities
- 2.6.4 Enhance access to markets and promote small micro enterprisers through transportation of produce and products from atolls to urban centres and vice versa

This project upscales efforts from on-going national and regional activities. For example, Okeanos Vanuatu has been operating the Vaka for three years with eight months of disaster relief response after Cyclone Pam in 2015 providing root crops and medical supplies from the unaffected islands to the affected islands. Since 2016, Okeanos Vanuatu has demonstrated success operating in Vanuatu's Eco-Tourism sector and won the SKAI International Award for Eco-Tourism and was named Travel and Hospitality Awards' Eco Friendly Tour Company of the Year in 2018. At the regional level there is the SPC Oceans and Maritime Programme that has four main outcomes supported by specific results and indicators: Good Oceans and Maritime Governance; Sustainable Maritime Transport and Safe Navigation; Strengthened Ocean and Coastal Monitoring and Prediction Services; and, Improved Ocean and Maritime Literacy and Capacity – additional information are available at: http://gsd.spc.int and http://edd.spc.int and oceanportal.spc.int and mtccpacific.spc.int.

SPREP as a direct access regional accredited entity to GCF has the vision of *A resilient Pacific environment sustaining our livelihoods and natural heritage in harmony with our cultures*. The proposed activities and primary objective of the

project fits well with this vision. The participating countries are also members of the SPREP community whereby SPREP provides additional technical advice from its programmes of: Climate Resilience, Island and Ocean Ecosystem Services, Environment Governance and, Waste Management and Pollution Control. SPREP as the co-host to the MTCC with SPC will also have the opportunity to compliment MTCC activities through this project.

SPREP will have the overall management and supervision of the project with Okeanos Foundation for the Sea, GiZ, SPC and MTCC as delivery partners. There are associated risks that could inhibit implementation particularly with multiple delivery partners and multi country implementation modality. These are discussed below with proposing mitigating measures.

Risks	Mitigating measures
Financial Risks	
Procurement of the Vakas within the project timeframe *(settlement risk)*	Compliance to existing international standards and best practices on technical specifications and sea worthiness certification of the Vaka. It is proposed that the Vaka(s) will be built in New Zealand where there is existing experience, capacity, materials and skills and, the involvement in the current Vaka fleets in the Pacific.
Reporting and compliance	All implementation of activities including reporting, procurement and compliance processes are to be consistent with SPREP policies.
Operational Risks	
Commitment from local authorities	The initiative has been launched at the margins of COP23 in Germany and supported at the highest political level of the five countries. It is therefore anticipated that there is existing political support. The project will work with local authorities to review policies and plans so as to integrate low emission sea transportation in to national development priorities
Engaging with other similar initiatives (national and regional)	Lead and existing entities such as SPC, MTCC, Okeanos Foundation for the Sea, USP and GiZ that are currently implementing activities in the maritime sector are proposed delivery partners to this project. This will ensure value adding to ongoing work in the region and more specifically within Micronesia.

B.3. Expected project results aligned with the GCF investment criteria (max. 1 page)

The project is aligned to the GCF investment criteria of:

- *Impact potential* – using the existing Okeanos Vaka specifications as baseline design will have minimum CO2 emissions – the specifications are: 1.44kWp solar PV system, 2 Perkins 20 HP inboard engines compatible with coconut oil and two 10kW electric motors and sails. The use of the Vaka will also increase the resilience and enhance adaptation of the vulnerable isolated outer island communities across the Micronesian region.
- Paradigm shift – there is potential replicability of the project to other outer island communities where the ocean is the medium for transporting goods, produce and people, access medical services, information, etc. The mainstreaming of low emission sea transport policies to national shipping will enhance learning of ship energy efficient technologies and operations and, promote the use of the Vaka.
- Sustainable development – the project promotes the use of low emission sea transportation that contributes to enhancing services such as health care, education and post disaster response. These also built social and economic benefits by reviving cultural and traditional knowledge with scientific evidence to better adapt to climate conditions.
- Needs of the recipient – there is usually a shortfall of transportation to the outer islands as there is limited number of vessels and associated high operational costs. The use of the Vaka, when upgraded to a fleet, will contribute to easing such barriers and address the needs of the outer island communities.
- Country ownership – low emission sea transportation progresses the NDC and climate resilient development as in the NAMAs and NAPs. The launching of the project at COP23 in Bonn by the highest political level of participating Micronesian countries has proven support and ownership.
- Efficiency and effectiveness – The use and demonstration of the Vaka as a sustainable option for sea transportation is envisaged to mobilize additional resources and interest by the local private and public sectors. The project will also enable the generation of data and information to analyse economic and financial returns including available technologies and best practices that could form the benchmark for low emission sea transportation in the islands.

C. Indicative financing / Cost information (max. 2 pages)

C.1. Financing by components (max ½ page)

Please provide an estimate of the total cost per component and disaggregate by source of financing.

Component	Indicative cost (USD)	GCF financing		Co-financing		
		Amount (USD)	Financial Instrument	Amount (USD)	Financial Instrument	Name of Institutions
Component 1*	6,490,000	6,490,000				
Component 2	950,000	950,000				
Project Manager (4yrs)	350,000	350,000				
National Project Assistants over 3 years	300,000	300,000				
Conferences, workshops, PSC meetings, etc.	85,000	85,000				
Consultancies & other additional services	100,000	100,000				
Travels	75,000	75,000				
Sub-total – Direct Costs	*8,350,000*	*8,350,000*				
AE /IE fees (10% of direct costs)	835,000	835,000				
Executing entity fees (8.5%)	709,750	709,750				
M&E and closure	83,500	83,500				
Indicative total cost (USD)	**9,978,250**	**9,978,250**				

**Component 1 includes the building of Vakas*

C.2. Justification of GCF involvement (max 1/2 page)

The proposed project falls directly under the GCF result areas of low emission transport and increased resilience of most vulnerable people and communities. There is also slow progress in the participating countries towards the use of the Vaka as an option for low emission sea transportation due to the lack of confidence and interest by the public and private sectors. With low carbon development and increased resilience of vulnerable people and communities as priority areas under GCF including alignment to the GCF investment criteria, it is fitting that GCF initiates and support such development initiatives. Further, this project will be a first for the Pacific on low emission transport with GCF and addresses the three FRDP goals of: (i) strengthened integrated adaptation and risk reduction to enhance resilience to climate change and disasters; (ii) low carbon development; and, (iii) strengthened disaster preparedness, response and recovery. There is also the potential contribution to the implementation of the Cleaner Pacific Strategy 2025 which discusses marine pollution from increasing trend of cargo and passenger shipping traffic.

C.3. Sustainability and replicability of the project (exit strategy) (max. 1/2 page)

The project focuses on integrating the use of low emission sea transport into the daily lives of the island communities including transportation of people, goods and services, and disaster-relief to those devastated by extreme weather conditions. Activities focuses on strengthening capacity and training in existing maritime institutions in Micronesia, generate and collect climate data and information on the state of the environment in the islands, and provide an opportunity to demonstrate low emission sea transport for other uses such as private charters without compromising safety at sea.

As confidence of local authorities and stakeholders are gained, there will be shift to such option for sea transportation. As the use of the Vaka, as a low emission sea transport option, is embedded in national transportation policies and strategies /plans and, daily livelihood activities of island communities it will be replicated and upscaled at various levels. Further, the project enhances the collection of data and information to better analyse GHG emissions from sea transport and ship energy efficient technologies and operations including the state of the environment of outer island communities. With other Pacific island countries having similar challenges there is potential upscaling such an approach to promote low emission sea transportation to build resilience of outer island communities.

C.4 Stakeholders engagement in the project or programme (max ½ page)

There is on-going discussion by the participating countries on the development of the concept note based on initial experience and work by Okeanos Foundation for the Sea and GiZ. The engagement of SPC and MTCC will further strengthen the involvement of the ministries of transport, maritime training institutions and other key regional and national maritime entities. The project will also foster partnerships between ongoing maritime activities so as to have a holistic approach to low emission transport and increased resilience of island communities. Potential for further assistance from the GCF has also been discussed so as to provide additional information and development of practical indicators, monitoring and evaluation framework, stakeholder engagement plan, etc. towards finalising the SAP Proposal.

C.5 Monitoring and Evaluation and reporting plans (max ¼ page)

The SAP Proposal will articulate a monitoring and evaluation and, reporting plan that will be executed by the Project Manager – to be recruited by the AE/IE. These will be output /delivery and outcome based and to be coordinated so as to enable feedback from the five participating countries. At the country level, there will be national Project Assistance recruited as part of the Team and tasked to coordinate and report on the progress of activities.

There is also budget allocation for monitoring and evaluation and, closure of the project so as to ensure that these functions are fulfilled.

D. Annexes

☒ ESS screening check list (Annex 1)

☒ Map indicating the location of the project/programme (Annex 2)

☒ Evaluation Report of previous project (as applicable)

Annex 1: Environmental and Social Screening Checklist

Part A: Risk Factors

The questions describe the "risk factors" of activities that would require additional assessments and information. Any "Yes" response to the questions will render the proposal not eligible for the Simplified Approval Process Pilot Scheme. Proposals with any of the risk factors may be considered under the regular project approvals process instead.

Exclusion criteria	YES	NO
Will the activities involve associated facilities and require further due diligence of such associated facilities?	☐	☒
Will the activities involve trans-boundary impacts including those that would require further due diligence and notification to downstream riparian states?	☐	☒
Will the activities adversely affect working conditions and health and safety of workers or potentially employ vulnerable categories of workers including women, child labour?	☐	☒
Will the activities potentially generate hazardous waste and pollutants including pesticides and contaminate lands that would require further studies on management, minimization and control and compliance to the country and applicable international environmental quality standards?	☐	☒
Will the activities involve the construction, maintenance, and rehabilitation of critical infrastructure (like dams, water impoundments, coastal and river bank infrastructure) that would require further technical assessment and safety studies?	☐	☒
Will the proposed activities potentially involve resettlement and dispossession, land acquisition, and economic displacement of persons and communities?	☐	☒
Will the activities be located in protected areas and areas of ecological significance including critical habitats, key biodiversity areas and internationally recognized conservation sites?	☐	☒
Will the activities affect indigenous peoples that would require further due diligence, free, prior and informed consent (FPIC) and documentation of development plans?	☐	☒
Will the activities be located in areas that are considered to have archaeological (prehistoric), paleontological, historical, cultural, artistic, and religious values or contains features considered as critical cultural heritage?	☐	☒

Part B: Specific environmental and social risks and impacts

Assessment and Management of Environmental and Social Risks and Impacts	YES	NO	TBD
Has the AE provided the E&S risk category of the project in the concept note?	☐	☐	☒
Has the AE provided the rationale for the categorization of the project in the relevant sections of the concept note or funding proposal?	☐	☐	☒
Are there any additional requirements for the country?	☐	☒	☐
Are the identification of risks and impacts based on recent or up-to-date information?	☒	☐	☐
Labour and Working Conditions	**YES**	**NO**	**TBD**
Are the proposed activities expected to have impacts on the working conditions, particularly the terms of employment, worker's organization, non-discrimination, equal opportunity, child labour, and forced labour of direct, contracted and third-party workers?	☐	☒	☐

Will the proposed activities pose occupational health and safety risks to workers including supply chain workers?	☐	☒	☐
Resource Efficiency and Pollution Prevention	**YES**	**NO**	**TBD**
Are the activities expected to generate (1) emissions to air; (2) discharges to water; (3) activity-related greenhouse gas (GHG) emission; and (5) waste?	☐	☒	☐
Are the activities expected to utilize natural resources including water and energy?	☐	☐	☒
Will there be a need to develop detailed measures to reduce pollution and promote sustainable use of resources?	☐	☒	☐
Community Health, Safety, and Security	**YES**	**NO**	**TBD**
Will the activities potentially generate risks and impacts to the health and safety of the affected communities?	☐	☒	☐
Will there be a need for an emergency preparedness and response plan that also outlines how the affected communities will be assisted in times of emergency?	☐	☒	☐
Will there be risks posed by the security arrangements and potential conflicts at the project site to the workers and affected community?	☐	☒	☐
Land Acquisition and Involuntary Resettlement	**YES**	**NO**	**TBD**
Will the activities likely involve voluntary transactions under willing buyer-willing-seller conditions and have these been properly communicated and consulted?	☐	☒	☐
Biodiversity Conservation and Sustainable Management of Living Natural Resources	**YES**	**NO**	**TBD**
Are the activities likely introduce invasive alien species of flora and fauna affecting the biodiversity of the area?	☐	☒	☐
Will the activities have potential impacts on or be dependent on ecosystem services including production of living natural resources?	☐	☒	☐
Indigenous Peoples	**YES**	**NO**	**TBD**
Are the activities likely to have indirect impacts on indigenous peoples?	☐	☐	☒
Will continuing stakeholder engagement processes and a grievance redress mechanism be integrated into the management / implementation plans?	☒	☐	☐
Cultural Heritage	**YES**	**NO**	**TBD**
Will the activity allow continuous access to the cultural heritage sites and properties?	☐	☐	☒
Will there be a need to prepare a procedure in case of the discovery of cultural heritage assets?	☐	☒	☐

Sign-off: *Specify the name of the person responsible for the environmental and social screening and any other approvals as may be required in the accredited entity's own management system.*