

Annual Performance Report (APR)

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

*Annual Reporting Period Covered in this Report:
(From 01-01-2019 to 31-12-2019)*

Sections in this report:

- Section 1: General Information
- Section 2: Implementation Progress
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Please submit the APR to opm@gcfund.org

SUBMITTED BY	
<i>Mr. Yusuke Taishi Regional Technical Advisor</i>	<i>28 Feb 2020 Date</i>
<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 2020</i>

SECTION 1: GENERAL INFORMATION	
<i>This section provides general information on the funded activity.</i>	
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>+662 304 9100 email/telephone</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 3</i>
9. Date of Submission of the Report:	<i>2/28/2020</i>
10. Annual Reporting period covered in this report:	<i>From: 1/1/2019</i> <i>To: 12/31/2019</i>
11. Total Project Budget ¹ :	<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>6,706,974.00</i>

SECTION 2: IMPLEMENTATION PROGRESS

2.1 OVERALL (SUMMARY) PROJECT PROGRESS (*less than one (1) page*²).

¹ Total project budget including co-financing as reflected in the relevant Funded Activity Agreement.

² Please remove text below to fit report to one page. Additional reports can be provided as other attachment to the APR.

This is the 3rd APR for this project which is in its 3rd year of implementation. During this reporting period, two important events were encountered: firstly, the project undergoing a Project Restructuring (Attachment 3) with the GCF which was approved by the GCF Board meeting B.23 in July 2019 at Songdo; and secondly, elections that resulted in a new government coming into office which in turn resulted in a change in the project Board co-chair from the Prime Minister to the Minister of Finance. Works on the implementation of activities for the project were slow during the first half of the year, especially for Output 2 mainly due to the anticipated restructuring. Overall, there has been some progress and some significant challenges that are highlighted below.

A Tripartite meeting between the Government of Tuvalu, UNDP and GCF took place in July 2019 at Songdo in South Korea. There was a request for GCF's approval for restructuring i.e., redesigning the project scope with Funafuti's foreshore seawalls to land reclamation. The re-design of TCAP infrastructure activities in Funafuti was undertaken as a result of the significant changes to the Fogafale shoreline since the project was initially designed. TCAP's re-structuring took into account a tangible opportunity (that is within budget) to build not only a safe, and flood free land in Funafuti but with forethought and planning (via the new Coastal Authority) this land can be designed to ensure that design oversights are completely negated. There is immense potential here to provide tangible example of best practice adaptation in a small low-lying atoll environment as well as a model for sustainable development. The changes increased the total length of coastal protection in the 3 islands from 2,210m to 3,090m (which includes reclamation area of approx. 7.8Ha in Funafuti) and increased the total number of direct beneficiaries from 3,100 to 3,226 as 122 people in Nanumea can now be considered direct instead of indirect beneficiaries. The request was approved by the GCF Board as per the Restructuring Paper (Attachment 3) at the B.23 Board meeting in July 2019.

Work on Output 1 is showing progress at a satisfactory rate. A Capacity Needs Strategy and Action Plan (Attachment 4) was produced in 2018. The specific technical trainings identified in the Plan will commence in 2020 through the engagement of technical service providers for whom the procurement process had been initiated in 2019. For the scholarship programme, one of the two undergraduate students who started their scholarships in 2018 did not continue their studies in 2019 while the second student will not continue in 2020 due to poor academic performance. Five new students have been selected by the TCAP Scholarship Selection Panel for further studies commencing in 2020 for courses that are considered more appropriate for the longer-term capacity of the country, especially in light of the plan for the project to support the establishment of a "Coastal Management Authority" for Tuvalu. The project sent two senior staff (Director of Lands and an Environment Officer) to build their capacity in GIS at the Science, Technology, And Resources Network (STAR) Conference in Suva, Fiji, where a GIS training was held. The LiDAR data collected through TCAP support was also showcased at this conference attended by other Pacific island countries as part of knowledge sharing and networking.

Work on Output 2 has focused around two main topics, the implementation of the national island assessment process and infrastructure works. The island assessment process has been broken into 2 components, 1) the social/community aspects and 2) the biophysical assessment. All Island Vulnerability Assessment (IVA) data from all islands/communities have been collected and data analysis completed in early 2019. The LiDAR survey (Attachment 6) and aerial surveys of all the islands were completed in June. Tuvalu is the first country in the Pacific where such complete and accurate point cloud datasets is available for every island. It will support hazard mapping and modelling, shoreline monitoring, engineering, development planning, resource management, environmental planning, among others, for Tuvalu in the future. SPC placed temporary tide gauges on every island so that we can eventually tie these new LiDAR DEM's (digital elevation model) of each island precisely to actual sea level. This means that Tuvalu will know for the first time ever the precise relationship between land elevation and measured sea level at any location on any island accurately. 95% of the raw data collected has been processed and will be handed over to the Government and the project in early 2020. The biophysical component undertaken by SPC's GEM Division (Attachment 6) in August together with the LiDAR data, will provide the foundational baseline data to inform the design component of the interventions. Shoreline geomorphological assessments, community discussions and feedback sessions have been undertaken on all three targeted islands which allowed the tabling of appropriate conceptual designs, discussion with target communities and finalisation of concepts. In turn, preliminary costing, environmental screening and testing of effectiveness have been completed. In all cases the concepts are technically sound, meet community expectations and are within the budget. A coastal engineer was recruited in September and is now working on the detailed engineering design which is anticipated to be completed by June 2020.

Under Output 3, an ISP consultant was recruited in November and carried out a Joint DRD/TCAP introductory and basic training on the financial and procurement requirements of the project including the PBCRG System (Performance Based Climate Resilient Grant System) requirements. In addition, a Gender consultant was recruited in October, and conducted consultations with a number of communities on Funafuti including government partners and other stakeholders. The Gender Strategy and Action Plan was completed in November 2019 and is now ready to be implemented. A Communications Strategy and Action Plan was developed and approved by the Project Board in its 4th meeting in October.

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

GCF has invested USD\$36m towards this Coastal Adaptation Project to build coastal infrastructures along high value zones that will reduce the vulnerability of the local population to future impact of climate change including tropical cyclones and heightened wave actions. The design incorporates best practices around the world that will bring about a transformative impact that is effective, efficient and sustainable and will contribute to the achievement of climate-resilient sustainable development in Tuvalu.

The project will benefit about 3,100 people directly and about 3,499 indirect beneficiaries. This is about 62% of the population of Tuvalu. With the changes under the restructuring it has also increased the total length of coastal protection infrastructure in the 3 islands from 2,210m to 3,090m.

During the reporting period progress is being made, albeit slowly, towards meeting the performance against the investment criteria.

- Impact Potential – the restructure of the project from the initially designed seawalls to foreshore land reclamation and berm top barriers has brought about positive impacts in the form of increased coastline lengths of areas to be covered which will have a direct ramification on the population and infrastructure to be protected. Implementing components of TCAP’s work via SPC also offers the best possible capacity building opportunities as SPC not only has the required expertise but also routinely works throughout the region via long standing partnerships with relevant national partners and authorities.
- Paradigm Shift Potential - with the full backing of the Board and Government, the development of a plan to enable TCAP’s evolution into a Coastal Management Authority will be a major contribution to creating a paradigm shift in the country with regards to coastal resilience. There is immense potential here to provide tangible example of best practice adaptation in a small low-lying atoll environment as well as a model for sustainable development.
- Sustainable Development Potential - TCAP’s revised proposal provided a tangible opportunity (within budget) to build not only a safe, and flood free land in Funafuti but with forethought and planning (via the new Coastal Management Authority) combined with new data and information such as through the LiDAR exercise to ensure that future decisions are more informed.
- Needs of the Recipient – the Tuvalu community needs are fairly clear and that is to stay in a safe and flood free land and whilst allowing sustainable development to proceed. TCAP, through the re-design, has worked to try and provide solutions to meet these criteria that are locally appropriate but are also meeting the changing environment in which the project operates.
- Country Ownership – it is apparent that TCAP already enjoys a high level of local support both from the communities and local partners. This is a clear reflection of “country ownership” at this early stage of the Project. Together with this is the full backing and support received from the Government at both a technical and political level to ensure that the project achieves its targets in the best possible way, as experienced during the restructuring process in this reporting period.
- Efficiency and Effectiveness – the restructuring of the project (from seawalls to foreshore land reclamation), done to meet the changing needs of the country which is to change from seawalls to foreshore land reclamation, is a clear indication of efficiency and effectiveness as there was no additional costs involved while achieving the intended results. With regards to the challenges faced with boat transportation to the outer islands, TCAP is completely realistic and cognisant of these challenges and seeks to actively manage with as much foresight, planning and adaptive management.

The overall progress of the GCF-TCAP against the GCF Investment Criteria is slow but remains on track. It is apparent that the project will pick up its pace in the later part of 2020 that is when the actual construction works is anticipated to commence.

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

In terms of “impact potential”, it is still early days and tangible outcomes are yet to be completed but remain on track. The concepts developed by TCAP over the last 24 months is envisaged to have significant positive impact once implemented. TCAP has significantly increased the area to receive protection as a consequence of redesigning, specifically due to the increase in length of coastline to be protected to from 2,210m in the original FP to 3,090m which includes a reclaimed area of 7.8Ha in Funafuti. Furthermore, as a result of the restructuring the total direct beneficiaries also increase from the original 3,100 to 3,226 while the number of indirect beneficiaries decreases by 122 people due to the fact that the 122 people in Nanumea who were considered as indirect beneficiaries in the original FP are now counted as direct beneficiaries as a result of longer linear coverage by BTBs. Additionally, the effectiveness, appropriateness and transferability of the technology selected for these three islands is of the highest order – certainly the current TCAP conceptual designs far exceed such potential as outlined by the original TCAP Proposal.

The co-financing contribution from the Government side was used for payment of government staff time on project activities as well as the office space for the Project Management team.

The national Island Assessment process has also evolved along way ahead of initial expectations. This joint work between GoT, LiDAR survey, SPC (Geotech assessment, topographic assessment, sea-level tidal gauge installation, ESIA, and TCAP is now coordinated with a number of parallel projects and process working 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 significant and having the “buy-in” of the Pacific Islands region’s premier marine hazards analysis institution (SPC’s GEM Division).

The impact on longer-term capacity of Tuvalu is being supported through the Capacity Development Strategy and Action Plan that was developed in 2018 and the scholarships component of the project. The project is on-track to enhance the technical capacities of government partners in the medium and long-term commencing in 2020. This will have significant impacts on the overall national capacities of our Government Partners. Five new students have been selected for further studies commencing in 2020; two for undergraduate degree in Coastal Management, while three students will pursue their Masters’ in Coastal Engineering, Geo-Spatial Science, and Coastal Management. These courses were selected particularly due to the fact that there are weak capacities in the country in these vitally important technical areas for the longer-term capacity of the country, especially in light of the planned establishment of a “Coastal Management Authority” for Tuvalu.

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 Island Kaupules and the Island Communities.

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

TCAP’s Outputs 1 and 3 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 post-TCAP.

Nonetheless, TCAP has faithfully attempted to incorporate these concepts into Output 2 through the redesign of the Tuvalu PMU to gradually evolve through the life of the Project to become a national Government “Coastal Management Authority”. In close collaboration with the Department of Climate Change (DCC) and the TCAP Board, TCAP submitted a Cabinet paper to develop a plan for achieving this gradual evolvement to Coastal Management Authority status.

In respect to the various longer term and paradigm shift goals of TCAP, from the perspective of Output 2 this action may likely be the single most effective and beneficial influence. It is filling an important gap in Tuvalu which is one of the most vulnerable atolls in the world but has no coastal management authority and no single body of expertise dealing with this sector within any part of Government. Thus, the potential to have a sustained improvement (a paradigm shift) on all aspects of coastal management, planning, hazard mitigation, engineering and adaptation augurs well for the atoll’s future. 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.

The enabling environment for long term capacity building efforts continue to be supported in 2019 through core technical capacity building elements within the project’s 3 outputs. In addition, the Capacity Development Strategy and Action Plan for the Government partners is on-track with trainings held for Department of Lands (DoLS) and Department of Environment (DoE) staffs on GIS and DoLS technical staffs on the bio-physical assessment. It is anticipated that more hands-on trainings by regional technical organisations such as Secretariat of the Pacific Community (SPC) will be undertaken in 2020.

At the community level, both the local and national capacities will be enhanced through support to the Island Strategic Planning and implementation process. The required capacity building of Kaupule’s and communities have started with the Funafuti community with the Nanumea and Nanumaga communities to be covered in 2020 began with the first training on procurement and finance already conducted during 2018. The support to the ISPs will ensure that the local island level planning is better able to include climate change and environmental considerations to improve overall whole of island resilience across Tuvalu. The provision of a sustainable financing mechanism for long-term adaptation efforts at the island levels is targeted to commence in 2020.

The LiDAR survey data now shows more accurately than ever before, the precise relationship between land height and sea level, which will provide not only a fundamental baseline for national vulnerability assessment and planning but will also serve as an integral baseline for shoreline monitoring. Similarly, the seafloor data could be used for a large range of uses from navigation, to fisheries management to pollution studies and many others. Many stakeholders across the Government will see the provision of this data as an extraordinary step forward to facilitate improved planning and understanding of resources and vulnerability. Important services such as navigation in shallow waters will also be greatly enhanced and this baseline will be of key interest to

development partners and local authorities interested in adaptation, infrastructure development, natural resource management and environmental monitoring. It will be the first time since sea level rise has been an issue of concern in Tuvalu, that detailed and accurate information regarding the relationship between land height and sea level across all nine atolls will be made available. For the implementation of the project's key activities, data from the land and sea floor surveys will be used to model wave impacts from cyclones and actively inform engineering designs on mitigation of these impacts.

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

In respect to the SDG 13, TCAP 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 both medium and long-term adaptation solutions.

Nowhere is this more apparent than in the re-design of TCAP infrastructure activities in Funafuti which was undertaken as a result of the significant changes to the Fogafale shoreline since the project was initially designed. TCAP's revised proposal took these facts into account and provided a tangible opportunity to build not only a safe and flood free land in Funafuti but with forethought and planning to ensure that design oversights are completely negated. There is immense potential here to provide tangible example of best practice adaptation in a small low-lying atoll environment as well as a model for sustainable development.

The most explicit economic benefits from the project is avoided economic losses from coastal inundation events caused by storm surges. These economic benefits are derived from the protection that the coastal intervention measures will offer. By reducing the amount of damages to infrastructures, the TCAP project will bring about substantial savings for the government that could use their resources for longer term adaptation strategies and/or other pressing needs (e.g. education, fuel costs etc).

The coastal intervention measures will minimize and eliminate wave overtopping events and subsequent waterlogging which has been an ongoing phenomenon along the coasts of Tuvalu - especially in the main island of Fogafale. The coastal intervention measures that are part of this TCAP Project are expected to ameliorate these environmental problems.

Incidents of coastal inundation and waterlogging have direct impact on public health through the increased incidents of water borne diseases and overstressing the highly limited public health facilities in the country. The TCAP project will contribute to the realization of these social benefits through the reduction of the number and magnitude of wave overtopping events.

The project is expected to bring a range of gender-responsive development impacts. Women along with youth will receive targeted training on monitoring of coastal change and basic maintenance of coastal infrastructure. The enhanced skillsets will not only contribute to the general empowerment of women, but this will directly be linked with increasing employment opportunities. In addition, women's group members will be trained in participatory video production, which will be a tool to monitor the transparent and effective use of island-level development finance by Kaupules in accordance with the Island Strategic Plan.

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

The restructuring of the project is a direct result of the project responding to the "needs of the recipient" in an urgent and comprehensive manner. The community requires safe and flood free land for continued occupation and progressing of sustainable development. Whilst climate change impacts are putting additional strains on Tuvalu's efforts towards attaining sustainable development, available climate change projections suggest that Tuvalu will face rising sea-levels higher than the global average and with less frequent but more intense tropical cyclone events. These two projections would pose a significant threat to the country where average elevation is barely above 4m and damages from wave overtopping are already reported during king tides and tropical cyclones. Whilst the original TCAP intervention in Funafuti was to build foreshore seawalls this is plainly no longer the focus of any party in Funafuti. This does not mean the priority for improved mitigation of marine hazards has changed, if anything, the urgency has increased. However, there is a clear technical realisation that seawalls on the lagoon shore can only, at best, fix shoreline location and prevent overtopping to some extent. Seawalls cannot provide a long-term solution to sea level rise and, marine flooding in Funafuti.

Thus the "needs of the recipients" are clear and they are unanimous, 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 these criteria.

The scholarships programme, the implementation 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 are 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 will also fill in the gaps for local resource personnel required to man the GoT's proposed "Coastal Management Authority". The Performance Based Climate Resilience Grant System will ensure that financial needs for island communities adaptation developments are fully met.

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

The Government's significant involvement at a technical and political level in the restructuring process is an important indication of the robust country ownership to the progress of this project and in ensuring the project achieves its coastal adaptation targets in the best possible way. Over the last 24 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 (LiDAR, SPC), 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 early stage of the Project.

The changes to the approach in Funafuti as approved during the Restructuring of the project resulted in the Government requesting for additional support from the project in the development of a National Reclamation Plan for Tuvalu. This is also seen as a sign of the overall ownership of the Government and the people of Funafuti especially towards TCAP and the support it is designed to provide for the resilience of the Tuvaluan people.

A new government came into power in 2019 with a new Prime Minister. The change in co-chair of the TCAP Board from the previous Prime Minister to the new Minister of Finance was seamless and the first TCAP board meeting that was held following this change conveyed continued support of the government to the project as a strong demonstration of country ownership of the project.

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

The project continues to pay high importance to the efficiency and effectiveness of the project. An important aspect of this aspect was that the restructuring, which was done to meet the changing needs of the country, did not come with any additional expenses. Furthermore, while maintaining the same budget, the restructuring saw an increase in the total length of the areas to be protected from 2,210m in the original FP to 3,090m and an increase in the total direct beneficiaries from the original 3,100 to 3,226 while the number of indirect beneficiaries decreases by 122 people due to the fact that the 122 people in Nanumea who were considered as indirect beneficiaries in the original FP are now counted as direct beneficiaries as a result of longer linear coverage by BTBs while remaining within the original budget.

A specific example however 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 several independent actors working in Tuvalu in the coastal development/coastal hazards space. This is the essence of efficiency and a task seldom given adequate attention.

Evidence of TCAP's success on this level is that increasingly (and as reported during the 4th 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 Coastal Management Authority for Tuvalu.

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

2.3 PROJECT OUTPUTS IMPLEMENTATION STATUS ³			
Project Output	Project Activity	Status ⁴	Implementation progress (%) ⁵
Output 1. <i>Strengthening of institutions, human resources, awareness and knowledge for resilient coastal management</i>	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	20%
	<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. Provided LiDAR training to Department of Lands and Survey staff at Funafuti Projected funded 2 senior government officials to attend a GIS training in Suva SPC “National Coastal Assessments” and ESIA on 3 target islands (Output 2), trained local community members on Geotech assessment techniques as part of their workplan, which incorporates “hands-on” capacity building and close partnerships with Tuvalu institutions at every level (Attachment 5). Recruitment of IC to plan out 2020 training activities under the Technical Capacity Assessment and Development Strategy (Attachment 4) 	<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"> Implementation of Capacity Development Strategy and Action Plan (Attachment 4) More training to ensure enhanced capacity of DoLS staff on LiDAR data processing Carry out training for senior government officials and stakeholders to ensure increased understanding of GIS applications Training of Government Partners on Coastal processes and coastal interventions; Training of Government Partners on Coastal Hazards and Coastal Geospatial data Training of Government Partners on Vulnerability Assessment (V&A) and ESIA More outreach and awareness events to ensure enhanced understanding of local communities on shoreline processes 	
	Project Activity 1.1.2. Long-term national human resource capacity and awareness enhanced for sustainable coastal protection	Activity Started - progress on track	20%

³ Outputs and Activities reported here should be aligned with the Activities in the Logic Framework and Implementation Timetable of the project.

⁴ Activity Not Yet Due; Activity Started -ahead of schedule; Activity started – progress on track; Activity started but progress delayed; Activity start is delayed.

⁵ 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"> • The TCAP PMU was directed to present a concept of the Coastal Management Authority in meeting in August 2019 with the former Prime Minister/co-chair of the Project Board and relevant GoT officials. The notion was 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. • For the scholarship programme, one of the two undergraduate students did not continue her studies in 2019 while the second student will not continue in 2020 due to very poor academic performances. Five new students have been selected for further studies commencing in 2020; two to do undergraduate degree in Coastal Management, while three students will pursue their Masters’ degree in Coastal Engineering, Geo-Spatial Science, and Coastal Management. 	<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"> • 3 masters students and 2 undergraduate students to pursue their respective degrees – commencing in 2020. The 3 masters students to study in Australian universities and the 2 undergraduate students in both Australia and Fiji universities • Develop a roadmap for transition of TCAP PMU to the Tuvalu Coastal Management Authority 	
<p>Output 2: <i>Vulnerability of key coastal infrastructure including homes, schools, hospitals and other assets is reduced against wave induced damages in Funafuti, Nanumea and Nanumaga</i></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>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> <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 is complete 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) Very significant change has occurred on this shore since the project was first designed and approved, these changes have been assessed and community feedback <ul style="list-style-type: none"> ○ incorporated into the final TCAP approach for this shoreline. ○ In summary, many parts of the shore which were exposed in 2014 are now less exposed and built on the success of current reclamation effort in Fogafale there is a 	<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"> • Conceptual designs for mitigating wave hazards approved • Detail Engineering design completed and approved • Environmental and Social Safeguard measures put in place • ESIA completed and ESMP updated 	

	<p>unanimous wish for TCAP not to simply build seawalls but to undertake a modest reclamation and foreshore protection.</p> <ul style="list-style-type: none"> ○ This plan has been subject to preliminary costings and it is estimated to be implementable with 10% of the existing budget. ○ Detailed preliminary feasibility and environmental screening shows there is excellent potential for this activity, it is likely to result in lower impacts than seawalls 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 Safeguards rates this activity as “moderate” risk level, UNDP + GoT is now seeking approval from GCF for this change in plan for Funafuti. ○ GCF Board approved TCAP’s restructuring paper to change Funafuti’s protection measure from seawall to land reclamation ○ Development application for Funafuti was approved by the Department of Environment, pending completion of a Full ESIA <ul style="list-style-type: none"> ● Nanumea <ul style="list-style-type: none"> ○ The Nanumea island community approved the conceptual design for its berm top barrier (BTB) and C-Bees seawall in front of the most eroded area on Nanumea. Community elders also wanted alternative designs, even if they exceed the cost of making BTB ○ At the 4th Board meeting, members approved the conceptual design for Nanumea. ○ Development application for Nanumea was approved by the Department of Environment, pending completion of a Preliminary Environmental Assessment Report (PEAR) ○ Geotech Assessment, topographic assessment, tidal gauge installation and ESIA commenced on Nanumea in August 2019 and will be ready by 2020 ● Nanumaga <p>For background:</p> <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. ○ 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 but this was declined by the Board. The Board indicated all three locations Funafuti, Nanumea and Nanumaga must proceed together. 	
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	<ul style="list-style-type: none"> ○ Development application for Nanumaga was approved by the Department of Environment, pending completion of a Preliminary Environmental Assessment Report (PEAR) ● Island Assessments (and SPC) <ul style="list-style-type: none"> ○ The island assessment process is underway. ○ TCAP procured the services to undertake the LiDAR survey for the whole country (Attachment 6). Ninety five percent of the data has been analysed and will be presented to Government of Tuvalu and the project in early 2020. ○ Department of Climate Change and Disaster (DCCD) has pre-existing efforts to implement a national Island Vulnerability Assessment (IVA) 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 complete. ○ 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. Work on these assessments have commenced and data analysis will continue to 2020 ○ 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. ● ESIA (and SPC) <ul style="list-style-type: none"> ○ SPC was contracted to implement the ESIA process in the target islands of Nanumea, Nanumaga and Funafuti and the fieldwork began in July 2019 (Attachment 5). Follow 	
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	<p>up work will continue in early 2020. 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.</p> <ul style="list-style-type: none"> 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 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>Project Activity 2.2.2 Coastal protection measures implemented</p>		<p>Activity Not Yet Due</p>	<p>0%</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"> It is important however to outline here the unforeseen challenges that have arisen through 2019. The restructuring that took place in 2019 has had an impact on the implementation of this activity as the project waited for changes to be approved. The new government, which came into power in September is supporting the concept of land reclamation, and the Prime Minister requested TP to look into providing a strategic framework for land reclamation work in the country. Having said that, the CTA will attempt to complete the "Land Reclamation Master Plan" for the country by 2020. With the approval granted by GCF Board (in July 2019) to implement reclamation in Funafuti TCAP submitted the development application forms, which was also approved in August 2019. The preliminary Berm Top Barriers designs for Nanumea & Nanumaga was approved by the local communities and the TCAP Board 	<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"> Approved Engineering Designs to be ready by June/July 2020 for all 3 islands. Tendering of civil works contract by June/July Evaluation and award of contract by September Construction works on land reclamation in Funafuti anticipated to commence by end of October 2020 Substantive progress on Land Reclamation Master Plan for Tuvalu as additional support to the country through TCAP 	
<p>Output: 3. A</p>	<p>Project Activity 3.3.1. All Islands Strategic Plans and annual budgets integrate island-specific climate risks through existing gender sensitive, participatory processes</p>	<p>Activity Started - progress</p>	<p>10%</p>

<p><i>sustainable financing mechanism established for long-term adaptation efforts</i></p>		<p><i>delayed</i></p>	
	<ul style="list-style-type: none"> • Stocktaking of Island Strategic Plans and annual budgets jointly carried out by UNDP NAPA2 and UNCDF LoCAL projects was completed in the previous reporting period. Information gathered from this exercise was used to produce an Operational Manual for inter-governmental fiscal transfer. The Operational Manual was developed and submitted to the GCF Secretariat in April 2019 to meet conditions of the FAA • A national Training of Trainers' workshop, together with outer islands workshops to incorporate climate change risks, including coastal management into ISPs was held for Funafuti only, because of the unavailability of boats to the outer islands. This activity for Nanumea and Nanumaga is scheduled for 1st quarter of 2020 	<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"> • Disbursement of performance-based funds to Kaupule • Production of a training manual for Kaupules • Plan of Actions on Climate Change Adaptation (CCA) Mainstreaming 	
	<p>Project Activity 3.3.2. Capacity of Kaupules, Falekaupules and community members strengthened for monitoring coastal adaptation investments</p>	<p><i>Activity Started - progress delayed</i></p>	<p><i>(e.g. 10%)</i></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"> • The Gender expert was also recruited late in October, and consultations with community members, government stakeholders were held along with a training workshop with all representatives in Funafuti. Although outer island visits had to be delayed due to TC Tino, the outcome of these consultations and interviews are all part of the draft Gender Strategy and Action Plan Report. • The Communication Officer was recruited in January 2019. One of her main roles is to develop a Communications Strategy and Action Plan, which was completed and approved by the Board in October 2019. Organising of awareness raising and training programmes targeting different groups about the monitoring and maintenance needs of the coastal investments took place in August, where the Communication Officer went to Nanumea and Nanumaga to promote awareness. 	<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"> • Training conducted for all 3 Kaupules of Funafuti, Nanumea & Nanumaga on annual budgeting and planning • Upskilling the skills of local communities, especially the women's' group and youth groups, in undertaking progressive reporting with the aid of available technological tools as simple cameras and smartphones • Finalisation of the Gender Strategy and Action Plan following field visits to Nanumea and Nanumaga. • Implementation of the Gender Strategy and Action Plan, including incorporating gender into ISPs • Implementation of the Communications Strategy and Action Plan 	

2.4 PROGRESS UPDATE ON THE LOGIC FRAMEWORK INDICATORS⁶

2.4.1 PROGRESS UPDATE ON FUND-LEVEL IMPACT INDICATORS OF THE LOGIC FRAMEWORK

<i>Fund-level impact Core indicators⁷</i>	<i>Baseline</i>	<i>Current value⁸</i>	<i>Target (mid-term)</i>	<i>Target (final)</i>	<i>Remarks (including changes⁹, 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	0	N/A	3 coastal protection measures have been put in place in 3 islands	<p>No single engineered coastal protection constructed yet. The re-design of TCAP infrastructure activities in Funafuti was undertaken as a result of the significant changes to the Fogafale shoreline since the project was initially designed. TCAP's re-structuring took into account a tangible opportunity (that is within budget) to build not only a safe, and flood free land in Funafuti but with forethought and planning (via the new Coastal Management Authority) this land can be designed to ensure that design oversights are completely negated.</p> <p>There is immense potential here to provide tangible example of best practice adaptation in a small low-lying atoll environment as well as a model for sustainable development</p>

2.4.2 PROGRESS UPDATE ON PROJECT/PROGRAMME LEVEL INDICATORS OF THE LOGIC FRAMEWORK¹⁰

<i>Project/Programme indicators (Mitigation/Adaptation)</i>	<i>Baseline</i>	<i>Current value¹¹</i>	<i>Target (mid-term)</i>	<i>Target (final)</i>	<i>Remarks (including changes¹², 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 ISP productions during this reporting period	At least two cycles of ISP production	ISP production, execution of priority actions, and community review have become an annual event	The Operations Manual for the Performance Based Climate Resilient Grant System endorsed by GCF in 2019. Work on ISP productions shall fully proceed from 2020.

⁶ Per the approved methodology in and the Logic Framework in the Funding Proposal, please provide an update on the relevant indicators.

⁷ 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.

⁸ As of 31 December of the relevant year.

⁹ Related to the approved indicators and targets in the Logic Framework.

¹⁰ As per the relevant indicators established in the Funding Proposal and the Performance Measurement Framework, including relevant updates agreed with GCF, if applicable.

¹¹ As of 31 December of the relevant calendar year.

¹² 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>0</i>	<i>Coastal protection design and implementation started to have at least 3,100 individuals (50% women) who are in inundated 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>No benefits realised yet, as hard-engineered coastal measures are not in place yet. The total number of direct beneficiaries have increased from the original 3,100 to 3,226 while the number of indirect beneficiaries decreases by 122 people due to the fact that the 122 people in Nanumea who were considered as indirect beneficiaries in the original FP are now counted as direct beneficiaries as a result of longer linear coverage by BTBs while remaining within the original budget.</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>6 staff from Lands and Survey department trained on Lidar data processing and biophysical assessment work.</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). The training commenced in May-June 2019 with the joint implementation of the Lidar survey where the technical team was stationed 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. Two senior government officials were funded by TCAP to attend a week-long GIS training in Fiji.</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 totaled to 163 . DFAT(24 awards in 2012) and NZAID (NZD 11million) awarded a total of 20-30 scholarships each per year</i>	<i>0</i>	<i>At least 24 students (50% women) are supported for at higher level studies AND obtain a CCA-related position in the country</i>	<i>At least 24 students (50% women) are supported for at higher level studies AND obtain a CCA-related position in the country</i>	<i>A total of 6 students are targeted for scholarship support under this indicator. Two had commenced in 2018. However, one was terminated in 2019 and the second one will not continue in 2020 due to poor academic performance. Additional five awardees were selected in 2019 to begin their studies in 2020. Two will be doing undergraduate degrees, while the other three will pursue Masters degrees. The training</i>

					programs have been identified under the scholarship work plan – tenable for both undergraduate and postgraduate/master’s level studies.
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>0</i>	<i>All 9 islands of Tuvalu has a coastal assessment report</i>		Socio/community level component of the Islands Assessment process was completed in early 2019 via the IVA process. To date all data has been collected and analysed. SPC is contracted and has started work on the bio-physical component of the Island Assessment process. The ESIA process will be completed in 2020
<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 structural measures put in place yet.</i>	<i>Construction of coastal protection commenced</i>	<i>2,210m of vulnerable coastlines are protected by a coastal defence measure</i>	No structural measures put in place yet. Under the changes brought about through the restructuring of the project, the total length of area to be protected have increased from 2,210 to 3,090m. This includes a decrease in linear length in Funafuti from 1000m to 780m and increases in Nanumea from 760m to 1,517m, and 450m to 793m in Nanumaga.
<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 technical assessments not yet complete</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 IVA data collection process involved differentiated response by gender. It is expected that this will become available in the final analysis products. The production of Gender Strategy and Action Plan has enhanced the understanding of gender-segregated activities, and the plan outlines ways of closing this gap. Awareness raised in Funafuti about gender-differentiated impacts of coastal protection. Out of a total of 16 participants in the gender training, 10 were women
Output 3. A sustainable financing mechanism established for long-term adaptation efforts					
<i>Adaptation actions financed and implemented from</i>	<i>To date, no adaptation action has been</i>	<i>0 adaptation priority</i>	<i>All islands have an ISP with specific budgets</i>	<i>At least 16 adaptation priority actions</i>	Training on climate financing and implementation of ISP activities for the Funafuti Kaupule was held in November, 2019.

<i>island level plans (no. and type)</i>	<i>implemented based on Island Strategic Plans</i>	<i>actions financed.</i>	<i>for development priorities</i>	<i>(two in each island), outlined in ISPs, are financed by either domestic or external resources and executed</i>	
<i>Women's distinct role in the context of island decision making established</i>	<i>Women are only "consulted" during the island decision making process, but no distinct roles are established</i>	<i>A draft Gender strategy and Action Plan produced and ready to be implemented in 2020</i>	<i>The use of scorecards and participatory video has started</i>	<i>Women's group recognized by both men and women as an important interest group in the evaluation of Kaupules</i>	Community consultations and a training workshop on gender was conducted on Funafuti in November after the recruitment of the Gender consultant. A draft gender strategy was developed for the project, will be finalised in 2020 and implemented in the remaining part of the project.

2.5 IMPLEMENTATION CHALLENGES AND LESSONS LEARNED

<i>Challenge encountered</i>	<i>Type¹³</i>	<i>Measures adopted</i>	<i>Impact on the project implementation¹⁴</i>	<i>Lessons learned and Other Remarks</i>
<ul style="list-style-type: none"> The project restructuring that was undertaken in 2019 mainly for Output 2 contributed to delays in implementation. 	<i>Implementation</i>	<ul style="list-style-type: none"> All GCF requisites for consideration of the case was attended to at the earliest possible time resulting in the approval by GCF of the proposed changes – without much further delay 	<i>High</i>	<ul style="list-style-type: none"> It must be understood coastal systems and thus coastal infrastructure is a highly specialised area. It is crucial to involve the appropriate capacities from the absolute inception of planning to reduce the risks of raised expectation, inappropriate interventions and program delay.
<ul style="list-style-type: none"> Staffing challenges. Recruitment has been an ongoing challenge particularly in respect to Tuvalu national positions simply due to the small market. Similarly, for international positions as well, getting individuals with the required expertise and experience in Tuvalu has been challenging, causing delays. The required technical positions will be filled in early 2020. 	<i>Implementation</i>	<ul style="list-style-type: none"> Use of various recruitment/procurement methodology to attract qualified individuals. 	<i>Moderate</i>	<ul style="list-style-type: none"> Recruitment of expertise in the Pacific Island 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"> In the context of the TCAP Board there are divergent political views regarding priorities. This has resulted in protracted negotiation which delays implementation. The new government is now fully supporting the project, which helps the Board speed things up. 	<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. A Communication officer was recruited and has developed a Communications Strategy and Action Plan 	<i>Moderate</i>	<ul style="list-style-type: none"> The project will need to increase its visibility at all fronts – especially with our government partners, government stakeholders, NGO's and communities as well as our external stakeholders in order to raise the level of appreciation and understanding of TCAP

¹³ Implementation; Legal; Financial; Environmental/Social; Political; Procurement; Other; AML/CFT; Sanctions; Prohibited Practices.

¹⁴ Minor/Solved; Moderate; High.

<ul style="list-style-type: none"> Digital communications 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 etc. 	<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</i>	<ul style="list-style-type: none"> Future investments may consider installation of satellite dishes
<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>Implementation</i>	<ul style="list-style-type: none"> Limited options are available to TCAP to address such challenges. TCAP has resolved to chartering the patrol boat for future outer islands missions. 	<i>High</i>	<p>Better coordination with the boat operators is necessary to minimize would-be conflicting schedules. Secondly, committing to charter mode (though at a much higher cost) is the other alternative. The third option would be to charter boats from outside of Tuvalu who would be available to provide the transportation service.</p>
<ul style="list-style-type: none"> Weather strongly influences implementation of components of TCAP. Surface transport is subject to seasonal / daily weather patterns, which caused delays in travelling to outer islands. Cyclone Tino 	<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. 	<i>Moderate</i>	<ul style="list-style-type: none"> Better planning is necessary to ensure that critical works are consolidated within the non-hurricane season

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

The year 2019 was an election year in Tuvalu whereby a new government came into power resulting in a new Prime Minister for Tuvalu. This has also resulted in a change in the reporting lines of the Department of Climate Change– from the Office of the Prime Minister (OPM) to the Ministry of Finance. This change in the reporting lines for the Implementing Partner (Department of Climate Change) led to a change in the co-chair of the TCAP Board from the Prime Minister to the Minister of Finance.

Change under Output 2 due to the Restructuring with the GCF Board.

- Funafuti – foreshore seawalls to foreshore reclamation.** Due to the significant degree of change along this shore since TCAP was first designed, there was a need to re-assess actions in Funafuti. Land elevation is so low in most areas of Fogafale that seawalls alone cannot guarantee protection from marine flooding. As such, it is necessary to raise the land heights through reclamation. This reality combined with consistent and unanimous feedback from community and Government that reclamation was the preferred action in Funafuti has led TCAP to explore this option further. Ultimately, modest area of central Fogafale has been earmarked as the priority location, it is also an area which has been the subject of extreme disturbance (physical, chemical and ecological) over the last 70 years. The footprint of the proposed reclamation lays largely over former WWII earthworks and dredging, and its overall footprint is less than that expected by implementing the original plan for seawalls. A comprehensive desktop review of the 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. Given there are no budget changes and no significant impacts expected from this revised activity TCAP has received GCF approval to proceed. With the approval from GCF, an estimated 7.8ha of reclaimed land will be added to the Fogafale foreshore. The linear length of coverage reduced from 1000m to 780m.
 - Reclamation Master Plan** – As a result of these changes, the Prime Minister and Cabinet Ministers have sought technical

support from the TCAP to assist the Government of Tuvalu’s Infrastructure Committee to design a ‘National Reclamation Plan’. As a technical support from the project, the CTA will assist government with no additional budget change to the project. A draft plan will be tabled to Cabinet within the next 12 months.

- **Infrastructure in Nanumea and Nanumaga** – the original TCAP design expected to use geotextile bags to armour foreshore environments on these two islands. 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 undertake 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 TCAP will implement. Note the short stretch of hard foreshore armouring is still required in Nanumea to protect a pre-existing reclamation.

SECTION 3: FINANCIAL INFORMATION

			GCF Financing Only	
			CUMULATIVE THROUGH TO THE END OF THIS RE- PORTING PERIOD	FOR THE CURRENT REPORTING PERIOD
			USD	USD
3.1.1	Opening Fund balance			
		Opening balance ¹		838,935.07
3.1.2	Funded Activity Inflows			
a		Funded Activity Proceeds from GCF to AE:		
i.		Grant Instrument	6,706,974.00	4,693,133.00
ii.		Loan Instrument		
iii.		Equity Instrument		
iv.		Guarantee Instrument		
b		Reflowed funds to the AE		
c	Investment & Other Income			
Total Inflows			6,706,974.00	4,693,133.00
3.1.3	Funded Activity Outflows			
a	Amount used for the Funded Ac- tivity	Grant expenditure	2,707,557.25	1,532,651.32
b		Loan disbursed or used ²		
c		Equity paid		
d		Guarantees exercised		
Sub-total Funded Activity Outflows			2,707,557.25	1,532,651.32
a	Reflowed Funds	Reflowed funds paid to GCF		
Sub-total Reflowed Funds			-	-
Total Outflows			2,707,557.25	1,532,651.32
3.1.4	Closing Balance			3,999,416.75
				3,999,416.75

1/ Opening balance should correspond to the closing balance of the prior reporting period

2/ Loan disbursed or used by the AE out of GCF Proceeds

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)

As a background note;

- Progress implementing environmental management plans and interaction / observance with relevant local laws and regulations is at the planning stage at this time (not yet implemented on the ground). Capital works has not yet started. Development Applications for the conceptual designs for coastal infrastructure works in Nanumea, Nanumaga and Funafuti have been launched with the local regulators.
- TCAP is now working towards engaging a new Safeguards Specialist in early 2020 to continue the ESMP related works started by the previous Safeguard Specialist - the late Kilifi O'Brien.

Key Risks:

- As earlier described TCAP Output 2 (Coastal Infrastructure) has undergone considerable design review through the restructuring process. The resultant conceptual designs particularly on the two target outer islands represents a far lower environmental risk (indeed negligible) profile than foreshore seawalls originally considered by the Project. Ultimately this means the expected profile of environmental risk has been lowered since Project inception.
- For Nanumea and Nanumaga:
 - Manageable and very limited environmental risk exists in the transport, landing and operation of heavy equipment and bulk materials on island.
 - The revised infrastructure designs will 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 Board 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.
- For Funafuti:
 - The original proposal to build simple foreshore seawalls on the lagoon shore of Fogafale was rejected by all stakeholders on Funafuti (Community, Council, Government and Project Board) during consultation through 2018. It was also rejected as an appropriate adaptation response during technical review. 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.
 - 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. The plan for land reclamation on Funafuti was approved by GCF in July 2019.

(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
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<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>(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 8.01(a) and (c)(iii – iv) for first disbursement has been submitted and fulfilled as of 23 July 2017. FAA clause 8.01 (b) and (c) for second disbursement has been submitted and fulfilled as of 10 April 2019. FAA clause 8.01 (c) for third disbursement will be submitted at the respective disbursement request period.</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>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 by June 2020 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 by August 2020 prior to commencement of construction activity under output 2.</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>(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 2020.</p> <p>(g) UNDP will continue to 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 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 are compliant with 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 are being complied with 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 continue to comply with 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
A re-design of the capital works happened in 2019 and this was presented to the GCF Secretariat in June. Approval for the re-design was given from GCF in July 2019	Recruitment process for the new Safeguards Specialist was initiated. Interviews completed.	The new concepts in Nanumea and Nanumaga 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, and full endorsement was given by the landowners. A Gender strategy was developed in October 2019 taking into consideration the newly endorsed designs for the capital works in the 3 project islands	The anticipated engagement of the Safeguards Specialist within the 1 st quarter of 2020 will expedite the review of the ESMP under the new design.
The bio-physical component of the ESIA works was carried out for the 3 project islands in 2019.	The ESIA reports for the 3 islands are still at the early stages of the drafting phase as at the end of 2019	Community consultations was undertaken by the ESIA expert for all the 3 project communities whereby environmental risks associated with the design was clearly assessed and discussed with the communities. A follow up consultation with the communities shall happen within the 1 st quarter of 2020.	Final ESIA reports, once received, to be sent to the Department of Environment to facilitate Development Application approval.

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 Visit	November 4-8	Overview of approved Coastal Intervention measures and project expectations	There was a very clear endorsement and full support given from the Funafuti community towards the Fogafale Design and approved intervention.
Nanumaga & Nanumea Community (based in Funafuti) Consultation Visit	December 4-5	Overview of approved Coastal Intervention measures and project expectations	A similar consultation will be held with the island-based communities in the early part of 2020.
Funafuti Community & Government Stakeholders	Nov 11-15	Consultation on Gender Mainstreaming	Development of a Gender Strategy for the project

<i>Implementation of the grievance redress mechanism</i>	
(i) description of issues/complaints received during the reporting period	(ii) status of addressing issues/complaints
The Grievance Redress Mechanism (GRM) is one of the main deliverables for the new Safeguards Specialist who is anticipated to be engaged by the 1 st quarter of 2020. The initial Safeguards person (the late Kilifi O'Brien) had not finalized this when he passed away.	The GRM will be established in the next reporting period.

4.2 GENDER ACTION PLAN

A gender specialist was recruited in October 2019. Consultations with stakeholders were held on Funafuti only. Because of issues with the local vessels, the consultant and TCAP team were not able to visit Nanumaga and Nanumea, however island representatives based in Funafuti were consulted in the interim. A consultation workshop was held with Government representatives and representatives from civil society on 15/11/2019, The consultation workshop improved the understanding of community members and government stakeholders in terms of defining gender and the capacity in which civil societies and government representatives can close the gap and promote gender balance within the community the end product of which was the formulation of a draft Gender Strategy and Action Plan which will be finalized once island visits to Nanumaga and Nanumea are completed. The following are the focus areas of this Gender consultancy work:

- Consultations with GCF's Gender Policy and Action Plan;
- Reviewed Gender strategies of other approved GCF adaptation projects;
- Reviewed available national laws and policy document(s) on gender;
- Reviewed of key project planning documents to inform gender-implementation strategies and actions;
- Assessed gender sensitiveness of the project,
- Identified gender inequality issues;
- Identified opportunities to address the gender related barriers;
- Identified gender sensitive indicators, targets and activities;
- Consultations with the relevant public and private sectors to improve gender equality and empowerment outcomes.

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
1.1 Strengthened adaptive capacity and reduced exposure to climate risks	Provide training for both men and women	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 defence	\$50,000	TCAP	No progress in 2019.
1.2 Strengthening of institutions, human resources, awareness and Knowledge for resilient coastal management	Provide in-country specialised training for government stakeholders. One student sent to New Zealand to do Civil Engineering degree.	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 Number of students that are supported at higher- level studies (tertiary level or higher) on disciplines related to coastal	At least 12 technical government staff (50% women) exposed to hands-on trainings on the three areas At least 24 students (50% women) are supported for at higher level studies AND obtain a CCA-related	\$146,500	TCAP/GoT/SPC TCAP/MEYS/HRM	Capacity Needs Strategy and Action Plan and being implemented in 2019 onwards. Technical GIS training provided in 2019 was for 2 males. Targeting females for the technical trainings are an important aspect of the implementation of the Capacity Needs Strategy and Action Plan in 2020 and beyond.

		protection work on CCA- related positions in the country	position in the country			A total of 6 students are targeted for scholarship support under this indicator. Two had commenced in 2018, one male and one female. However, one was terminated in 2019 and the second one will not continue in 2020 due to poor academic performance. Additional five awardees (all male) were selected in 2019 to begin their studies in 2020. Efforts will be made to include female scholarship holders and to provide CCA-related positions.
2.2 Vulnerability of key coastal infrastructure including homes, schools, hospitals and other assets is reduced against wave induced damages in Funafuti, Nanumea and Nanumaga	No action taken yet	Knowledge about gender-differentiated impact of coastal protection enhanced	The final technical assessment report includes gender-differentiated impact and the results are shared at a regional/national forum	\$1,200,000	TCAP/SPC	Discussions on this has been ongoing during all community visitation programmes, the documentation under the Island Level Social Impact assessment shall be carried out during the ESIA process.
3.1 A sustainable financing mechanism established for long-term adaptation efforts	The adaptations actions are yet to be identified and embedded in the island ISP's. This whole work shall be effected from 2020.	Adaptation actions financed and implemented from island level plans (no. and type) Women's distinct role in the context of island decision making established	At least 16 adaptation priority actions (two in each island), outlined in ISPs, are financed by either domestic or external resources and executed Women's group recognized by both men and women as an important interest group	\$112,700	TCAP/GoT	This activity is yet to be implemented. No progress in 2019

			in the evaluation of kaupules			
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.	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.	\$40,000	TCAP	No progress in 2019. Works on this shall commence in 2020.

4.3 PLANNED ACTIVITIES ON ENVIRONMENTAL AND SOCIAL SAFEGUARDS

Because of the delay associated with the re-design of capital works (approved in July 2019) safeguards recruitment and subsequent establishment of associated mechanisms such as redress system will come into effect in early 2020. The current ESIA process is engaging with communities at all 3 locations and TCAP staff have maintained a regime of community and Government consultations especially in Funafuti. Likewise, monitoring of impacts has not commenced but will be implemented before works begin – estimated to be in late 2020. The ESMP will also be updated in early 2020 as one of the new Safeguards Specialist first tasks and in light of the re-design of the Project and the developing body of knowledge from the ESIA process and the Engineering designs.

4.4 PLANNED ACTIVITIES ON GENDER ELEMENTS

A Gender consultant was engaged in Quarter 4 of 2019 to develop a Gender Strategy with associated Action Plan for the TCAP Project. Consultations were held in Funafuti but consultations in Nanumaga and Nanumea had to be postponed due to logistical issues for outer island travel. The long-term outcome is to have strengthened adaptive capacity and reduced exposure to climate change for the people in targeted sites. Below is a list of activities in the Gender Strategy & Action Plan to be implemented in the next reporting period:

- Finalisation of the Gender Strategy and Action Plan
- Government partners trained on gender mainstreaming works
- Short-term capacity building and training sessions conducted for government partners involved in climate change work-on linkages between gender and climate
- Training of partners on GCF gender requirements and expectations- and role of NGOs as partners in GCF work
- Women/youth recruited and employed in unskilled technical positions
- Use of social media to share lessons learnt on gender work in the adaptation front
- All outer Islands Strategic Plans and annual budgets integrate island-specific climate risks through existing gender sensitive, participatory processes
- Building women capacities to monitor, evaluate and communicate results and impacts of coastal protection adaptation investments
- Have women and youth groups participate meaningfully in the Stakeholders engagement strategy

SECTION 5: ANNEXES

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

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.)