

# Annual Performance Report (APR 2021)

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

*Accredited Entity Name: UNDP*

*Annual Reporting Period Covered in this Report:*

*(From 01-01-2021 to 31-12-2021)*

**Sections in this report:**

- Section 1: General Information
- Section 2: Implementation Progress
- Section 3: Financial Information<sup>1</sup> (Excel worksheet can be accessed [here](#)).
- Section 4: Report on Environmental and Social Safeguards & Gender
- Section 5: Annexes
- Section 6: Attachments

*Please submit the APR to [opm@gcfund.org](mailto:opm@gcfund.org)*

SUBMITTED BY	
<b>Aishath Azza</b> <b>Regional Technical Specialist – Climate Change Adaptation</b>	<i>Date of submission to GCF: 1 March 2022</i>
<i>Please indicate if this report has been shared with the relevant NDA(s) for this Funded Activity: <b>Yes</b></i>	<i>Date of submission to NDA: 1 March 2022</i>

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

**SECTION 1: GENERAL INFORMATION**

This section provides general information on the funded activity.

<b>1. Funded Activity Title:</b>	<i>Tuvalu Coastal Adaptation Project</i>
<b>2. Funding Proposal Number:</b>	<i>(FP015)</i>
<b>3. Date of Board approval - Board Meeting Number:</b>	6/30/2016 <i>B.13</i>
<b>4. Accredited Entity:</b>	<i>UNDP</i>
<b>5. Focal Point of the Accredited Entity for this Project:</b>	<i>Ms. Aishath Azza</i> <a href="mailto:aishath.azza@undp.org">aishath.azza@undp.org</a> <i>+61 423 597 422</i>
<b>6. Executing Entity(ies):</b>	<i>UNDP Fiji Country Office</i>
<b>7. Implementation Period:</b>	<i>From: 6/7/2017</i> <i>To: 6/7/2024</i>
<b>8. Current year of Implementation:</b>	<i>5</i>
<b>9. Date of Submission of the Report:</b>	<i>03/01/2022</i>
<b>10. Annual Reporting period covered in this report:</b>	<i>From: 1/1/2021</i> <i>To: 12/31/2021</i>
<b>11. Total Project Budget<sup>2</sup>:</b>	<i>38,870,000.00</i>
<b>12. Total amount of GCF Proceeds Approved:</b>	<i>36,010,000.00</i>
<b>13. Total amount of GCF Proceeds disbursed (cumulative) to the Accredited Entity:</b>	<i>7,359,164</i>

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

## SECTION 2: IMPLEMENTATION PROGRESS

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

This is the 5<sup>th</sup> APR for the 5<sup>th</sup> year of TCAP project implementation. CoVID-19 has still overshadowed aspects of the programmed work in 2021. The Government of Tuvalu (GoT) has declared a state of emergency since February 2020 until December 2021 with very strict restrictions for international travel (e.g. no plane arrived or left Funafuti from April to October 2021). As a result, some tasks which could not be implemented without travel have been impacted during this reporting period. Otherwise, TCAP has adaptively managed the situation via remote communications and a heavy reliance on the Funafuti based Project Management Unit (PMU) reinforced this year by the presence in-country of the Chief Technical Adviser (CTA) - Operations. Since November 2021, CoVID-19 travel restrictions are now being progressively lifted.

Output 1 which is aimed at strengthening the institutions, human resources, awareness, and knowledge for resilient coastal management is having delayed progress. Six students were enrolled to begin studies in 2020 but due to CoVID-19 only one could commence in 2020 in Fiji while three students have commenced online and part-time in 2021, as the other two had no online modalities available. All students are enrolled and being assisted by PMU for 2022 face to face or online studies in Australia, full time for completion before end of 2023. Following completion of the Light Detection and Ranging (LiDAR) survey of all 9 atolls in Tuvalu finalised and shared in 2020, the final delivery of the data was to be undertaken in conjunction with training and data familiarisation workshops in Funafuti. Unfortunately, there was little local appetite for online modalities for the workshop and all parties agreed to pursue the LiDAR training once travel resume. Given the Pacific Community's (SPC) marine science group was already contracted to develop comprehensive marine hazards and coastal monitoring products for Tuvalu under TCAP, their agreement has been amended to include the delivery of a comprehensive coastal processes, management, and hazards training package to the GoT partners. This training program is planned for 2.5 years starting 2022.

Output 2 which is focused on the establishment of key coastal infrastructure in 3 target islands have substantially progressed. Based on the site assessments (geotechnical, oceanographic, and geomorphological) conducted in previous years, the concept design report then the detailed design drawings have been finalised and approved by GoT in Funafuti (including public notifications), and Falekaupules/Kaupules (island traditional authorities and council) in Nanumea and Nanumaga after intensive outreach and consultations. Of note is the revised assessment and designs granted by Nanumea community following the impact of Tropical Cyclone (TC) Tino (Jan 2020) which caused significant damage and change to their targeted shoreline areas. The revised design remains required some changes to accommodate for the changes in the shoreline to be protected which has been incorporated in the final designs. TCAP has secured the services of UNDP's specialised procurement services, Procurement Service Unit (PSU - Malaysia) and two Marine Construction experts to support the extensive procurement process towards contracting a suitable coastal construction company for Tuvalu. This process is in its final stage: bidding closed on the 9<sup>th</sup> of November 2021, technical evaluation reports are completed, and financial bids for the work are being considered now. The contract is expected to be finalised by February 2022. Preparing the ground for the coming construction works in all 3 infrastructure sites has been PMU's focus in the second part of 2021 in consultation with the outer island Kaupules, communities and landowners regarding planned work priority needs and landowners. Environmental and Social Impact Assessments have been completed, disclosed for public comments, and a Development Application approved by Department of Environment (DoE). The SESP and ESMP were accordingly reviewed, updated, and shared. Both ESIA's and ESMP (attachment 4) have been disclosed on the UNDP transparency portal and website. SPC wave hazard assessments for Tuvalu nine islands and shoreline monitoring platforms are underway. National wave climate modelling is complete and inundation modelling is complete for 3 islands. The remaining 6 islands are underway now. A GIS based shoreline monitoring platform is also being developed and likewise 3 islands have been completed. SPC was requested to focus first on Funafuti, Nanumea and Nanumaga as these are the construction islands and the inundation modelling data is being used to help inform coastal infrastructure design. SPC has also suffered significant setbacks and delay through 2020 / 2021 because of Covid restrictions. Lockdown regimes prevented adequate access to their computer facilities (modelling) and some technical staff have been stranded overseas for over 12 months. It is hoped this work can be finalised and used in the Tuvalu during the outreach and training work discussed above through 2022. The implementation of Output 2 through the completion of procurement for construction and signature of contract requires assurance from the GCF Secretariat that Disbursements 5 and 6 can be issued together or consecutively and within 30 days of submission. Discussions are ongoing with the Secretariat to resolve this issue as soon as possible so as to avoid the risk of not being able to complete the complex procurement process the project has undertaken for the construction in the 3 islands.

Output 3 relating to sustainable financing mechanisms for long-term adaptation efforts have slowly progressed during the reporting period. A Note-to-File on the adaptive management change (attachment 5) to this activity has been shared with the Secretariat in December 2021 showcasing the approach to achieve the activity through support to building the capacity of the TSF in order for the fund to become operational and support to implementing adaptive measures to enhance the adaptive capacity of the coastal zones in Nanumea following the aftermath of TC to help harmonise post disaster recovery with adaptation strategy. Due to UNCDF postponing their second stage of funding, the Performance Based Climate Resilience Grant System (PBCRGS) under the implementation mechanism of the LoCAL program remains on hold. Initially planned in the Funding Proposal (FP) to partner with the LoCAL initiative, TCAP is working closely with the GoT to arrive at alternative means to support the GoT and DLG to ensure that

financial needs for island communities' adaptation initiatives are fully supported with delays due to COVID-19 related travel restrictions. Meanwhile, local capacities at the islands Kaupule, Falekaupule and community levels was enhanced through support to the eight Island Strategic Planning (ISP) completed by April 2021. In the absence of in-country partners, PMU has outreached to the Department of Local Government (DLG), Climate Change Department (CCD) and recently Department of Land and Survey (DLS) to deliver some activities. They have been approved by the TCAP board as additional Responsible Parties (RPs), and LoAs have been prepared and signed to start works in 2022.

The Communications Strategy and Action Plan has been updated and, to complement, the Stakeholder Engagement Plan has been updated to incorporate some of the recommendations of the Interim Evaluation and formalising the project Grievance Redress Mechanism (complaint forms, register and committee) now established. The mid and end of the year TCAP virtual Board Meetings concluded positively the performance of the project during 2021 by approving all the recommendations put forward by the project the Gender Strategy and Action Plan has been updated and strengthened during consultations and discussions with communities, raising awareness and developing media to show case TCAP empowering women in any of the project activity and job opportunities.

## 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 storm wave actions. The conducted studies and the selected designs incorporate 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 not only in Tuvalu but other atoll countries in the region.

As highlighted in the 2019 and 2020 APRs, delays in many aspects of TCAP's outer island work (including coastal infrastructure) accrued due to the Project Restructuring (approved in July 2019) and COVID-19 impacts. Additionally, interisland ferry services remain very challenging, being unreliable, infrequent and also cancelled due to internal Covid related restrictions. With only one charter boat left to ferry both passengers and community members to the outer islands, travel has again been very difficult. Nonetheless, Output 2 remained on track re procurement of a construction company for capital works and mobilisation for construction is expected to begin in the first quarter 2022.

Despite COVID-19 and other inherent restrictions and challenges, progress has been made towards meeting the performance against the investment criteria.

- Impact Potential** – The project remains on track to achieve the targets of protection of 3,090m of coastline length and will directly benefit 3,226 individuals and indirectly benefit 3,373 through coastal protection measures to be established in 3 islands. The design of foreshore land reclamation in Funafuti and berm top barriers (BTB's) in Nanumaga and Nanumea assessed via independent ESIA's have been shown to be appropriate to the target locations. It is recognised that raised safe flood free land in Funafuti is an urgent requirement given the challenges of sea level rise and as well as the TCAP reclamation UNDP is also assisting GoT with the development of a long term reclamation plan to complement the current TCAP work. There is no doubt that TCAP designs and preliminary work to show the potential of reclamation has proven instrumental in building local confidence and desire to pursue more extensive work capable of securing the National population into the future. Expanding the existing LoA with SPC to incorporate the capacity building components of TCAPs coastal hazards work is also an excellent development. TCAP's existing LoA with SPC to produce coastal hazards and shoreline monitoring products for the entire archipelago has now led TCAP to add SPC to work with local capacities and counterparts to impart this knowledge. SPC is also specifically mandated to provide such technical services to the region and they will continue to use the high-quality products and approaches TCAP is developing beyond the life of the Project. This will result in sustained improvements in Tuvalu's capacity to characterise and manage risk as well as plan and implement adaptation. Likewise, adding RPs to support project deliverables through LoA with Government partners will provide field works and case studies to develop these knowledge and new capacities.
- Paradigm Shift Potential** – TCAP had initially developed a plan to transition the existing Funafuti PMU into a local Coastal Management Authority (CMA) at the end of the Project cycle to fill a vital gap in existing Government capacities to provide dedicated ongoing support on coastal hazards management and adaptation. This transition is on hold under the current Government which is prioritising and resourcing its Central Project Management Office (finance management, procurement, and safeguards) but nevertheless remains committed to tackle coastal hazard issues and long-term adaptation planning in Funafuti under the Infrastructure Committee. TCAP's reclamation effort has inspired larger more ambitious plans and signals that a paradigm shift in self-determination towards long term adaptation is underway. Likewise, the TCAP Funafuti Office is now recognised has having significant coastal adaptation capacity and Government and other Projects as well as outer island stakeholders are increasingly requesting advice and resources in respect to coastal resilience and adaptation.
- Sustainable Development Potential** - TCAP's revised proposal to build safe and flood free land in Funafuti via reclamation potentially provides a safe stable living environment for thousands of residents who are currently living in

increasingly flood prone areas. The baseline studies, wave hazard assessment and mapping products, and shoreline monitoring platforms for the nine Tuvalu islands being developed by TCAP as well as crucial data such as the highly accurate LiDAR topography / bathymetry has provided an unparalleled understanding of marine hazards in Tuvalu. It is impossible to achieve sustainable development unless such fundamental baselines are in place and used to inform human settlement and development. TCAP has already made historic contributions to these objectives, for example, (i) for the first time ever the relationship between land elevation and sea level is now accurately understood for any location in Tuvalu, (ii) the creation, under SPC, of a wave inundation modelling and associated shoreline monitoring platform have only been possible through TCAP's efforts, resources and work. These baselines are also supporting related work implemented by SPC such as the development of a National hazardous wave early warning system.

- **Needs of the Recipient** – Whilst the urgency of needs differs between rural (Nanumea / Nanumaga) and urban (Funafuti) settlements, they are broadly similar in nature. Tuvaluan communities lay in the direct path of climate change impacts, namely sea level rise and increasing intensity and frequency of tropical storms. There is an urgent need to secure safe living environments where the community's modest development aspirations can be pursued and met. TCAP is not only bringing unparalleled accuracy to the country's understanding of such climate change impacts but is also providing tangible evidence that long term adaptation strategies can be implemented using local resources and in an environmentally responsible way. As part of the GoT requests to improve technical capacities in Tuvalu, TCAP is adding national technical support staff to the Funafuti PMU (i.e. capacity development, safeguards and works supervision, community facilitation) and building capacity through interaction with project specialists (international specialists in maritime engineering, works supervision, safeguards, climate change coastal adaptation, communication and gender). These achievements have a direct correspondence to the Country's urgent adaptation needs and priorities, together with increasing project efficiency and delivery in 2022.
- **Country Ownership** – Country ownership remains high with close engagement of the Government and communities in 2021. Two 2021 Board meetings were held virtually on the 9<sup>th</sup> August (Attachment 8) and 6<sup>th</sup> December 2021 (Attachment 9), both of which were productive and positive. TCAP enjoys a high level of local trust and support from both communities and national partners. 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 have been a feature of the relationship between TCAP and Government since the restructure and have endured through two extremely challenging years without much face-to-face meetings with the full team. The PMU restructure and its shift to Tuvalu would allow more local staff to be engaged in the project that would result in more employment opportunities, the local staff being provided on job training and guidance support as part of the plan to strengthen the workforce capacities. Further with the entire TCAP team being on ground working very closely with national partners to achieve project objectives.
- **Efficiency and Effectiveness** –The restructuring of the project was specifically undertaken to meet the priorities of the country since foreshore revetments alone do not meet the adaptation needs of Tuvalu efficiently or effectively whereas the revised designs do. It is also important to acknowledge that some overall project losses in efficiency and effectiveness have occurred in 2020 and 2021 due to the complete and strict lockdown imposed on the country to travel overseas and the necessity to defer some tasks to when air transport routes are again open in 2022. This has meant that the optimum coordination or timing of some tasks (for example the LiDAR data training workshop, the SPC training programme or sending students overseas to commence studies) has simply not been possible. Nonetheless, other tasks which might normally require site visits have been progressed very effectively and to conclusion using remotely sensed satellite data in combination with existing TCAP baselines such as LiDAR data and video conferencing facilities. Ultimately TCAP has sought to maintain momentum where it was possible to do so and has adaptively managed through the challenges of 2021. Following the multiple IE recommendations related to current PMU structure and changes based on implementation experience at mid-project stage, a complete review of the current project implementation arrangements and a PMU restructure (Attachment 2) was undertaken. to re-establish lines of authorities and reporting, revisited existing ToRs, developed new ToRs (see above *Needs of Recipient* for additional technical support), review HR, finance management and procurement modalities and resources for all required project implementation support.

The overall progress of TCAP tasks against the GCF Investment Criteria in 2021 has remained slower than originally planned or envisaged. However, it is important to acknowledge that the major infrastructure designs and procurement have remained on track and that the project is well placed to regain full momentum across all task areas and objectives as soon as it is possible to do so. TCAP has also received provisional agreement confirmation from the GoT that once the construction firm is contracted that special arrangements for their entry into Tuvalu will be considered to ensure this aspect of the Project is not further delayed while not compromising the health and safety of Tuvaluans.

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

Whilst CoVID-19 restrictions have slowed progress of some tasks, the “Impact Potential” of the Project remains positive. The project remains on track to achieve targets of 3,090m of coastline length and will directly benefit 3,226 individuals and indirectly benefit 3,373 through coastal protection measures to be established in 3 islands. Following completion of geotechnical, oceanographic, geomorphological assessments and full ESIA studies for each site (Development Approval signed by DoE on March 29<sup>th</sup>, 2021 after public comments), the coastal adaptation construction designs have all been completed to a high standard. They have been approved/signed in Funafuti by GoT (on May 4<sup>th</sup>) and notify to the public twice on GoT notice board and radio (in English on August 30<sup>th</sup> and in Tuvaluan on September 13<sup>th</sup>), and in Nanumea and Nanumaga by Falekaupule and Kaupule on June 25<sup>th</sup> and June 23<sup>rd</sup> respectively after community consultations. In turn these documents formed the ToR of the procurement process (RfP) to secure a construction company. The contract is expected to be finalised by mid-February 2022 Thus, impact potential associated with the shoreline protection measures that TCAP will now construct remains very high.

The national Island Vulnerability Assessments process has also evolved a long way ahead of initial expectations. This joint work between GoT, SPC and TCAP has been coordinated with several parallel projects (IISD in particular for the social aspects while TCAP is focussing on the bio-physical aspects) and processes (regional wave impact early warning system) working in the sphere of coastal hazards and vulnerability. TCAP has carefully designed its approaches to complement and augment this existing work and ensure that the TCAP island assessment process will become an enduring, fundamental baseline from which all future coastal hazards and adaptation work can be launched. The potential impact this work covering all islands of Tuvalu is very significant and has provided to the GoT internal technical capacity and tools which can be applied to hazards and adaptation issues. Already the LiDAR data collected by TCAP has become the recognised baseline for mapping, development, and planning work in DLS and these products are already being used to understand sea level rise related inundation extent and impacts and shoreline response to storm events. Once combined with the wave hazard assessment and detailed inundation mapping being developed by SPC and finalised in 2022, Tuvalu will have a world class and comprehensive coastal hazards tool to track and inform of changes (shoreline monitoring platform), hazards, and adaptation design.

The impact on longer-term capacity of Tuvalu is being supported through the scholarship’s component and, after amending a LoA with SPC, the government partners medium and long-term technical capacities training component delayed to start early 2022 due to CoVID-19 travel restrictions since February 2020 to November 2021. This will have significant impacts on the overall national capacities of our Government Partners. Six students have been selected for further studies commencing in 2020: two for undergraduate degrees in Environmental Management and Engineering and four for Masters’ degrees in Engineering (civil & infrastructure), Environment (geo-spatial) Science, Environmental Management, and Environmental Law. Due to CoVID-19 travel restrictions, only one has been enrolled since 2020 in USP Fiji but recently failed both semesters in 2021, while the other 5 have delayed their travel to 2022 but three managed to enrol online on part time basis during 2021. These courses were selected to be complementary to the TCAP’s fields of activities and to enhance the longer-term capacity of the country.

In the FAA it was envisaged for TCAP to add to the UNCDF LoCAL PBCRGs mechanism as the “approved financing mechanism” for disbursement of the USD408k for island Strategic Plan (ISP) and budget top-up purposes that build long term adaptation efforts. Given the implementation of phase 2 of the LoCAL mechanism is still facing challenges due to COVID-19, TCAP has worked with government partners (DLG and CCD) to establish an alternative mechanism to disburse the intended USD408k to support the long-term adaptation efforts by Island Kaupules and their Communities which remains crucial in terms of its impact potential on the outer islands.

Meanwhile the required capacity building of the DLG staff in November 2019, February and March 2020, then extended to the Falekaupule and Kaupules of the 8 islands from March to November 2020, will resumed in 2022. Following the first Training of Trainers (ToT) on “Financial management and procurement” conducted on several related topics such as the LoCAL PBCRGs and the Kaupule Annual Development Planning (KADP) process and methodology, all ISPs have been developed and finalised (last one in Nukufetau in April 2021). A LoA has been prepared with DLG to facilitate their translation, edition, and presentation. The LoA will be amended next year to (i) facilitate the ISP compilation and analysis of their annual budget, and (ii) organize a review of the ISP development processes and tools (SOPs). Meanwhile TCAP and DLG have also prepared three back-to-back ToTs: (i) "Mainstreaming climate change adaptation", (ii) "Integrated Kaupule planning & reporting framework" and (iii) "Community scorecards" (a 4<sup>th</sup> ToT remains to be prepared and added in 2022: "Participatory video"). The implementation of the LoA workplan and budget has been delayed due to pre-requirements of having DLG approved (by TCAP board, CO and GCF) as new RP, then assessed (HACT and PACT) on its financial and technical capacities. The ToTs are now scheduled for early 2022. The support to the ISPs ensures that (i) the local island community understands and appreciates the value of adopting a ‘whole of island’ approach in integrating climate change adaptation and environment considerations in the Kaupules and communities plans, policies, programs and projects to strengthen climate resilience across Tuvalu, and (ii) the island communities are well equipped in terms of knowledge, skills and tools to effectively manage climate change adaptation and disaster risk reduction at the local level. The same partnership approach (i.e. LoA) has been followed for CCD to support the operationalization of the TSF (i.e. to strengthen the capacity of TSF Board and Committee members to fully deliver its roles prescribed under the TSF Regulation), and next year

to engage DLS, instead of beach profiling island workers, to develop 9 island GIS projects to monitor, process data, synthesize and report coastal changes.

All three outputs combined, the project remains on track to directly benefit 3,226 and indirectly benefit 3,373 through coastal protection measures established in 3 islands, long-term capacity building of institutions and individuals, and through support to local planning.

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

TCAP's Outputs 1 and 3 have far-sighted activities including capacity development and training as well as sustained financing modalities to assist Tuvaluan stakeholders to leverage resources for continued work after the project.

The selected study programmes for the TCAP sponsored students and the SPC and Fugro training workshops will bring additional capacity to Tuvalu and have significant potential to influence a paradigm shift in the coastal adaptation planning and implementation in the country. Strategic, data informed decision making, and a more nuanced understanding of coastal hazards are key requirements needed to support improved coastal monitoring, development, and adaptation outcomes in Tuvalu.

Tangible evidence of paradigm shift potential already exists in some TCAP products such as the completed LiDAR survey data. Because of the unparalleled accuracy and ease of use of such products and the attention to detail that has been used to ensure the relationship between sea level and land height has now been clearly defined across the entire country. This data is already in use by other projects such as the World Bank funded Boat Harbour Improvement Project, as well as the Tuvalu school building vulnerability assessment. It is a fundamental tool being used by TCAP's partners to develop wave inundation modelling and is the baseline now used by the Tuvalu Department of Lands and Survey as well as locally based environmental project such as Tuvalu's GEF Ridge to Reef Project. These products can range from a simple picture to detailed technical analysis and support any level of interaction (from village to technical assessment). TCAP has already used this product to provide briefings to Government on inundation potential in Funafuti and other islands, assisted outer islands to understand safe flood free locations for development and provided support to other coastal infrastructure Project's and activities. It cannot be stressed too strongly that the previous omission of such data in a location as threatened by sea level rise as Tuvalu's nine atolls was a monumental gap in our understanding of this environment and the ability to strategically plan adaptation. This data alone brings a paradigm shift in understanding and for the first time ever the relationship between land height and sea level has been accurately established in appropriate detail across all nine atoll systems. This data and the TCAP Funafuti adaptation designs have also led to the development of the first viable, long term adaptation plan for Tuvalu, a plan which can provide safe living space for the National population beyond the year 2100. This is a paradigm shift for Tuvalu which must urgently pursue bold adaptation strategy.

The short-term core technical capacity training component has remained on hold due to COVID-19 travel restrictions and is a crucial element in the paradigm shift it brings to the way in which GoT is moving towards a comprehensive approach to coastal resilience. The SPC 2,5-year coastal monitoring and coastal vulnerability training program will primarily focus on Government partners (principally DLS, CCD, DoE, PWD and DLG as related to the various modules proposed). It is anticipated that this sustained two and a half-year program of hands-on training which includes in country training, secondment at SPC Fiji, and provision of new tools and equipment will commence in 2022 and is the subject of the amended LoA with SPC. The main components are (i) building understanding of a range of concepts that underpins coastal monitoring and coastal risk management approaches, (ii) enhanced coastal monitoring and survey which aims to increase awareness and the local capacity to collect and incorporate such data in decision making tools, (iii) strengthened data management and use of spatial data over time to enhance understanding of trends of change as well as support vulnerability assessments and support sound adaptation decision making and long-term strategic planning, and (iv) reinforced gender mainstreaming and the significance of using disaggregated study and monitoring data. These efforts are designed to build longer term, practical outcomes and has significant paradigm shift potential with respect to coastal adaptation, planning, and hazards management.

Broader internal capacity building efforts have increased in 2021 through technical capacity building elements across the project's three Outputs brought by the CTA Technical, and through best practices in programme management to the PMU staff brought by the New CTA Operations.

The paradigm shift potential at the local island capacities both at the Kaupule, the Falekaupule and the community levels have been maintained through support to the Island Strategic Planning and Implementation processes since 2019 and finalised in April 2021. TCAP support to the ISPs development ensures that the local island community understands and appreciates the value of adopting a 'whole of island' approach in integrating climate change adaptation and environment considerations in their plans, policies, programmes, and projects. It also ensures that the island communities are well equipped in terms of knowledge, skills, and tools to effectively manage climate adaptation and disaster risk reduction. As mentioned above, a broader and larger programme has been prepared in partnership with DLG for 2022 to (i) add 4 ToTs, (ii), publish the eight ISPs then compile/analyse

the plans and annual budgets, and (iii) review ISP development processes and tools, as well as support to DLS (national shoreline monitoring platform) and CCD (TSF operationalisation review and recommendations). Unfortunately, provision of a sustainable financing mechanism for long-term adaptation efforts (aka PBCRSG) at the island levels has been on hold.

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

In respect to the SDG 13, TCAP is designed to implement a range of infrastructure which directly provides medium and long-term adaptation solutions, and institutional strengthening tasks designed to bolster national capacity to better engage with pragmatic adaptation.

This is evident in the re-design of the TCAP infrastructure activities in Funafuti, Nanumea and Nanumaga. TCAP's approaches in all locations are a direct response to the unique environmental circumstances as well as community needs in each location. BTB as designed by TCAP will work with natural shoreline process in Nanumea and Nanumaga, they are designed to prevent damaging marine flooding during storm wave overtopping but will not negatively impact these island's intact natural foreshore sedimentary processes. The natural beach in these outer islands locations provides significant community / subsistence amenity and it would be counterproductive to seek options which changed this dynamic at this time. Thus, BTB are an excellent "sustainable" approach to wave over topping risk in these locations and if combined with sound shoreline management (set back zones and appropriate coastal development planning, etc.) can have lasting benefits without major environmental drawbacks.

Funafuti reclamation approaches shoreline protection and vertical adaptation differently. This is a direct match to the urgent requirements in Funafuti to establish raised, safe flood free land for all aspects of community needs in the peri-urban capital Fogafale. It also recognises the fact that natural shoreline processes on the lagoon shore of Fogafale are hugely disrupted and no longer functional and likewise the nearshore lagoon ecology greatly disturbed. Thus, reclamation can be achieved safely and with significant community benefits in this location.

On Fogafale, TCAP has projected (with the LiDAR data now available to the country) that by 2050 some 53% of the central settled area of Fogafale will potentially become routinely flooded by normal high tides. It will transition from "land" to flood prone upper intertidal zone. This includes the inundation of the only airport runway in the country, roads, homes, buried cable services and subsistence garden areas. "Sustainable Development" cannot be pursued under such circumstances and safe flood free land is an urgent Government / community priority. TCAP aims to provide the first stage of this adaptation effort through its reclamation effort.

All TCAP's coastal interventions aim to reduce the economic losses caused by coastal inundation events be that through storm waves (i.e. wave overtopping events) or sea level rise over time (clear weather marine flooding cause by seasonal / tidal fluctuations). This form of flooding is particularly prevalent in the settled areas of the capital Fogafale and by reducing the exposure or degree of damage to build infrastructure as well as natural assets (e.g. soils) through the provision of protection or safer alternative land, TCAP will facilitate substantial savings in disaster recovery and protect Tuvalu's modest development trajectories.

Significant community anxiety also exists because of the evident increase in marine flooding and wave incursion events in Tuvalu. This undermines confidence in the future and sustainable development efforts. TCAP is implementing sound tangible technical solutions which are aligned to community priorities and fears regarding climate change impacts. The coastal intervention measures are also expected to mitigate and minimise tangible more direct health threats such as water borne diseases caused by more regular flooding and waterlogging, relieving stress on already limited public health facilities in the country. This will accrue positive net social benefits and by leading through example, TCAP is demonstrating the possibilities of strategic medium and longer-term adaptation solutions.

The project is also expected to bring a range of gender-responsive development impacts. Women along with youth will receive targeted training on coastal change and processes and will be coached in the advantages and differing approaches to coastal hazards management. 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. Gender mainstreaming training modules have been developed in a culturally appropriate manner conducted with key Government and civil society representatives; and a reflection to be led on governance mechanisms so that they can evolve to be more inclusive whilst remaining respectful of the cultural context.

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



The restructuring of the project presented in July 2019 and TCAP's subsequent approaches which have been further developed through the ESIA processes in 2020 and in the designs in 2021 are a direct result of the project responding to the "needs of the recipient" in an urgent and comprehensive manner. A significant proportion of the Fogafale community already lives in increasingly marine water, flood prone areas and urgently requires safe and flood free land to sustain their development needs. Climate change impacts, particularly sea level rise, are not ambiguous in Fogafale (where reclamation of raised safe land it to be implemented by TCAP), the impacts are dramatic and already keenly felt. This is placing untenable strain on Tuvalu's efforts towards attaining sustainable development and the immense challenges placed on this community through sea level rise and limited alternative land resources mean vertical adaptation is the only pragmatic way forward. There is excellent trust and complementarity between TCAP's approaches and community and Government adaptation priorities in this setting and this is further evidenced by recent requests for TCAP to support Tuvalu's longer term, broader adaptation planning.

Nanumea and Nanumaga are outer islands and their small rural communities are more immediately dependant on ongoing environmental and ecological process to support their semi-subsistence livelihoods. TCAP's approaches in these settings have reflected this dynamic of needing to maintain intact environmental processes and at the same time tangibly improve protection from marine hazards. TCAP's main approach in these locations is berm top barriers (BTB) these specifically seek to retain natural shoreline systems but also augment these by increasing the elevation of the natural berm system on these islands. This directly addresses the stress and impacts reported during both TC Pam and TC Tino wave over topping events (these events impacted these two islands similarly and substantively in 2015 and early 2020). Thus, TCAP is contentiously considering the settings involved here, community needs and their ability to maintain complex infrastructure as well as the priority needs of these differing settings. These objectives have been the foundation of exhaustive consultation efforts through 2020 and 2021 respecting a pragmatic balance between the environmental and social needs of the recipient.

TC Tino in January 2020 had an impact on TCAP's designs over the shoreline in Nanumea. TCAP has listened carefully to community feedback on this issue and set in place strategies (drone imagery, photographs, community consultation via the Funafuti PMU and acquired relevant satellite imagery) to empirically confirm these community reports since the cyclone. With this confirmation TCAP subsequently commissioned a dedicated assessment of this shoreline section and has generated solutions which allow TCAP to retain the existing approved designs and augment these via additional nourishment and stabilisation measures. This concept has been discussed with the Nanumea community and they have approved TCAP's revised approach then designs (on June 25<sup>th</sup>) to this unfolding situation. The base interventions have not changed, and they have been fully assessed in the ESIA's. The augmentations are concepts that have been refined there are no unacceptable changes to the safeguard risks. This is a tangible example of how TCAP is striving to directly satisfy recipient needs in a responsive and appropriate manner and within the technical, environmental, and budgetary constraints of current resources.

We already mentioned the LiDAR data collected by TCAP has become the recognised baseline for mapping, development, and planning work in DLS and for the GoT Infrastructure Committee. Once combined with the wave hazard assessment and detailed inundation mapping being developed by SPC, Tuvalu will have a world class and comprehensive coastal hazards tool to understand sea level rise related inundation extent and impacts and shoreline response to storm events and to track and inform of changes, hazards, and adaptation design. These products are already being used as demonstrated by the GoT long term adaptation plan being developed for Funafuti, including TCAP / UNDP support, on the situation and the solutions already being implemented by the Government and the communities of Tuvalu.

The implementation of the Capacity Development Strategy and Action Plan through a two year and a half technical training program collaboratively with SPC is specifically designed to best meet the needs of Tuvaluan stakeholders. SPC has world leading capacity in marine hazard modelling and characterisation in Pacific small island environments and has unrivalled familiarity with these cultures, communities, and environments. They are excellently placed to deliver and sustain their capacity building effort both through the TCAP Project life cycle and beyond. Likewise, the community-based capacity building, including women and youth empowerment, are all related to the longer-term strategies of the GoT to address the gaps and the needs in local expertise in coastal hazards management. The impacts of marine hazards are about people and their valued assets first and foremost. It has been shown conclusively that a well briefed and conversant community can make better, more cohesive, and pragmatic decisions regarding adaptation response if they clearly understand the risks and options at hand. TCAP specifically addresses this need and leads towards broader strategic approaches nationally as well as locally.

Meanwhile, the Island Strategic Plan national consultant recruited by TCAP to support DLG has finalised the preparation of three capacity building and ToT workshops, reinforcing the ISP process and tools. The ToTs are now scheduled for early 2022: (i) "Mainstreaming climate change adaptation", (ii) "Integrated Kaupule planning & reporting framework", and (iii) "Community scorecards" (a 4<sup>th</sup> ToT remains to be prepared and added in 2022: "Participatory video"). The implementation of this LoA workplan and budget with DLG has been delayed to 2022 due to pre-requirements of having DLG approved (by TCAP board, CO and GCF) as new RP, then assessed (HACT and PACT) on its financial and technical capacities.

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

As should be expected “ownership” at both national to local island levels of the country has actively been sought in 2021 in promoting all aspects of the TCAP program, largely centred around Output 2 (infrastructure work) and PMU capacity building. TCAP fully expects these will expand over time and especially once easy travel is again possible in 2022.

Following the restructure of the project in 2019, the Government, Kaupule and community stakeholders have sustained their commitment the present day. Following the ESIA processes in 2020, continuous positive community interaction has supported and improved the final designs, TCAP making every effort to incorporate feedbacks and changes. Regardless of the limited external interaction with Funafuti authorities (due to CoVID-19 restrictions) but with the welcomed additional presence in country of the CTA Operations, the sense of ownership and anticipation for capital works is very strong as shown at both August and December TCAP Board meetings encouraging TCAP to hasten toward capital works implementation as soon as practically possible in 2022. This urgency is an important indication of the robust country ownership, they trust the designs that have been developed and wish to progress with the project as soon as possible.

As discussed above, but particularly throughout 2021 under the updated project Stakeholder Engagement Plan, numerous consultations have been the focus of the Funafuti based PMU Team. Through these and the design approvals process TCAP has diligently sought, assessed, and taken on board the stakeholder priorities and feedbacks and presented them the best available science and engineering foundations of the designs. The reclamation plan in Funafuti meets community expectation for safe flood free land. On Nanumea and Nanumaga, the designs had to compromise between enhancing shoreline protection and maintaining its natural dynamic in their pristine environments, and consultations effort through 2021 by the Funafuti PMU has resulted in strong support and ownership of TCAP designs in Nanumea and community acceptance in Nanumaga as the protection of the church being unfortunately rebuilt at the same location of the central area compound has deterred the project to be able to provide for best the possible adaptation outcome under UNDP accreditation and within the limits of its funding opportunity.

The LiDAR survey data are now fully adopted and integrated into DLS (and other agencies) mapping systems as a true reflection of an integrated shared effort and Ownership. More generally, TCAP technical solutions and capacities have been welcomed and are now used frequently by the Tuvalu Government, the outer island Kaupule’s, and other coastal projects being implemented in Tuvalu. This recognises the technically robust / authoritative nature of TCAP’s work, approach and staff on coastal development and adaptation needs in the sensitive nature of the atolls. Both TCAP Board meetings chaired by the Minister of Finance clearly conveyed continued support of the government and community representatives to the project, showing high level of support and growing confidence given the increasing demand to a broadening range of technical climate change adaptation / impacts questions in such a sensitive environment.

On many occasions, GoT has requested UNDP to facilitate and increase the national capacities in managing UNDP projects, in particular related to GCF funds. This has been answered in 2021 by deploying a highly experienced CTA Operation in country, this regardless of the difficulty to travel under CoVID 19 restrictions. The work of the CTA Operation, beyond the technical support to project deliverables and activities, has greatly improved the project partnership credibility towards its Tuvaluan counterparts, but also has mentored and trained the PMU staff on the job in improving donor compliance, monitoring, evaluation and reporting, planning, coordinating and managing activities and budgets, and community consultation and safeguards. Following the IE recommendations, this momentum will increase under the PMU restructure which has already increased national technical support to the Funafuti team and will progressively transfer some its Fiji management tasks (finance management, procurement, and compliances) and capacity building to Tuvalu by replacing the CTA Operations by a CTA Project Manager well versed in UNDP procedures, processes, and rules to promote a consolidated and trained PMU team in Funafuti by the end of the project.

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

The outputs/results of the project implemented in the context of the Covid-19 restrictions have compromised the efficiency and effectiveness of the project approaches since 2020. Nevertheless, the changes to the infrastructure design during the restructure, which was done to meet the changing needs of the country, did improve the project effectiveness by increasing the total length of the areas to be protected from 2,210m in the original FP to 3,090m, and increase the total direct beneficiaries from the original 3,100 to 3,226 within the same original budget.

As informed on the previous APR, an elements of activity level decisions to improve efficiency considering the Covid-19 restrictions has been the support for a broader PMU structure. TCAP has placed greater responsibility and workload on the in-county PMU resources and has kept international expertise active via telecommuting and rigorous weekly and monthly coordination of its activities. The addition of a CTA Operations in country has improved the PMU efficiency, particularly in relation to the (i) 4<sup>th</sup> disbursement conditions submitted early November 2021, (ii) project contribution to the IE and responses and other global UNDP

reviews, (iii) the project log frame update, (iv) monitoring, evaluation, and reporting (M&E framework, M&E tracking tables, GRM register, etc.) towards QPRs and APRs, (v) training of PMU on its roles and responsibilities, (vi) coordination and activity-based detailed planning and coordination of resources, (vii) operationalisation and alternative modalities for slow or on hold activities, (viii) field works and stakeholder consultations, etc. The August Board meeting has triggered the recruitment of additional technical support in (i) capacity development, (ii) safeguards and works supervision, and (iii) islands community facilitation. The PMU restructure will also add an in-country international project manager, an international works supervisor will progressively transfer some of CO Fiji management tasks (finance management, procurement, and compliances) and capacities to Tuvalu.

There is no impact on the co-financing commitments, although disbursement schedules for co-financing have been re-adjusted in line with the schedule for implementation and the breakup of contribution per output for this year is different than previous year. Finally, the budgeted amounts for Operations and Maintenance have not yet materialized due to delays in start of construction.

TCAP has brought very significant rigor to the planning, coordination, and design of the Island Vulnerability Assessment process. After compiling and delivering the geotechnical assessments and ESIA's for all three infrastructure sites and the final LiDAR data set made available in 2020, SPC has focused its efforts on wave hazard risk modelling and the characterisation of feasible storm scenarios to inform boundary conditions for inundation mapping, and draft modelling for Nanumaga, Nanumea and Funafuti. Also made possible by the delivery of the LiDAR products, detailed design drawings have been finalised for all three infrastructure sites, providing the construction methodology for the RFP. Additionally, a comprehensive and specific assessment of recent erosion issues in Nanumea (post TC Tino in Jan 2020) has also been completed to inform the optimum revised approach and design for parts of Nanumea's target shore. All final designs have been shared with Nanumea, Nanumaga and Funafuti stakeholders and have been approved to proceed.

The procurement process method selected for the infrastructure work (Request for Proposal (RFP) and preferred ex-ante procurement approach) was submitted to the UN Advisory Committee on Procurement (ACP) and subsequently approved to add substantial efficiency to the TCAP PMU as the complexity of this exercise requires professionalism and experience, ultimately reducing risk to TCAP. TCAP then secured the services of the UNDP's Procurement Service Unit based in Malaysia and two independent Marine Constructions Experts to provide sustained high-quality support through the construction company procurement process in the year 2021. Assuming and technical and financial reports are approved in early 2022 PSU has advised that contracting of the preferred contractor may be signed by February 2022, potentially allowing mobilisation before mid-2022 after cyclone season.

CoVID-19 travel international air transport restrictions, sea transport constraints (no domestic air transport, little private and safe sea vessels, weather patterns) and poor telecommunication (slow internet) still challenge the project logistics, most of them beyond its control. While travel plans are arranged ahead of time with the only one ferry available, they remain highly uncertain and unreliable.

2.3 PROJECT OUTPUTS IMPLEMENTATION STATUS <sup>3</sup>			
Project Output	Project Activity	Status <sup>4</sup>	Implementation progress (%) <sup>5</sup>
<b>Output 1.</b> <i>Strengthening of institutions, human resources, awareness and knowledge for resilient coastal management</i>	<i>Project Activity 1.1. Technical capacity, knowledge and awareness of the Government and community strengthened for coastal monitoring, protection, and maintenance of coastal protection infrastructure</i>		Activity Started - progress delayed
	<ul style="list-style-type: none"> <li>• Development with SPC of a 3-year coastal monitoring and risk assessment training programme):               <ul style="list-style-type: none"> <li>○ Theory: to increase the government official’s understanding of a range of concepts that underpins coastal monitoring and coastal risk management activities,</li> <li>○ Field survey: to increase robust and technologically advanced coastal monitoring and risk data collection capacity within Tuvalu government, and</li> <li>○ Desktop: to strengthen data management, expand and analyse coastal monitoring as well as support the development risk assessment information to promote risk-based (including climate change) decision making and long-term strategic planning.</li> </ul> </li> <li>• Negotiations with SPC (LoA) on providing the above comprehensive hands-on training package for the project government partners in coastal hazards, coastal management and coastal adaptation (i.e. amendment to the current LoA --to deliver islands vulnerability assessments and ESIA in Tuvalu-- to conduct the training).</li> </ul> <p><b>Delays/Issue</b> Due to CoVID 19 travel restrictions, the programme has been postponed to Q1</p>	<ul style="list-style-type: none"> <li>• Carry out the proposed SPC-led 2,5-year coastal monitoring and risk assessment training programme. The company contracted to acquire the LiDAR data will deliver a LiDAR data awareness, use and analysis workshop in Funafuti as soon as travel is possible.</li> <li>• TCAP will prepare and organise workshop on EBA (principles and case studies) and soft coastal protection measures to trainers and officers of CSOs and NGOs, PWD, CCD and DLG.</li> <li>• Recruit a national Capacity Development Support officer to reinforce PMU assistance in organising and monitoring trainings and workshops</li> </ul>	<b>30%</b>

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

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

<sup>5</sup> Implementation progress on a cumulative basis as of the date of the report.

	2022 and compressed to 2,5 years.		
	<b>Project Activity 1.2. Long-term national human resource capacity and awareness enhanced for sustainable coastal protection</b>	Activity Started - progress delayed	<b>40%</b>
	<ul style="list-style-type: none"> <li>• In 2021, the TCAP Scholarship Program have 6 students:             <ul style="list-style-type: none"> <li>○ 1 student (male) was enrolled since 2020, for a Bachelor of Arts in Environmental Management at the University of South Pacific, Fiji.                 <ul style="list-style-type: none"> <li>- The student didn't pass both Semester 1 and 2 exams and his scholarship has been terminated.</li> <li>- To be replaced by an student from the pool of students under MEYS.</li> </ul> </li> <li>○ 5 more students (4 males, 1 female) were in enrolled in 2020 but had delay to 2021. Some have completed online studies in 2021 when offered by the Australian universities:                 <ul style="list-style-type: none"> <li>- Master of Engineering (Civil &amp; Engineering), University of South Australia: 3 units passed / 11 units required, staying online but full time in 2022.</li> <li>- Master of Environmental Science (Marine and Coastal Management), University of Western Australia: 4 units passed / 16 units required, going face to face in 2022.</li> <li>- Master of Science (Environmental Management), James Cook University, 0 units but transferred to Master of Environmental Science (Marine and Coastal Management), University of Western Australia for online studies (16 units) in 2022 then face to face in 2023.</li> <li>- Bachelor of Civil Engineering (Honours, Civil), University of South Queensland, 0 units/ 24 units required. To commence in 2022</li> <li>- Master of Environmental Law, University of New South Wales: 3 units passed /15 units required, moving to face to face studies Semester 2022.</li> </ul> </li> </ul> </li> </ul> <p><b>Delays/Issues</b> 5 more students (4 males, 1 female) were in enrolled in 2020 but had delay to 2021 due to CoVID 19 travel restrictions imposed by GoT and students were not</p>	<ul style="list-style-type: none"> <li>• 6 master' students to pursue (or commence) their respective degrees in Australia, full time, online if required.</li> <li>• Update the MYES pre-service scholarship work plan and renew LoA if adding Bachelor's students (USP, Fiji) into the TCAP scholarship pool.</li> <li>• Recruit a national Capacity Development Support officer to reinforce PMU assistance in monitoring scholarships and assisting students in administrative requirements.</li> <li>• Add 4 more students from the pool of students under MEYS, pending the final budget for Activity 2.2</li> </ul>	

	able to travel to Fiji and Australia as to commence Face-to-face studies.		
<p><b>Output 2:</b> <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><i>Project Activity 2.1. Coastal protection design, site-specific assessments and Environmental and Social Impact Assessments undertaken in all islands in a participatory manner</i></p>	<p>Activity Started - progress on track</p>	<p>80%</p>
	<ul style="list-style-type: none"> <li>The coastal vulnerability assessments, a series (island by island) reports which will incorporate existing (e.g. IVA) and new (e.g. LiDAR) information, is being produced by SPC in 2021. It is a state-of-the-art assessment incorporating some 10,000 years of possible synthetic events generated through variables such as wave + tide + storm surge + mean sea level anomaly. Additionally, each island is located and orientated differently, and all have unique geomorphological characteristics. It will be the first geomorphology-based assessment which highlight the key shoreline process across Tuvalu (also acting as a baseline for continued monitoring) and inundation potential in main settlement areas on each island.             <ul style="list-style-type: none"> <li>National LiDAR (land height data) survey data set completed in March 2020 is currently used to support the development of the coastal vulnerability assessments via provision of a high-quality baseline for hydrodynamic modelling, inundation mapping, planning, and adaptation, etc. and to accurately determine the relationship between sea level and land height across all 9 atolls.</li> <li>Tuvalu's national coastal monitoring platform is under progress with priority work completed for Nanumea, Nanumea, and Funafuti in 2021 to support TCAP infrastructure effort.</li> <li>The national scale wave model with high resolution around each of the 9 atolls is underway and will include coupled wave + inundation modelling.</li> <li>On completion the products for the modelling effort will become the data used during SPC's delivery of the national capacity building program (see above Activity 1.1).</li> </ul> </li> <li>TCAP has used LiDAR data to generate demand driven outreach and analysis products from the LiDAR following GoT requests in this reporting period.</li> </ul>	<ul style="list-style-type: none"> <li>SPC is expected to finalise:             <ul style="list-style-type: none"> <li>Ocean side wave modelling and mapping (shoreline monitoring platform), and</li> <li>National (9 islands) coastal (wave + flood)) hazard assessment (biophysical) by 31<sup>st</sup> March 2022</li> </ul> </li> <li>Upon completion the products for the modelling effort will become the data used during SPC's delivery of the national capacity building program</li> <li>Establishment permanent survey benchmark engaging DLS to carry out surveys (see also Activity 2.2 for more details):             <ul style="list-style-type: none"> <li>Workplan and budget,</li> <li>HACT and PACT assessment, ands</li> <li>LoA.</li> </ul> </li> </ul>	

	<ul style="list-style-type: none"> <li>• While domestic sea travel remained opened during CoVID-19, the subsequent restrictions has prevented all international travel to Tuvalu throughout 2021. Nonetheless, thanks to the Funafuti PMU team being instrumental in taking primary responsibility for carrying out site visits, discussing plans and progress with stakeholders and providing feedback to the broader TCAP team, the designs have been finalised and approved following last year completion of Geotechnical studies and ESIA's have been completed for all 3 locations:             <ul style="list-style-type: none"> <li>○ The design concept report (Attachment 1) has been finalised for all three locations following research on specific methods and optimum approaches.</li> <li>○ Design parameters including wave characterisation (Attachment 2) and modelling has been undertaken to inform design in all three locations, in particular the modelling of the lagoon maximum wave heights to inform the design of the reclamation area and SPC for their larger work program in completing wave modelling for the deep-water coast (see above).</li> <li>○ The revised design for Nanumea has been finalised including additional safeguards considerations. The RFP has captured the revised design criteria however the overall approach TCAP will implement in Nanumea is not greatly changed.</li> <li>○ Detailed construction designs (Attachments 1 and 2) and BoQ have been finalised for all 3 locations.</li> </ul> </li> <li>• ESIA's was submitted to the Department of Environment for review, public viewing and comment, and development consent following which TCAP's Development Application was approved.</li> <li>• Following the ESIA's, the ESMP (Attachment 4) has been updated, both disclosed on the UNDP transparency portal and website, and submitted to GCF as part of the 4<sup>th</sup> disbursement FAA conditions.</li> <li>• GoT has formally approved the Funafuti reclamation design based on their agreement of the design height of the reclamation and the provision of hydrodynamic modelling (wave inundation modelling) from the deep-water shoreline even though the reclamation is situated on the lagoon shoreline.</li> <li>• Both Nanumaga and Nanumea Falekaupules and Kaupules have formally approved TCAP to proceed with the works.</li> <li>• The final detail designs for Funafuti, Nanumea and Nanumaga Adaptation</li> </ul>	
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	<p>work was completed in September 2021. These final designs were part of the Invitation to Bid technical documents.</p> <p><u>Nanumaga</u></p> <ul style="list-style-type: none"> <li>• The central location of the village / boat channel in Nanumaga remained very technically challenging. Several buildings at this site are built far too close to the active shore and whilst the Nanumaga community wishes TCAP to implement measures to protect these buildings, technical assessment has shown the scale of engineering and magnitude of resources required to effectively protect these buildings is far beyond the scope of TCAP resources or accreditation, and the project had to exclude this location.</li> <li>• TCAP has nevertheless continued to work with the Nanumaga Kaupule and community to try and enhance their understanding of the inadvisability of poorly conceived protection measures in the central area of Nanumaga and has prepared a concept note presenting the various technical options and their associated problems and estimated costs. No affordable or environmentally acceptable options exist and retreat is the key approach recommended in the longer term, outside the scope of this project.</li> </ul> <p><u>Nanumea</u></p> <ul style="list-style-type: none"> <li>• Following TC Tino, the Funafuti based PMU site visits found that significant damage had accrued to some 150m of shoreline near the church compound. TCAP ordered high resolution satellite imagery to verify the extent and nature of the damage and by September 2020 a remote desktop analysis confirmed the erosion from TC Tino and the need for additional consideration of solutions for this shore as reported in the 2020 APR.</li> <li>• Additional hydrodynamic and sediment transport models were developed and used to revise the designs for the damaged area of shoreline in Nanumea. The revised designs maintain the BTB's as originally planned but establish additionally accommodation space for the BTB's via additional sand nourishment and use additional measures to better retain sand on this shoreline. Overall, the design retains the natural beach as the primary line of shoreline defence but arguments this with nourishment and the establishment of the BTB at the berm crest. The originally planned 150m concrete unit revetment (Seabee) at the church compound also remains unchanged.</li> </ul> <p><u>Funafuti</u></p>	
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	<ul style="list-style-type: none"> <li>Two public notifications of the designs for Funafuti and the reclamation works were organised under the supervision of the GoT Attorney General Office (AGO) through the GoT notice board and the radio, in English and in Tuvaluan on 18 August 2021. The designs were approved by GoT on 4 May 2021.</li> </ul>		
<p><i>Project Activity 2.2. Coastal protection measures implemented</i></p>		<p>Activity Started - progress on track</p>	<p>10%</p>
	<ul style="list-style-type: none"> <li>As already outlined above TCAP has made significant progress through 2021 despite travel restrictions. To date the procurement of a construction company to implement Output 2 works is being finalised: <ul style="list-style-type: none"> <li>TCAP has secured the services of PSU (UNDP’s Procurement Specialist Unit) to support this large and complex process.</li> <li>RFP and other supporting documents have been finalised, submitted to ACP’s (Advisory Committee on Procurement) approval, and issued.</li> <li>Pre-selection process completed.</li> <li>Interactive dialogue undertaken.</li> <li>Bid documents received.</li> <li>Technical evaluation report completed</li> <li>Financial evaluation report underway now negotiations should be concluded by mid Feb 2022</li> <li>Contracting expected in Feb 2022</li> </ul> </li> <li>The Funafuti based PMU team mobilised for Kaupule and community consultations to: <ul style="list-style-type: none"> <li>Obtain approvals on final designs and works,</li> <li>Collect information on the island available resources and capacities to assist the mobilisation of the construction company (i.e. priority needs to support), and</li> <li>Consult with Kaupule and individual owners on property access and potential assets on the BTB footprint e.g. pig pens, fale umu (pergola), kitchen, water tanks, etc.</li> </ul> </li> <li>The TCAP SEP has been updated to include a more formalised Grievance Redress Mechanism and stakeholders made aware of it (Board meeting, TCAP website and newsletter):</li> </ul>	<ul style="list-style-type: none"> <li>Procurement is intended to be completed by signing a contract with a construction company in February with possible mobilisation of the works to begin by Q2 2022 (anticipating travel restrictions being lifted).</li> <li>Tuvalu’s wet season (higher likelihood of cyclones) starts approximately in September/October and last about 5 to 6 months. Consequently, companies may potentially wish to avoid nearshore work during this season.</li> <li>The Funafuti based PMU team will again be instrumental in preparing the Kaupules in: <ul style="list-style-type: none"> <li>Assisting the construction company before mobilisation and during construction: <ul style="list-style-type: none"> <li>Labour mobilisation,</li> <li>Laydown areas,</li> <li>Accommodation, water, food, safety,</li> <li>Mediation, and</li> <li>Local materials (e.g. seedlings, sand, etc.).</li> </ul> </li> <li>Liaising with GoT for required support and assistance (Harbour, DoE, PWD, Agriculture, etc.).</li> <li>Consulting with landowners/users in the outer islands and boat owners/users in relation to Catalina boat harbour (and moorings) in Funafuti, and to construction methods and restrictions in general.</li> <li>Community awareness of GRM feedback and complaint process and risk of GBV and spread of STD Labour influx.</li> </ul> </li> <li>PMU will be reinforced by adding and recruiting the following positions: <ul style="list-style-type: none"> <li>Two Island Community Facilitators (for Nanumea and Nanumaga)</li> <li>A (national) Safeguards and Works Supervisor (Funafuti based)</li> <li>An (international) Works Supervisor (Funafuti based).</li> </ul> </li> </ul>	

	<ul style="list-style-type: none"> <li>○ Feedback and complaint process,</li> <li>○ Forms and register (since start of the project), and</li> <li>○ Committee.</li> </ul>	<ul style="list-style-type: none"> <li>● Under the new PMU structure and supporting positions, supervision of construction works will be under the UNDP engineer and the Safeguards specialist with the addition to PMU of an international Works Supervisor, a national Safeguards and Works Supervisor, and two national Island Communities Facilitators, and the assistance of DLS, PWD, DoE and DLG as required</li> <li>● The contractor will supply maintenance materials and provide maintenance and (safety) induction training as part of his contract.</li> <li>● TCAP staff (including island community facilitators) and GRM Committee members will be trained on its mechanism.</li> <li>● TCAP will prepare an induction package to the Contractor on: <ul style="list-style-type: none"> <li>○ Cultural familiarization, and</li> <li>○ Code of conduct (related to GoT laws and traditional behaviours e.g. boundaries, damage, safety, noise, etc.).</li> </ul> </li> <li>● Instead of beach profiling island workers, TCAP will develop 9 island GIS projects (initially by SPC's GEM Division as mentioned in Activity 2.1, then DLS) to monitor, process data, synthesis, and report coastal changes: <ul style="list-style-type: none"> <li>○ Annual routine monitoring data layer survey by drone (photogrammetry + LiDAR,</li> <li>○ Quarterly (or 6 months) responsive monitoring (extreme events (i.e cyclone, kind tide), nearshore development disturbances, strong seasonal ENSO shifts, etc.</li> <li>○ Interpretation and analysis: DLS GIS system (for each GIS project) for hotspots and subtle sediment processes (changes or trends).</li> </ul> </li> <li>● The change has been made in the updated project log frame (Sub-activities 1.1.1, 2.1.4 and 2.2.3), approved by the Board meeting in august 2021.</li> <li>● TCAP will monitor DLS to implement the coastal changes monitoring in Funafuti, Nanumea &amp; Nanumaga and may consider adding to the SPC LoA for additional support and building capacities.</li> </ul>	
<p><i>Output: 3. A sustainable financing mechanism established</i></p>	<p><i>Project Activity 3.1. All Islands Strategic Plans and annual budgets integrate island-specific climate risks through existing gender sensitive, participatory processes</i></p>	<p><i>Activity Started - progress delayed</i></p>	<p><b>30%</b></p>

<p><i>for long-term adaptation efforts</i></p>	<ul style="list-style-type: none"> <li>• The Performance Based Climate Resilience Grant System in conjunction with UNCDF’s LoCAL national mechanism has remained on hold due to CoVID-19 and inability of UNCDF to secure phase 2 funding. TCAP has engaged with DLG and CCD to propose an alternative Operation Manual for the mechanism under TCAP to ensure the Kaupules continue to receive the support intended under the Output with financial incentives for the priority adaptation actions under the ISPs. Unfortunately, the draft proposal would require substantial technical and management support and transactional cost beyond the allocated budget and preparation of an alternative mechanism has been delayed due to inability for required experts to be engaged due to COVID travel restrictions.</li> <li>• The TCAP ISP support national consultant provided to DLG supported 8 island communities to complete and review the development of their ISPs. All the ISP have been formulated and reviewed by April 2021 and have been finalised for translation and printing. They will be published under the new LoA for DLG.</li> <li>• Training materials for trainers’ workshop to incorporate “Climate Change Adaptation and Disaster Risk Reduction mainstreaming”, including coastal management into ISPs has been prepared. Training has been re-scheduled to Q1 2022.</li> <li>• Training materials for trainer’s workshop on the “Kaupule Integrated Planning and Reporting Framework” has been prepared. Training has been re-scheduled to Q1 2022.</li> <li>• As reported in 2020 for the Activity related to supporting GoT with a financing mechanism that supports immediate and urgent post-disaster needs of recovery and resilience for which \$3.5m has been set aside in the project, TCAP has been exploring existing fund management modality in the country, the Tuvalu Survival Fund (TSF) as an option. However, an independent due diligence study has found that the TSF is yet to be come operationalised and there remains significant risks to AE and GCF should TSF be used as a vehicle to manage and deliver the funds.</li> <li>• After consultation GoT has endorsed on adaptive management measures to ensure (i) support (\$200k) is provided to the effective operationalisation of TSF for the long-term financing mechanism, and local communities are receiving the financial support (\$3.3m) required for resilience and recovery</li> </ul>	<ul style="list-style-type: none"> <li>• Under current LoA, DLG to finalise translation, publication, and presentation of 8 island ISP.</li> <li>• Amend LoA to support DLG to compile and analyse all ISPs and annual budgets. A short-term national consultant may be required to support.</li> <li>• Amend LoA to support DLG (Departmental Committee) under its “Plan of actions on CCA mainstreaming” to review the related guidelines that are currently used by Kaupule in connection with the Kaupule’s ISPs, annual planning, and budgeting, as well as the Climate Adaptation Risk Reduction (CARR) Process and Guidelines and Local Government Officers (LGO) roles, responsibilities, and duties. An international consultant and a national short-term consultant will be engaged to support.</li> <li>• DLG back-to-back 3 Training of Trainers on (see also Activity 3.2 below):             <ul style="list-style-type: none"> <li>○ Incorporating “Climate Change Adaptation and Disaster Risk Reduction Mainstreaming”, including coastal management into ISPs, and</li> <li>○ “Kaupule Integrated Planning and Reporting Framework”.</li> </ul> </li> <li>• It is expected DLG to then draw a plan of action for trainers to outreach all Kaupule members and incorporating new tasks into the LGOs’ ToR.             <ul style="list-style-type: none"> <li>• Conduct the review of TSF operation mechanism under the LoA with CCD (including ToR and recruitment of short term international and national consultants to support), and</li> <li>• Construct the new coastal protection measures arising due to TC Tino in the island of Nanumea (\$3.3m) with the construction contract.</li> </ul> </li> <li>• At this stage CCD plan is to strengthen capacity of TSF Board and Committee members to fully deliver their roles prescribed under the TSF Regulation by:             <ul style="list-style-type: none"> <li>○ Consulting mission to strengthen provisions of the TSF Regulation to enable effective operationalisation of the law taking into consideration of the local context and addressing the gaps identified in the TSF Regulation, and</li> <li>○ Awareness raising and capacity building program on the TSF for government ministries, NGOs, private sectors, and communities (Falekaupule and Kaupule) to carry out TSF programme in all islands.</li> </ul> </li> </ul>
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	<p>in the aftermath of natural disasters, such as the recent TC Tino.</p> <ul style="list-style-type: none"> <li>• A Note-to-File on this adaptive management measure has been shared with the GCF Secretariat in December 2021 (Attachment 6) specific to the above-mentioned Output 3's objective to approve the change in supporting immediate and urgent post-disaster needs of recovery and resilience to: <ul style="list-style-type: none"> <li>○ Implement a review of the TSF operation mechanism including recommendations for changes and capacity development. A LoA has been prepared with CCD to start in 2022 (\$200k).</li> <li>○ Construct the new coastal protection measures arising due to TC Tino in the island of Nanumea (\$3.3m).</li> </ul> </li> </ul>		
<p><b>Project Activity 3.2. Capacity of Kaupules, Falekaupules and community members strengthened for monitoring coastal adaptation investments</b></p>		<p>Activity Started - progress delayed</p>	<p>20%</p>
	<ul style="list-style-type: none"> <li>• Training materials for trainer's workshop on the "Community Scorecards" has been prepared. Training has been re-scheduled to Q1 2022.</li> <li>• Finalisation of the <b>Gender Strategy and Action Plan (Attachment 7)</b>. The GSAP is a new document that has been under development and review. The TCAP GSAP is an amalgamation of the recommendations that emerge from two gender assessments and analysis: one undertaken at the project formulation phase and another in 2019 in preparing for the development of the GSAP</li> <li>• Finalisation of the <b>Communication Strategy and Action Plan</b>. The Communication Strategy and Action Plan was prepared at the commencement of the project, it has been updated since and this is the latest update.</li> <li>• Finalisation of the <b>Social and Environmental Screening Procedure</b>. SESP has been reviewed and updated – as is appropriate for a project under implementation and one that has undergone changes.</li> <li>• Finalisation of the <b>Stakeholder Engagement Plan, including Grievance Redress Mechanism</b>. The SEP &amp; GRM is a fresh document that builds on the previously approved Project Communication Plan. It provides greater</li> </ul>	<ul style="list-style-type: none"> <li>• Instead of beach profiling island workers, TCAP will develop with DLS 9 island GIS projects to monitor, process data, synthesis, and report coastal changes (see Activity 2.2 above for more details).</li> <li>• Awareness consultations and Kaupule's MoU for monitoring and maintenance in Nanumea, Nanumaga and Funafuti including: <ul style="list-style-type: none"> <li>○ Maintenance supplies and trainings (supplied by Contractor during construction contract),</li> <li>○ ISP annual budget including maintenance (supported by DLG LGOs and staff).</li> </ul> </li> <li>• Upskilling the skills of local communities, especially the women's group and youth groups, in: <ul style="list-style-type: none"> <li>○ Planning, budgeting, and executing participatory, gender-responsive, pro-poor and climate-smart ISP, and</li> <li>○ Undertaking progressive reporting with the aid of available technological tools as simple cameras and smartphones.</li> </ul> </li> <li>• In relation with the: <ul style="list-style-type: none"> <li>○ Construction works (Activity 2.2) incorporating local capacity building and job opportunities,</li> <li>○ ISP planning and budgeting (Activity 3.1) including monitoring and maintenance of the TCAP coastal measures, and</li> </ul> </li> </ul>	

	<p>details on activities associated with stakeholder engagement and refines the GRM, including the makeup of the GR Committee. Two stakeholder engagement sub-plans are included in the SEP/GRM doc (one for Funafuti and one for Nanumaga and Nanumea) have been developed to provide schedule of engagement activities and who is responsible for their delivery.</p> <p>The updated documents incorporated the findings/conclusions of the ESIA's.</p>	<ul style="list-style-type: none"> <li>○ Establishment of women's distinct role in the context of island decision making.</li> <li>● By implementing:             <ul style="list-style-type: none"> <li>○ DLG back-to-back 3 Training of Trainers on (see Activity 3.1 above): "Community Scorecards".</li> <li>○ Prepare training materials for trainer's workshop on "Participatory Video", including ToR for international and national consultants to assist under DLG (amended LoA) and scheduling Training for 2022.</li> <li>○ It is expected DLG to then draw a plan of action for trainers to outreach all Kaupule members and incorporating new tools into the LGOs' processes and practices.</li> </ul> </li> <li>● Train, propose, and demonstrate EBAs to community "champions":             <ul style="list-style-type: none"> <li>○ Based on the case studies preparation/presentation (ToT) from Sub-activity 1.1.5, present communities a panel of EBAs (and soft coastal protection) measures options, lessons learnt and case studies,</li> <li>○ Based on wave modelling and inundation maps provided from Sub-activity 2.1.2, train Kaupules on planning tools for CR and costal protection,</li> <li>○ With the support of the TCAP island community facilitators, DLG, CCD and PWD.</li> </ul> </li> <li>● Implementation of the Gender Strategy and Action Plan including incorporating gender mainstreaming into ISPs.</li> <li>● Implementation of the Communications Strategy and Action Plan.</li> <li>● Implementation of the Stakeholder Engagement Plan, including setting up and training the updated Grievance Redress Mechanism in time for construction to begin.</li> </ul>
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**2.4 PROGRESS UPDATE ON THE LOGIC FRAMEWORK INDICATORS<sup>6</sup>**

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

<i>Fund-level impact Core indicators<sup>7</sup> (Mitigation)</i>	<i>Baseline</i>	<i>Current value<sup>8</sup></i>	<i>Target (mid-term)</i>	<i>Target (final)</i>	<i>Remarks (including changes<sup>9</sup>, if any)</i>
<p><i>Total number of direct and indirect beneficiaries</i></p> <p><i>Number of beneficiaries relative to total population</i></p>	<p><i>Total number of direct beneficiaries</i> 0</p> <p><i>Total number of indirect beneficiaries</i> 0</p> <p><i>Number of beneficiaries relative to total population</i> 0%</p>	<p><i>Total number of direct beneficiaries</i> 0</p> <p><i>Total number of indirect beneficiaries</i> 0</p> <p><i>Number of beneficiaries relative to total population</i> 0%</p>	<p><i>Total number of direct beneficiaries</i> 0</p> <p><i>Total number of indirect beneficiaries</i> 0</p> <p><i>Number of beneficiaries relative to total population</i> 0%</p>	<p><i>Total number of direct beneficiaries</i> 3,226 (1,677 males; 1,549 females)</p> <p><i>Total number of indirect beneficiaries</i> 3,373 (1,678 males; 1,635 females)</p> <p><i>Number of beneficiaries relative to total population</i> 62%</p>	<p>No direct benefits realised yet while coastal protection measures in 3 islands are being designed. Construction will start in 2022.</p> <p>6 scholarships students are currently enrolled, 3 started in 2021, all 6 are ready for 2022.</p> <p>8 ISPs completed indirectly benefitting total populations of 9 island.</p>
<p><i>Number and value of physical assets made more resilient to variability and change, considering human benefits</i></p>	<p><i>No single engineered coastal protection solution exists in the country</i></p>	<p>No engineered coastal protection measures constructed yet.</p> <p>For all 3 islands (Funafuti, Nanumaga and Nanumea), site studies (site and vulnerability assessments, LiDAR surveys, modelling and mapping, etc.), consultations (including ESIs), concept designs and final detailed designs are completed.</p>	<p><i>No single engineered coastal protection solution exists in the country</i></p>	<p><i>3 coastal protection measures have been put in place in 3 islands</i></p> <p><i>Value: USD 2,280,000</i></p>	<p>All final designs have been approved and additional safeguards considerations has been reviewed for Nanumea.</p> <p>Development Application for Nanumea, Nanumaga and Funafuti has been approved by DoE after public viewing and comment.</p> <p>The reclamation works proposal in Funafuti was notified for public comments under AGO scrutiny.</p> <p>Signature of contract for coastal protection measures construction expected to be signed in February 2022.</p>

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

<sup>7</sup> 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.

<sup>8</sup> As of 31 December of the relevant year.

<sup>9</sup> Related to the approved indicators and targets in the Logic Framework.

		Procurement is near completion.			
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<b>2.4.2 PROGRESS UPDATE ON PROJECT/PROGRAMME LEVEL INDICATORS OF THE LOGIC FRAMEWORK<sup>10</sup></b>					
<b>Project/Programme indicators (Mitigation/Adaptation)</b>	<b>Baseline</b>	<b>Current value<sup>11</sup></b>	<b>Target (mid-term)</b>	<b>Target (final)</b>	<b>Remarks (including changes<sup>12</sup>, if any)</b>
<b>A5.0 Strengthened institutional and regulatory systems for climate-responsive planning and development</b>					
5.1 Institutional and regulatory systems that improve incentive for climate resilience and their effective implementation	Only one round of ISPs has been produced and they neither are climate sensitive nor govern budget use.	All 8 ISPs has been produced and reviewed by DLG. And have been translated, published, and presented.  Materials for "Training the Trainers" have been developed and finalised.  LoA for CDD and DLG has been prepared.	At least two cycles of ISP production	ISP production, execution of priority actions, and community review have become an annual event  Investment plans from at least five (out of eight) islands score (3) or above at least once during the project implementation	The second cycle of ISPs is due in 2024, after end of project. Meanwhile TCAP will support: <ul style="list-style-type: none"> <li>• Training of trainers in CCA mainstreaming, planning, and reporting framework, community scorecards and participatory video,</li> <li>• ISP compilation and annual budgets analysis,</li> <li>• ISP mid-plan review (due 2022) and review Kaupule guidelines for ISP development, annual planning, and budgeting,</li> <li>• TSF operational review.</li> </ul>
<b>A7.0 Strengthened adaptive capacity and reduced exposure to climate risks</b>					
7.2 Number of males and females reached by [or total geographic coverage of] climate related early warning systems and other risk reduction measures established/strengthened	Existing reclamation in Funafuti (2.85 ha) benefits 217 individuals (50% women) who are in inundation areas protected by existing, engineered coastal defence (i.e. land reclamation).  No Tuvaluans benefit from engineered coastal defence in Nanumea and Nanumaga	Existing reclamation in Funafuti (2.85 ha) benefits 217 individuals (50% women) who are in inundation areas protected by existing, engineered coastal defence (i.e. land reclamation).  No Tuvaluans benefit from engineered coastal defence in Nanumea and Nanumaga	Existing reclamation in Funafuti (2.85 ha) benefits 217 individuals (50% women) who are in inundation areas protected by existing, engineered coastal defence (i.e. land reclamation).  No Tuvaluans benefit from engineered coastal defence in Nanumea and Nanumaga	At least 3,226 individuals (50% women) who are in inundation areas protected by engineered coastal defence: <ul style="list-style-type: none"> <li>•</li> </ul>	No benefits realised yet, as hard-engineered coastal measures are not constructed yet. Designs for the coastal protection measures are finalised, the construction company procured, and works to begin towards Q2 2022.

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

<sup>11</sup> As of 31 December of the relevant calendar year.

<sup>12</sup> Related to the approved indicators and targets in the Logic Framework or relevant FAA.

<b>Output 1. Strengthening of institutions, human resources, awareness, and knowledge for resilient coastal management</b>					
<p>Number of technical officers (male/female) trained on:</p> <ul style="list-style-type: none"> <li>Monitoring / data synthesis on dynamic coastal processes</li> <li>Designing of coastal protection (both hard and soft) measures</li> <li>Environmental social impact assessment</li> <li>Project management</li> <li>Vulnerability and adaptation (V&amp;A) assessment</li> <li>Cost benefit analysis (CBA)</li> </ul>	<p>Currently, there is no institutional arrangement where technical officers can gain technical skills</p>	<p>6 staff (5 males + 1 female) from DLS trained on LiDAR data processing and biophysical assessment, giving for the first time to all islands in Tuvalu the relation between sea level rise and their land height.</p> <p>ESIA works conducted by SPC involved DoE, DLS and DLG, but with no formal training on the ground due to CoVID-19.</p> <p>SPC has not yet provided any formal trainings (delayed to 2022), except soil sampling in Nanumea by SPC Geotechnical Assessment team.</p> <p>2 senior DLS officers for GIS training workshop in Fiji.</p> <p>Joint CCD/SPC Islands Vulnerability Assessments including coastal monitoring.</p>	<p>N/A</p>	<p>At least 12 technical government staff (50% women) exposed to hands-on trainings on the three areas</p>	<p>Engagement with SPC will start in 2022 to provide high value hands on training: Ocean and coastal processes, Coastal monitoring, ESIA, Island Risk and vulnerability assessment (IVA), Drone operation and monitoring survey, Advanced diving, Marine habitat mapping, Asset data collection, Inundation and impact monitoring, Open-source GIS, Data management, Shore line change analysis, Advanced GNSS data processing, and Gender mainstreaming for 2,5 years to a minimum of 12 Government Officers. 18 trainings will be organized in the lifetime of the project targeting PWD, DLS, DoE, DLG and CCD</p> <p>Final phase of hands-on training by the project LiDAR survey provider company following the joint implementation of the Lidar survey within the Land &amp; Survey Division has been delayed to 2022 as well:</p> <ul style="list-style-type: none"> <li>Data awareness and potential uses in simple free GIS platforms, and simple analysis processes, and</li> <li>Application of data to existing questions from stakeholders.</li> </ul> <p>Contractor for the coastal protection measures will provide training on their maintenance.</p>
<p>Number of students that are supported at higher-level studies (tertiary level or higher) on disciplines related to coastal protection work</p>	<p>Tuvalu sponsored students in tertiary education totalled to 163. DFAT (24 awards in 2012) and NZAID (NZD 11million) awarded a total of 20-30 scholarships each per year</p> <ul style="list-style-type: none"> <li></li> </ul>	<p>6 Scholarship students selected:</p> <ul style="list-style-type: none"> <li>1 in Fiji since 2020, but failed in 2021</li> <li>3 online part-time in 2021</li> </ul> <p>6 students (after replacement of one failed in Fiji) have been prepared for Master's studies in Australia, face to face or online, full time.</p> <p>The training programs have been identified under the scholarship work plan – tenable for both undergraduate and</p>	<p>At least 24 students (50% women) are supported for at higher level studies and obtain a CCA-related position in the country</p>	<p>At least 6 students are supported through the scholarship program for higher level studies (tertiary level or higher) on CCA-related disciplines</p> <p>Employment opportunities through TCAP program for at least 6 positions in the country</p>	<p>6 students will attend their studies in Australia in 2022, face to face or online, and full time to complete their degree before end of 2023.</p> <p>In relation to the construction works starting in 2022 The project has prepared and is recruiting 4 more “employment opportunities” (following the 2 provided to DLG during 2020/21).</p> <p>As per IE recommendation #14, see in red proposed change in the project log frame approved by Board meeting, August 2021:</p>



		postgraduate/ master's level studies.			<p>There is a discrepancy in the number of students as presented in the Inception Report (Section 1.4, para ii) between the section H of the FP (target = 18) and the FAA budget notes (target = 6) which is the correct one i.e. The target for Output 1 should have been 12, comprising 6 supported through the scholarship program (sub-activity 1.2.2) and 6 supported through the employment opportunities (sub-activity 1.2.3).</p> <p>For clarity, suggesting replacing by statistics provided by GoT for sponsored students in tertiary education:</p> <ul style="list-style-type: none"> <li>• pre-service students (MEYS) from 2017 to 2021 = 129</li> </ul>
<b>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</b>					
<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>	<p>The socio-community (IISD) and bio-physical (TCAP) component of the Islands Coastal Vulnerability Assessments field process and validation were completed in 2020, to be reported in 2022.</p> <p>SPC wave inundation modelling (draft reports) for Funafuti, Nanumea and Nanumaga completed.</p> <p>Stakeholder engagement in each community (including women, youth and disabled) and GoT partners has been undertaken on Nanumea Nanumaga and Funafuti to complete, validate, deliver, and finally approve the ESIA's, the concept designs, and the final detailed designs.</p> <p>National (DoE, TCAP website, newsletter, and other media) and international (UNDP transparency portal and website) Disclosures for public comments have been conducted and completed.</p>	<i>All 9 islands of Tuvalu have a coastal assessment report</i>	<i>N/A</i>	<p>The broader national hazards work is expected to be completed by in 2022 with Inundation modelling extended to all 9 islands.</p> <p>This will also be incorporated into the national shoreline monitoring platform.</p> <p>Develop 9 island GIS projects as mentioned above in Activity 1.1, then DLS as in Activity 2.2) to monitor, process and synthesis data, and report coastal changes.</p>
<i>The length of vulnerable coastlines protected</i>	<i>In the proposed locations, there is no structural measures to</i>	No structural measures put in place yet.	<i>0</i>	<i>3,090m of vulnerable coastlines are protected by a</i>	Contract to undertake capital works is expected to be signed in Feb 2022 and construction is expected to begin in Q2 2022.

	<i>mitigate the risk of wave over-topping or coastal inundation events</i>	Final detailed designs for the coastal protection for vulnerable coastlines in Nanumea (capturing final revisions) and Nanumaga and the reclamation for Funafuti have been completed.		<i>coastal defence measure:</i>	
<i>The area of reclaimed land in Funafuti</i>	<i>2.85 ha In Funafuti, 2.85 ha of land has been reclaimed by the Government</i>	<p>2.85 ha (QEII Park) of land has been reclaimed in Funafuti by GoT.</p> <p>GoT consent regarding design elevation for the Funafuti reclamation and the modelling output for the deep-water shore has been granted.</p> <p>Public notification (under AGO guidance) has been completed twice.</p> <p>The procurement process for the construction company to implement capital works is nearing completion. The RFP has captured the elevation criteria mentioned above for Funafuti.</p>	<i>2.85 ha of land has been reclaimed in Funafuti</i>	<i>7.85 ha of additional land reclaimed in Funafuti</i>	Contract to undertake capital works is expected to be signed in Feb 2022 and construction is expected to begin in Q2 2022.
<i>Knowledge about gender-differentiated impact of coastal protection enhanced</i>	<i>Awareness about gender-differentiated impact of coastal protection is low</i>	<p>Gender Strategy and Action Plan has been updated.</p> <p>The GSAP enhance the understanding of gender-segregated activities outlining ways of raising awareness during community and GoT partners consultations in Funafuti, Nanumaga and Nanumea.</p> <p>In addition, the islands vulnerability assessment data collection process involved differentiated response by gender which has been incorporated in the subsequent reports.</p> <p>The data collection was completed in 2018 and validation for consultation was completed in 2021.</p> <p>The two ESIA's considered gender as specific sections, including gender-disaggregated data baselines and differentiated</p>	<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>	National/Regional Forum is planned for 2023.

		impacts of the coastal protection measures.			
<b>Output 3. A sustainable financing mechanism established for long-term adaptation efforts</b>					
<i>Adaptation actions financed and implemented from island level plans</i>	<i>To date, no adaptation action has been implemented based on Island Strategic Plans</i>	<p>No adaptation priority actions financed.</p> <p>TCAP support on ISP development under DLG responsibility has been finalised with 8 ISPs now produced and reviewed by DLG.</p> <p>Trainings on ISP review and formulation for DLG trainers then all islands have been completed by DLG:</p> <ul style="list-style-type: none"> <li>• Falekaupule elected members and Kaupule staff induction on roles and responsibilities, adaptation priorities, decision making, communication,</li> <li>• Monitoring, reporting, and meeting management systems,</li> <li>• Annual development plan and budget,</li> <li>• Accounts, payroll finance management,</li> <li>• Etc.</li> </ul> <p>Including special efforts on climate financing for Nanumea, Nanumaga and Funafuti:</p> <ul style="list-style-type: none"> <li>• LoCAL PBCRSG system rationales, roles, and components,</li> <li>• Performances measures and annual assessments, and</li> <li>• Reporting templates.</li> </ul>	<i>All islands have an ISP with specific budgets for development priorities</i>	<i>At least 16 adaptation priority actions (two in each island), outlined in ISPs, are financed by either domestic or external resources and executed</i>	<p>Adaptation priority actions to be implemented once the implementation mechanism can resume.</p> <p>ISP development cycle is 4 year. All 2020/21 ISPs supported by DLG is completed. Next round of ISPs is due 2024/25. ISP formulation is under DLG responsibilities, TCAP to support.</p> <p>2 additional trainings of trainers have been prepared and have been scheduled for Q1 2022:</p> <ul style="list-style-type: none"> <li>• Incorporating “Climate Change Adaptation and Disaster Risk Reduction Mainstreaming”, including coastal management into ISPs, and</li> <li>• “Kaupule Integrated Planning and Reporting Framework”.</li> </ul> <p>DLG will then draw a plan of action for trainers to outreach all Kaupule members and to incorporate new tasks into the LGOs’ ToR before the 2024 new ISP formulation.</p>
<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>	<p>A Gender Strategy and Action Plan (GSAP) was developed after community consultations and training workshops in Funafuti, Nanumea and Nanumaga, and has been updated in 2021.</p> <p>TCAP gender related articles and short stories have been published and shared</p>	<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>	<p>Trainings of trainers “Community Scorecards” have been prepared is organised for Q1 2022.</p> <p>Training materials for trainers’ workshop on “Participatory Video” still need to be prepared, including ToR for international and national consultants to assist under DLG, and scheduled for 2022.</p>

		<p>through TCAP quarterly newsletters.</p> <p>The Stakeholder Engagement Plan (SEP) has been updated to maintain, confirm and increase TCAP engagement with the Government, the stakeholder and partnering Departments' and Kaupules' staff, and the community of Nanumea, Nanumaga and Funafuti, and to further outreach target beneficiaries, women in particular, the public at large and the professionals in the coastal protection theme.</p> <p>The current recruitment of TCAP island community facilitators will increase and support this engagement during the 2022 construction of the coastal measures in the outer islands.</p>			<p>These initiatives will reflect on culturally appropriate ways to increase / establish women's leadership in island level governance.</p> <p>Supported by TCAP, DLG will draw a plan of action for trainers to outreach all Kaupule members and incorporate the tools into the LGOs' processes and practices to support the 2022 ISP mid-term review and the 2024 new ISP formulation.</p> <p>SEP (+GRM), CSAP and GSAP will continue to evolve as they are implemented, reviewed, and updated to meet projects evolving needs.</p>
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## 2.5 REPORT ON CHANGES DURING IMPLEMENTATION (include actual and expected changes)

While PMU structure (approved by TCAP Board and UNDP Management in 7<sup>th</sup> Board meeting) has been enhanced in 2021 to include additional support such as CTA Operations and expanded national technical support staff to meet with the growing needs of project management and implementation (capacity development support, safeguards and works supervision, community facilitation), the PMU was restructured in response of the IE recommendations. The restructure replaced the in-country CTA Operations by an in-country UNDP International Project Coordinator, and transfer some of the finance management and procurement tasks previously undertaken by PMU staff in the CO in Fiji to PMU staff in the TCAP office in Tuvalu under supervision and a rigorous capacity building support from the CO and UNDP International Project Coordinator. The PMU team will also be supported during the construction of the coastal measures by additional international expertise i.e. works supervision, gender specialist in addition to the current CTA technical, engineer(s) and safeguards specialists. The restructure was approved in the 7<sup>th</sup> Board meeting on 6<sup>th</sup> December 2021 (Attachment 9) and international Project Coordinator has been recruited and expected to commence duties from 4<sup>th</sup> January 2022 remotely from Fiji until flight for Tuvalu is confirmed.

Following the IE report (Attachment 6) and recommendations and management response, on August 9<sup>th</sup> Board meeting (attachment 8) has approved the following updates in the logframe. As previously mentioned above the three main changes are:

- ISP development cycle is 4 year. All 2020/21 ISPs supported by DLG are completed. Next round of ISPs is due 2024/25 which falls after the end of the project cycle. Consequently, the target of 2 cycles of ISP will not be fulfilled, but TCAP has taken some adaptive steps to support and contribute to the DLG mid-term review of all ISP in 2022.
- The IE recommendation #14 notes that there is a discrepancy in the number of students as presented in the Inception Report (Section 1.4, para ii) between the section H of the FP (target = 18) and the FAA budget notes (target = 6) which is the correct one i.e. The target for Output 1 should have been 12, comprising 6 supported through the scholarship program (sub-activity 1.2.2) and 6 supported through the employment opportunities (sub-activity 1.2.3).
- Programming sub-activities 1.1.1, 2.1.4 and 2.2.3, instead of beach profiling island workers, TCAP will develop 9 island GIS projects initially formulated and trained by SPC's GEM Division, then engage DLS to monitor, process and synthesis data, and report coastal changes. Board meeting of August 9<sup>th</sup> (attachment 8) has approved DLS to be a new Responsible Party for TCAP to facilitate a LoA.

Following these changes, and as recommended by the IE, the project M&E framework has been expanded (commenting / updating assumptions, detailing and adding indicators, describing activities and deliverables, presenting data source, collection methods, frequency, responsibility, and means of verification. Simple M&E tracking tables have been created and filled with all information from the start of the project related to consultations, trainings, communication, events (external and internal), scholarships, complaints. The information collected has (i) allowed to conduct some case studies and lessons learnt exercises, and (ii) supported / facilitated in return two detailed activity-based work plan AWP/MYWP workshops (mid-term and end of the year) and the preparation of this APR.

Adaptive management (refer to NTF [Attachment 6]) measures have been undertaken under Output 3 considering changes during implementation. Firstly, the intended vehicle to deliver the planned \$3.5 million as a financing mechanism to provide support to Kaupules for immediate and urgent post-disaster needs of recovery and resilience revealed risks to UNDP and GCF when a required independent due diligence assessment was undertaken in 2020. Secondly, following TC Tino January 2020 some shoreline damage accrued to the TCAP target shore in Nanumea. Following discussions with GoT, a proposal was presented and endorsed by the Project Board in November 2020 whereby:

1. Support to building the capacity of the TSF in order for the fund to become operational
2. Support to implementing adaptive measures to enhance the adaptive capacity of the coastal zones in Nanumea following the aftermath of TC to help harmonise post disaster recovery with adaptation strategy.

These changes have been communicated to the GCF Secretariat via NTF in December 2021.

## 2.6 IMPLEMENTATION CHALLENGES AND LESSONS LEARNED

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

Challenge encountered	Type <sup>13</sup>	Measures adopted	Impact on the project implementation <sup>14</sup>	Lessons learned and Other Remarks
<p>CoVID-19 Pandemic situations and restrictions (Tuvalu declared a strict state of emergency from 21<sup>st</sup> March 2020 to end of 2022) to international travel and local travel</p>	<p>Implementation</p>	<ul style="list-style-type: none"> <li>External and international expertise contracts amended to telecommuting contract agreement.</li> <li>Focus on all activities not requiring field presence (see procurement below) and/or on desktop activities.</li> <li>Alternative online studies whereas possible.</li> <li>Emphasis on project virtual communication (as per TCAP Communication Strategy --and plan. For example, TCAP Project Board meeting held virtually in August and December 2021).</li> <li>Addition of a satellite dish new internet connection.</li> <li>Before or after business working hours for communication (due to better internet connection and to various timeline e.g. Australia, South Africa, Bangkok, England, New York, and Malaysia).</li> <li>Weekly PMU coordination, weekly project dashboard, monthly TCAP/UNDP townhall virtual meetings.</li> </ul>	<p>High</p>	<p>The importance of having communication strategy and in-country personnel in place (which was the case under TCAP).</p> <p>TCAP is not solely vulnerable due to its remote location and exposure to climate risks but under the pandemic restrictions has continuously pre-empted future activities' constraints and "planned for the worst".</p> <p>The structure of the TCAP share point has been reviewed and changed and is continually being populated</p>
<p>Major procurement process for the coastal engineered measures in Output 2</p>	<p>Procurement</p>	<ul style="list-style-type: none"> <li>An arrangement was made with UNDP's specialist procurement unit (Procurement Support Unit - PSU). The process to arrive at the PSU solution took near 4 months, then another 2 months to prepare and obtain delegation of authority and budget approval.</li> <li>The procurement process method selected for the infrastructure work and submitted to the UN Advisory Committee on Procurement for approval included substantive pre-contract award dialogue with the two top-ranking companies selected for TCAP to be thoroughly convinced of the methods and approaches of the top ranked bidding companies. This also added significant time to the procurement process but was considered a necessary trade off and ultimately</li> </ul>	<p>High</p>	<p>The Tuvalu wet season (higher likelihood of cyclones) starts approximately in September/ October and lasts about 5 to 6 months. Companies may potentially wish to avoid nearshore work during this season and thus the start of capital works in Q2 2022.</p> <p>It's worth noting the logistic challenge of landing equipment on the outer islands cannot be underestimated as there is no anchorage, no wharf, no port, no lagoon entrance adequate for larger vessels. Landing equipment can only be achieved via small tender boats or, if very calm sea conditions prevail, a landing craft can approach the island's reef edge.</p>

		<p>reduced risk to TCAP.</p> <ul style="list-style-type: none"> <li>• The expertise of another maritime procurement specialist was added to complete this complex procurement process.</li> <li>• An arrangement has been made with PSU to manage to costal measure contract once signed.</li> <li>• The addition of the expertise of an in-country international Works Supervisor is being completed.</li> <li>• Challenges associated with the need to release 2 disbursements (5 and 6) in order for UNDP to be able to sign the contract for these construction works have been communicate to the Secretariat in December 2021 with requests to resolve these issues before contract signature in end of Feb/early March 2022</li> </ul>		
<p><i>Weather: Sea transport is subject to seasonal / daily weather patterns, which caused delays in travelling to outer islands. Sea transport is also unreliable as very dependant of the state of the vessels and the availability of their captains</i></p>	<p><i>Implementation</i></p>	<ul style="list-style-type: none"> <li>• Limited options if not coordinated and planned forward with current sea operators.</li> <li>• With only one ferry operational, the private chartering option remains unfortunately very prohibitive for a small crew.</li> <li>• Good weather monitoring and planning to ensure that critical works are consolidated within the non-hurricane season.</li> <li>• A Project Cash in Hand (PCH) since July 2022 avoids payment delays when short notice opportunities arise with sea operators.</li> </ul>	<p><i>High</i></p>	<p>Coordination and forward planning with the sea operators as seasonal cycles such as ENSO (el Niño or la Niña) have a significant and unpredictable bearing on the length of wet season, storm incidence and sea conditions.</p>
<p><i>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></p>	<p><i>Political</i></p>	<ul style="list-style-type: none"> <li>• Continued dialogue (formal and informal) and sharing of information has been a permanent feature of the TCAP management staff this year, with a view to reach consensus between all parties. A Communication officer and a specialist were recruited and have developed last year a Communications Strategy and Action Plan to better socialise the project's objectives and approaches with the public. This CSAP is updated on a quarterly basis. The Project's Stakeholder Engagement</li> </ul>	<p><i>Moderate</i></p>	<p>The project still needs to maintain its technical visibility at all fronts especially with government partners and stakeholders, community, and political leaders to raise the level of appreciation and understanding of TCAP</p>

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

<sup>14</sup> Minor/Solved; Moderate; High.

		Plan ensures regular coordination and communication with all project stakeholders to improve visibility and improve informed decision making. The SEP prepared		
<i>Delays in procurement and finance management</i>	<i>Implementation</i>	<ul style="list-style-type: none"> <li>• IE Report reported findings on delays related to procurement and finance management which the UNDP Management acted upon to propose a restructure of the TCAP PMU that was presented and approved by the Project Board in 2021. This saw a series of decision being taken to improve the procurement and finance management. Thus, the Procurement Associate position in Fiji was abolished and UNDP engaged its Procurement Support Unit in Malaysia via a Service Delivery Agreement for a dedicated procurement and operational support and capacity development support to local staff in Tuvalu, which include a major construction procurement case. The finance Associate and Deputy Project Manager positions based in Suva, Fiji were abolished and capacity enhanced with the recruitment of a strong UNDP experienced International Project Coordinator based in Funafuti instead.</li> </ul>	<i>Minor / Solved</i>	<i>The strong PMU coordination is required to ensure financial and procurement cases are actioned on time. The entire PMU being based in Funafuti working closely with the Government, in closer proximity to the project sites and with stronger operational capacities are expected to improve performance in the area of procurement and finance management. Introduction of procurement plans would ease to monitor procurements and payment tracksheets will enable to follow up on payments to be processed on timely manner. A financial monitoring tool is required to be developed to control and monitor the expenditures against annual budget with introduction of management tools. Capacity development will also be prime focus to have capacities of staff developed and knowledge updated.</i>

## 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)*

The two ESAs prepared for proposed works (one for Funafuti and one for Nanumea and Nanumaga) have been publicly disclosed as per GoT, UNDP and GCF requirements. Public comments were invited on the ESAs as part of the disclosure process. The project ESMP (attachment 4) has been reviewed and updated to reflect the findings of the ESAs. The updated ESMP has been disclosed.

The project SESP has been reviewed and risks reassessed to determine if there has been any change to the project risk categorisation. It was determined that there has been no change to the project risk categorisation.

A Stakeholder Engagement Plan and Grievance Redress Mechanism (SEP+GRM) has been prepared to supplement the existing approved Project Communication Strategy. The SEP+GRM contains two stakeholder engagement plans (one for Funafuti and one for Nanumaga and Nanumea) to provide a schedule of engagement activities and who is responsible for their delivery. A number of stakeholder engagement activities were undertaken during the reporting period.

The SEP+GRM also contains the GRM for the project, which has been operationalised, including the formation of a Grievance Redress Committee. The SEP+GRM has been publicly disclosed.



A Gender Strategy and Action Plan (GSAP) has been prepared. The GSAP has been publicly disclosed. The GSAP is being operationalised.

Applicable laws and regulations/conditions and covenants	Status of compliance
<p>Amended FAA Clause 8.01 Clause 2.01 (c) New paragraphs (c) and (d) to Clause 8.01 (of the original FAA) are added to read as follows:</p> <p>Clause 8.01 (c) Conditions precedent to fourth disbursement: (i) Delivery by the Accredited Entity to the Fund of:</p> <p>(4) the full and complete environmental and social impact assessment and updated environmental and social management plan, which shall have been disclosed in accordance with the Information Disclosure Policy and within the period for disclosure provided in such policy, which shall be counted in advance of the date in which the fourth Disbursement of GCF Proceeds is expected to be made.</p>	<p>(4) Fully Compliant - ESIA's disclosed from December 2020 (documents remain available online). ESIA's approved by DoE March 2021.</p> <p>Two updates of the ESMP disclosed on the TCAP website/UNDP portal (May and September 2021). There is ESMP for the whole project. The ESMP makes it clear that construction ESMPs (C-ESMPs) will be prepared once the constructor is onboard and proposed construction techniques, equipment etc are known. The C-ESMPs will be collaboratively developed with the contractor.</p>
<p>FAA Clause 9.02 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) (Amended FAA) Prior to commencement of any construction activity under Output 2 (as described in Schedule 1), review and submit to the Fund an updated Environmental and Social Management Plan, based on the site-specific assessments [. . .]</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>(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.</p>	<p>(a) Fully Compliant - Site specific assessments undertaken as part of ESIA's – one for Funafuti and one for Nanumea and Nanumaga. Construction works are yet to commence.</p> <p>(b) Fully Compliant - Project ESMP has been updated, based on ESIA's, and disclosed</p> <p>(d) Fully Compliant - The land in which the project will be carried out is government-owned. Letters from the island communities regarding the works sites and relevant permissions were granted. In the case that private-owned land will need to be used by the project, letters of consent (or other agreements, as appropriate under UNDP's Social and Environmental Standards) will be sought prior to the start of any activities, and the activity will not be implemented if consent is not granted. [. . .]</p> <p>(f) Fully Compliant - ESIA's have been undertaken and approved by GoT. The approval process included public disclosure and comment period. The project ESMP has been updated and disclosed. The Stakeholder Engagement Plan (SEP) has been updated (July 2021) and disclosed on the TCAP website. The SEP includes a Grievance Redress Mechanism, which has been implemented – including the formation of a grievance redress committee. A Gender Strategy and Action Plan has been prepared (July 2021) and disclosed on the TCAP website.</p>

	Safeguard documents (ESIAs, ESMP, SEP/GRM, and GSAP) have been included as part of tender packages for construction contractors. As part of Contractor assessment, contractors were required to demonstrate how they will comply with safeguard requirements.
<p>Environment Protection Act 2008 and related laws:</p> <ul style="list-style-type: none"> <li>• Environment Protection (Environmental Impact Assessment) Amendment Regulations 2017</li> <li>• Environment Protection (Litter and Waste Control) Regulations 2013</li> <li>• Conservation Areas Act 2008</li> <li>• Waste Management and Services Act 2009</li> <li>• Native Lands Act 2008</li> <li>• Neglected Lands Act 2008</li> <li>• Lands Code 2008</li> <li>• Waste Operations &amp; Services Act 2009</li> <li>• Disaster Risk Management Plan Act</li> <li>• National Building Code of Tuvalu 1990</li> <li>• Kaupule of Funafuti Conservation Area Order 1999</li> <li>• Marine Pollution Act</li> <li>• Wildlife Conservation Act 2008</li> <li>• Mineral Development Licensing Act 2008</li> </ul>	<p>Fully Compliant - 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. The ESIAs made environmental and social management recommendations to minimise impacts and enable compliance with Tuvaluan law. These recommendations have been incorporated into the project ESMP.</p> <p>Conservation Areas Act 2008 is being complied with – the project has avoided activities within declared conservation zones.</p> <p>Other laws will be activated/triggered when construction starts.</p>

(1) 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
DoE approval of DAs.	Submission of ESIAs in support of project DAs	None	Final ESIAs submitted to GCF in Nov 2021 (FAA condition for 4th disbursement) and <u>do not require any further action other than acknowledgement that condition met to allow disbursement.</u>
Disclosure of ESIAs	GoT notice board TCAP website UNDP website UNDP transparency portal	None	No pending issues
Notification of the proposed Reclamation in Funafuti	GoT notice board Tuvalu radio broadcast (in English and in Tuvaluan)	None	No pending issues
Review and updating of project level ESMP, based on outcomes of ESIAs	SESP completed ESMP updated and approved. Draft Compliance Monitoring Checklists prepared as a tool for TCAP.	Construction yet to commence.	Updated ESMP submitted to GCF on Nov 2021 (FAA condition for 4th disbursement) and <u>do not require any further action other than acknowledgement that condition met to allow disbursement.</u>
Disclosure of ESMP	TCAP website UNDP website	None	No pending issues

	UNDP transparency portal		
Stakeholder Engagement Plan prepared to augment existing communications and consultation programmes	SEP (+GRM) updated and approved Recruitment of 2 national island community Facilitators and safeguards and works Supervisor	None	Board meeting, August 9th: Any issues related to land ownership to be first brought to TCAP board attention (i.e. not to be decided by GRM committee). <u>AE is part of the Project Board and therefore will monitor any issues that arise (as well as through the GRM process).</u>
Formalisation of the GRM to include a project GRM committee	Idem GRM incorporated into SEP as an appendix. The integration provides more holistic approach to stakeholder engagement	Transparency and process for managing complaints put in place. Community representation positions on GRM committee.	Production of 1 page brochure on GRM (in both English and Tuvaluan) Training of GRM committee. AE is required to review and approve the brochure. No action from GCF required
Update of GSAP and CSAP	Communication and gender plans implemented	Additional support required by the addition of a international gender specialist	Additional PMU staff support and training. <u>No action from GCF required</u>

(2) 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
Partner Agencies: • Trainings • Reports • Data	August, BM#6  December, BM#7	2021 APR ESMP SEP +GRM GSAP CSAP IE IE management response	All updated plans reviewed, commented, and approved  TCAP logframe update M&E framework PMU national technical support  PMU restructure

<p>Government, Partners, Stakeholders, Community and Beneficiaries consultations*:</p> <p>(*not mentioning the numerous formal and informal individual and small group meetings)</p>	<p>Board meetings: 6- 9th August 2021 7- 6th December 2021</p> <p>Funafuti, March</p> <p>Nukufetau, April/May</p> <p>Funafuti, June</p> <p>Nanumea &amp; Nanumaga, June</p> <p>Nanumea &amp; Nanumaga, September</p>	<p>GoT CAUCUS meeting on TCAP investment works</p> <p>ISP formulation: Planning and budgeting framework, Tracking and monitoring, CCA integration and gender mainstreaming</p> <p>Kaupule meeting on reclamation Funafuti detailed designs</p> <p>Kaupule and community consultation on detailed designs Formal Falekaupule and Kaupule approvals Priority needs for works BTB, &amp; RTB footprint, sand deposit, boat access ramp survey</p> <p>Falekaupule, Kaupule and community meeting on provisional works requirements Landowners/users consultation and interviews BTB footprint asset survey</p>	<p>The final designs have been presented to and approved by Nanumea and Nanumaga communities, and Funafuti stakeholders.</p> <p>Works related priority needs have been identified with GoT departments and Kaupules.</p> <p>BTB footprint assets have been identified with landowners in Nanumea and Nanumaga, and boat owners in Funafuti</p> <p>Nukufetau ISP finalised and launched</p>
<p>Development professionals:</p> <ul style="list-style-type: none"> <li>• Visibility at conferences and events</li> <li>• Dissemination of case studies</li> <li>• Project Implementation</li> <li>• Video</li> </ul>	<p>Weekly Monthly Quarterly</p> <p>January, PMU Suva</p> <p>February, PMU Funafuti</p> <p>June, PMU Funafuti</p> <p>October, PMU Funafuti</p> <p>February, online</p>	<p>Flyover 3D virtual videos for Funafuti, Nanumea and Nanumaga</p> <p>PMU coordination meeting UNDP/PMU support meeting QPR</p> <p>Staff training: PMU roles and responsibilities PMU roles and responsibilities, detailed activity-based planning M&amp;E</p> <p>2022 detailed activity-based planning, M&amp;E and reporting</p> <p>Agency security focal point</p> <p>Mailchimp</p>	<p>Support GoT with flyover 3D virtual video for Funafuti reclamation master plan</p> <p>2021 AWP/MYWP update</p> <p>Project M&amp;E framework and tracking tables 2022 AWP/MYWP M&amp;E tables, QPR APR</p>

	<p>March, online</p> <p>May, online</p> <p>March, Funafuti convention centre</p> <p>May, idem</p> <p>April, idem</p> <p>September, idem</p>	<p>Website user guide HACT</p> <p>Tuvalu IVA validation (by IISD): socio-economic</p> <p>Minamata convention on Mercury</p> <p>Food systems summit 2021</p> <p>National consultation on climate change</p>	<p>TCAP website</p> <p>LoAs</p> <p>Collaboration with TCAP/SPC IVA work: bio-physical</p> <p>Project exposure and learning</p>
<p>Promotion: Distribution of Information, Education and Communication (IEC) materials</p>	<p>April, Nukufetau primary school</p> <p>November, Climate change week, Funafuti</p> <p>June, Environment Day, Funafuti</p>	<p>Project visibility IEC materials</p> <p>Project raising awareness IEC materials</p> <p>Project raising awareness Song competition IEC materials</p>	
<p>Local and regional media:</p> <ul style="list-style-type: none"> <li>• Building media contacts and relationships</li> <li>• Press releases</li> <li>• Interviews</li> <li>• Facebook Post</li> <li>• Twitter</li> </ul>	<p>Tuvalu media Team UNDP media Team TCAP communication officer and specialist</p> <p>11 Articles Quarterly newsletters</p> <p>8 interviews with Tuvalu media Team</p> <p>67 Posts on TCAP Facebook page</p> <p>66 tweets made via TCAP Twitter page</p>	<p>Readers, audience and subscribers in Tuvalu and overseas</p>	<p>Project implementation updates, awareness and information on outputs described above</p>

(3) Implementation of the grievance redress mechanism

(i) description of issues/complaints received during the reporting period	(ii) status of addressing issues/complaints
A TCAP Scholarship Recipient complaint of the delays in the payment for his tuition fees for Semester 1 which could potentially affect continuation of his studies.	TCAP Procurement officer acknowledge email and after the invoice was submitted indicating the cost of the whole programme payment was completed. Issues has been resolved.
Mulitefala Resort, complaint on the late payment for TCAP retreat that was held in March 2021	The Programme Manager gave assurance and handled the situation. He further directed finance team to prioritise this payment. The payment was delayed due to unforeseen circumstances. This payment has been processed and received into Vendor Bank Account in April 2021. Issue has been resolved.
A TCAP Scholarship Recipient complaint of the delays in the payment for his tuition fees for	Procurement Officer acknowledge email and followed up with finance Associate. The payment had been made for Term 1 however it was not the actual amount as it was processed in AUD instead of USD. Further



Semester 2 which could potentially affect continuation of his studies.	discussion and guarantees with the Institution allowed continuation of the studies and payment for Term 2 was also made in May 2021. Issue has been resolved.	
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#### 4.2 GENDER ACTION PLAN

The TCAP GSAP (attachment 7) has been updated in 2021 based on the gender recommendations that emerge from (i) the gender assessment and analysis undertaken at the project formulation phase in 2016, (ii) the gender consultations in 2019, and (iii) the 2021 update of the gender analysis for Tuvalu. Whilst a broad spectrum of gender recommendations was highlighted in these assessments, the updated GSAP selected recommendations that syncs with the project outputs and activities and long-term contribution to gender mainstreaming in coastal adaptation.

##### 4.2.1 Progress on implementing the project-level gender action plan submitted with the funding proposal.

Activities/actions	Indicators	Baseline	Targets, including sex-disaggregated targets	Budget	Report on annual progress
<b>1.1.1</b> Gender balance in coastal protection training for GoT staff protection infrastructure	Number of women who participated in the SPC technical training	Limited capacity of women in technical matters	All women in relevant positions participated in the training	\$680,000 as part of SPC LoA budget & workplan	Training delayed starting Q1 2022 subjected release of Covid 19 travel restrictions
<b>1.1.2</b> GoT sector-based training for climate change and gender mainstreaming	Number of GoT staff and CSO members trained in Gender mainstreaming  Up-skilling of project staff in gender mainstreaming	Limited progress in operationalising gender mainstreaming at sectoral level for resilient coastal monitoring	5 GoT Departments (DoE, CCD, DLG, DLS and PWD) trained in gender mainstreaming	12,500 included in above	Training delayed starting Q1 2022 subjected release of Covid 19 travel restrictions
<b>1.1.3</b> Training for TCAP and partners on use & understanding of gender differentiated data	Number of project staff trained in GCF gender requirements, in gender disaggregated data recording, and applying it to project gender monitoring	Limited awareness on value of gender disaggregated data recording	All operational staff trained	Also part of SPC's contract + \$20,000	New strategy envisaged to make it more effective in 2022 (see below) including recruitment of Gender specialist
<b>1.1.4</b> Selection of island level coastal monitoring workers include women and youth	% of women trained in monitoring of coastal adaptation investments	Limited training opportunities for women in the outer islands	50% of people trained in monitoring of coastal adaptation investments are females	\$20,000 (also part of SPC LoA)	Civil contract due to start Q2 2022
<b>1.2.1</b> Provision of scholarship for both women and men	% of female applicants % of female students	Lack of human capacity in technical fields	50% scholarship recipients who successfully completed their studies are female	\$770,000	2 women selected out of 8 students so far.
<b>1.2.2</b> Awareness raising of young boys and girls on coastal protection and CCA through women teachers in primary schools	Number of primary schoolteachers attend workshops on CCA in the project target islands	Limited awareness of boys and girls on coastal protection	At least 5 teachers in Nanumea, 5 in Nanumaga and 10 in Funafuti attend CCA awareness workshops	\$45,000	Youth representatives, Fetuvalu high school (Funafuti) and 5 primary school targeted so far in Funafuti (2), Nanumea and Nukufetau

	Number of school children involved in coastal protection and climate change awareness activities in the project target islands		At least 3 primary schools in project target areas		Song and poem competitions  UN75, Climate day, Children day, Environment day
<b>2.1.1</b> Gender balance in assessment teams/ facilitators	% of women in assessment team	Limited participation of women in technical matters and in decision making processes	50% women in assessment teams	Completed by SPC	The technical leads for the SPC run ESIA's were both women (100%). Likewise, the technical lead for the IVA was a woman (50%)
<b>2.1.2</b> Participatory processes and guidelines include appropriate timing, location, and context for men and women participation	% of women in assessment consultation meetings	Traditional decision-making processes tend to be patriarchal	50% women in assessment consultation meetings	Completed	So far 6 consultation visits in each of the 3 islands of Nanumea, Nanumaga and Funafuti for final technical designs and approvals. ESIA assessments and validation have adopted inclusive processes and specific meetings with women, youth, and disability people. Women representation was 55%  The GRM has been formalised which highlights safeguards in women safety during construction of TCAP coastal protection measures
<b>2.2.1a</b> Recruitment of unskilled labour on project sites be gender sensitive and both men and women treated fairly	Number of unskilled works employed and nature of employment	Limited jobs for unskilled labour in Funafuti and other islands	6 unskilled workers employed by the TCAP contractor are female field workers and service providers	To be delivered under civil contract	Civil contract due to start Q2 2022
<b>2.2.1b</b> Selection of island level coastal monitoring workers include women and youth	% of women engaged in monitoring of coastal adaptation investments	Limited economic opportunities for women in the outer islands	50% of people engaged in monitoring of coastal adaptation investments are females	To be delivered under civil contract	Civil contract due to start Q2 2022
<b>2.2.2</b> Final technical report includes gender differentiated impact and results	The final technical report is reporting on project gender differentiated impacts	Limited gender awareness	The final technical report is reporting on project gender differentiated impacts	30,000	To be implemented at time of final report in 2023



shared at a regional and national level	Results shared at national and regional level		Results shared at national and regional level		
<b>3.1.1</b> Monitor Women's participation in ISP planning processes	% of women in ISP development and planning sessions	Traditional governance at local level is predominantly patriarchal	50 % of ISP development and planning session participants are women	N/A	Out of a total of 548 participants in the ISP planning processes, 35% were women  ISPs development as such is outside of project responsibility. Hence the objective is to monitor DLG activities and learn from the processes to nourish a reflection and design new governance mechanisms (see 3.1.4 below)
<b>3.1.2</b> Team supporting ISP development includes a woman	Presence of a woman in ISP support team	Limited participation from women and youths	At least one woman in ISP development support team	\$200,000 (DLG LOA)	Recruitment of TCAP Island community facilitators for Nanumea and Nanumaga (depending on qualified female candidates) is underway and expected to be completed in Q1 2022.
<b>3.1.3</b> Training of trainers (ToT) for Kaupules, women, youths, and marginalised groups to integrate climate change risks into ISPs	% of women in the ToT	Limited capacity of marginalized groups to meaningfully participate in ISPs	50% of trainers are women.	LoA DLG \$150,000	Delayed to Q1 2022  Recruitment of TCAP Capacity development support officer for all Output 3 activities (depending on qualified female candidates)
<b>3.1.4</b> Analysis of women's leadership in island level governance and identification / recommendations of methods to increase / establish women's leadership	Number and role of women in each Kaupules	Limited representation of women at local governance level	Increase in gender equality at island level governance	LoA #2 DLG TBA	Scheduled for 2022 as part of the DLG mid-term review of ISP processes and tools (SOPs) Including recruitment of international and national ISP support short term consultants
<b>3.2.1</b> Training of trainers (ToT) to use tools to monitor and assess the performance of island councils	Number of women in the "scorecards" ToT	Presently no monitoring mechanism	50% of trainers are women	LoA DLG \$150,000	Delayed to Q1 2022 Recruitment of TCAP Capacity development support officer
	Number of women in the "Participatory Video" ToT		50% of trainers are women	\$50,000	Scheduled for 2022 Including recruitment of international and

					national "Participatory Video" support short term consultants
<b>3.2.2</b> Training of Kaupule members, women, youths, and marginalised groups on using tools such as community scorecards and participatory video to monitor and assess the performance of island councils in project target islands	Number of women trained in participatory scorecard and video methods	Presently no monitoring mechanism	1 training in scorecards and participatory video conducted in each project site involving at least 2 women per project site	See above	See above Recruitment of TCAP Capacity development support officer Recruitment of TCAP island community facilitators  The recruitment currently is underway and expected to be completed in Q1 2022.
<b>3.2.3</b> Women will take on responsibilities to use tools to monitor and assess the performance of island councils such as community scorecards and participatory video.	Number of women participating in and monitoring ISP activities	Limited responsibilities for women at local governance	50 % of ISP activities monitoring and evaluation participants are women	DLG  \$36,000	Scheduled for 2022 as part of the DLG mid-term review of ISP processes and tools (SOPs)  Recruitment of TCAP island community facilitators

#### 4.3 PLANNED ACTIVITIES ON ENVIRONMENTAL AND SOCIAL SAFEGUARDS

Based on the 2021 updated ESMP and under the guidance of the Safeguards Specialist the following safeguards activities will be undertaken within the next reporting period:

- Guide the full operationalisation of the GRM Prepare a brochure on the GRM for public distribution. Train the Grievance Redress Committee.
- Operationalise the Risk Register -- to be reviewed monthly and reported to Board meetings twice a year.
- Review of Contractor Construction-ESMPs and any sub-plans (for specific works e.g. dredging, vegetation clearing, BTB construction etc.). The ESMP will be updated including C-ESMPs as sub-plans.
- Develop an induction package for project workers to raise awareness of environmental and social issues and highlight the requirements of the ESMPs and their obligations with respect to safeguards. Induction package will include cultural familiarisation and Code of Conduct.
- Confirm prior commencement of construction that the management measures comply with the Compliance Monitoring Checklists (and time frame) of the ESIA. The compliance checklist arises out of the ESIA as a tool for the project to check compliance against ESMP.
- Mentor, train and support all TCAP staff particularly new national recruitments: Capacity development support officer, Safeguards and works supervisor, island community facilitators.
- Contribute with (international) Works Supervisor and Engineer to the coastal protection measure construction supervision and reporting.

The project monitoring and evaluation framework has been updated to reflect the updated plans, and the activities are reported in the M&E system. Refer to section 4.1.5 which describes implementation of the Stakeholder Engagement Plan.

#### 4.4 PLANNED ACTIVITIES ON GENDER ELEMENTS

As per the 2021 updated GSAP, TCAP proposes the following actions in 2022:

- At the Government and sectoral area level, equal opportunity will be offered to (i) female staff to participate in training (now scheduled for Q1 2022 due to CoVID-19 travel restrictions) on technical matters such as coastal protection and use and understanding of gender differentiated data, and (ii) female students to pursue higher education abroad in coastal development through scholarships.
- A strong emphasis has been placed on training UNDP project staff (current and new positions particularly the island community facilitators) in gender mainstreaming and gender data disaggregation (for studies, assessments, designs, and monitoring), with annual trainings or internal clinics:
  - TCAP Funafuti staff to attend the TCAP SPC training module on gender mainstreaming and monitoring disaggregated data (added to the SPC amended LoA 2021 and scheduled to start in 2022, Output 1),
  - UNDP CO office in Fiji to add gender support and training (links to gender online training or face to face when available internally (i.e. UNDP HR or other UNDP projects) or externally,
  - TCAP Funafuti staff to attend workshops organised by GoT Department of Gender currently supported by DFAT,
- ToR for all TCAP staff to include a gender focus in their specific areas of responsibility i.e. to monitor the gender indicators related to (i) output 1 training activities and scholarships, (ii) output 2 recruitment of workers and (iii) output 3 inclusion of women in island decision making forums.
- Finalise recruitment of a national Capacity Development support officer, and a Gender international specialist.
- To achieve the goals and the works undertaken in output 2 (coastal adaptation measures contract to start in Q2 2022) and output 3 (ISP), the project will also provide on the job training for technical officers (male and female) in design, implementation, and maintenance (project management, environmental controls, monitoring, and community engagement) of coastal protection measures.
- As mentioned above, the contractor for the coastal adaptation measures works to start in Q2 2022 will create income generating equal opportunities, and seek local services provided by women. It will support worker safety through a strong gender focus in the project safeguards and the GRM and ensure fair and equal treatment of unskilled and skilled, female, and male labour in the workplace.
- As mentioned above, DLG continues to progress the central issue of governance at local level and to promote equal participation of women in the decision making at the island council level:
  - The technical skills of women in monitoring and evaluation of island councils using scorecards and participatory videos (trainings delayed to Q1 and Q2 2022 respectively) to assist decision making process will be supported by TCAP.
  - With TCAP support, an analysis and review will be conducted by DLG during its ISP 2022 mid-term review on island level governance and a reflection undertaken in a participatory manner to identify methods to increase / establish women's participation in leadership roles at the local level. A focus will be placed on traditions and on developing methods which are culturally sensitive.

## SECTION 5: ANNEXES

**Annex 1.** Updated [Timetable of Project Implementation](#)

**Annex 2.** Accredited Entity compliance reports (self-assessment reports<sup>15</sup>, report on actions pursuant to Clause 18.02, if applicable<sup>16</sup>).

## SECTION 6: ATTACHMENTS

Attachment 1: [Concept Design Report](#) & [Nanumea Concept Design](#)

Attachment 2: [PMU structure 2022-2024](#)

Attachment 3: Environmental and Social Impact Assessment Reports – [Funafuti](#), [Nanumea & Nanumaga](#)

Attachment 4: [ESMP](#)

Attachment 5: [Note to File on Adaptive Management under Activity 3.1](#)

Attachment 6: [Interim Evaluation Report](#)

Attachment 7: [Gender Strategy and Action Plan \(GSAP\)](#)

Attachment 8: [6<sup>th</sup> TCAP Board Meeting Minutes](#)

Attachment 9: [7<sup>th</sup> TCAP Board Meeting Minutes](#)

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

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

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

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

**Other Attachments (if any).** Such as additional budget-related information, loan repayment schedules to GCF (interest/principal), equity investment schedules, other related reports relevant to the Funded Activity,

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<sup>15</sup> In accordance with the AMA requirement in Clause 13.01 of the Accreditation Master Agreement, with the Fiduciary Principles and Standards, ESS and Gender Policy.

<sup>16</sup> Only applicable to International Accredited Entities. In accordance with the Monitoring and Accountability Framework, a report on its actions carried out or planned to be carried out pursuant to Clause 18.02 of the Accreditation Master Agreement.

statements of capital account, valuation reports, credit guarantee agreements, investor reports, and others, as specified in the relevant legal agreements (e.g. Funded Activity Agreement, Shareholders Agreement)

## ADDITIONAL SECTION: COVID-19 IMPACT

**Please indicate if your project/programme is adversely impacted by the COVID-19 pandemic.**

Yes

**Please choose the severity of overall impact (Description of levels of severity):**

A minor change(s) required: Changes that are not classified as Major changes but requires intervention from GCF.

**Please describe an overall impact on your project/programme by the COVID-19 pandemic (100-word limit).**

Travel to Tuvalu has been impossible since early 2020 as Covid travel restrictions have been complete. Even internal travel by ferry has been disrupted meaning the Funafuti PMU has also struggled to travel to the outer islands. This has had a large impact on planned in-country activities particularly those associated with Output 1 Capacity Building. Selected students have been unable to travel overseas to take up studies, requiring home-based studies. Planned face-to-face capacity building workshops in Funafuti have also been impossible to implement. All are on hold in the hope travel will resume in 2022. Attempts to use remote facilities for some Community based activities have been unsuccessful and overall were deemed unacceptable by the Tuvaluan stakeholders who prefer face to face and correctly indicate that remote communications links are unstable and of routinely poor quality anyway.

Covid risks have also become a major obstacle in Output 2 (Infrastructure Component) contract discussions. There is rolling uncertainty regarding the ability of work crews and Teams to mobilise to Tuvalu. Because the infrastructure component requires the multi-million dollar mobilisation of dredge equipment and significant investment of materials to be pre-fabricated overseas and sent to Tuvalu there is significant risk these mobilisation activities will be implemented but then there is no guarantee of securing scheduled travel into Tuvalu to commence work. These risks are difficult to conclusively negate because the Covid situation is highly variable, the risk of new variants ever present and vaccine uptake / availability in Tuvalu is around 50% nationally. Accepting such risk can only be mitigated by reflection in financial proposals, meaning these open ended risks are potentially being passed to the Project in the financial proposals, which thus far are higher than our total infrastructure budget. Negotiations are ongoing but without certainty regarding, vaccination, the opening of boarders and not to mention negating the same issues during international transfers through Fiji, there is limited scope for improvement.

Covid restrictions have also prevented Suva based and international staff/consultants from visiting Tuvalu for more routine meetings and field reconnaissance and design / engineering work. To the extent possible the Funafuti based PMU has been effective in filling some of these needs and the Project has also fully utilised remotely sensed data to make progress. However, there will always be unforeseen issues without adequate insitu reconnaissance, and we must expect some risks to accrue due to this.

**Please describe details of challenges encountered and corrective/mitigation measures taken.**

Type of Challenges Encountered	Details of the challenges encountered
Field Activities	<p>The overall project objectives, outcomes and outputs remain achievable however some delays have accrued due to Covid 19. Project works under Output 2 (infrastructure) has proceeded largely unhindered because it has been the ESIA, design and community consultation phase (undertaken by TCAP's in-country PMU). However, other areas of the Project which required international travel (e.g. capacity building workshops and training by SPC, students taking up study overseas, site visitation by bidding contractors, etc.) has been largely placed on hold. The Parliament of Tuvalu had declared a State of Emergency and borders remain closed for international travel until the end of November 2021. However, due to the increasing cases related to Omicron Variant in Fiji, the borders have been closed until further notice. No written guarantee regarding entry into Tuvalu has been acquired to date to facilitate the start of anticipated infrastructure work in 2022. Verbal assurances from GoT have been given that work crews and equipment will be allowed entry via sea</p> <p>Such travel restrictions due to COVID-19 are contributing to delays in project implementation in the following areas:</p> <p><b>Output 1:</b></p> <p>All hands-on in-country training that was planned to be implemented in Tuvalu in 2020/2021 has all been on hold. The LoA with SPC, involving the provision of such hands-on trainings had initially been planned for 3 years, ending before the end of the project. As of now, and due to the likely continuity of the border restrictions, the overall duration will likely be reduced to 2.5 years. These are again scheduled for 2022 assuming travel becomes possible.</p> <p>Under the scholarship component, six (6) students were initially enrolled to begin studies in 2020 but due to COVID-19 only one commenced as he was already in Suva, Fiji. Three other students commenced online modalities in 2021. With the presumption that travel restrictions will be lifted at the end of 2021, face to face learning modalities would then be pursued for 2022 assuming travel becomes possible.</p> <p><b>Output 2:</b></p> <p>The final designs for all 3 infrastructure sites (Funafuti, Nanumea, and Nanumaga) including concept design, site assessments (geotechnical, oceanographic, and geomorphological), preliminary BoQ, intensive outreach and consultation process with outer island communities, and ESIA's have been completed.</p> <p><b>Output3:</b></p> <p>The start of the Performance Based Climate Resilience Grant System (PBCRGS) has been delayed. Initially planned in the FP to piggyback on the LoCAL national initiative (on hold because of UNCDF postponing its second stage support due to COVID-19), TCAP is now engaged with its partners to revise the fiscal transfer mechanism provided in the Operation Manual approved in 2019, to ensure that financial needs for island communities adaptation development initiatives are still fully supported, and to commence in 2022. Ability for experts to travel to Tuvalu and work closely with the GoT partners was a hindrance to this process.</p>
Supply Chain	<p>Lockdown and border restrictions may also impact on the mobilization process of the large equipment such as dredgers, tug-boats, etc, which are all critical components of the construction package. Not to mention, the contractor expertise and resource personnel who are all part of the construction works. It is common knowledge that all construction equipment as well as resource personnel will be mobilized from outside of Tuvalu.</p>

	The Government of Tuvalu has been very helpful towards this end, and is on hand to lend its continued support including provision of waivers to allow for ease of entry or access.
Liquidity and Solvency	As discussed above, the risks associated with Covid travel restrictions are being incorporated into the financial bids received for Output 2 works. These additional costs are substantial because of the nature of the large equipment being sent (dredge vessel) and contribute to the higher than anticipated costs of the proposed work. Negotiations are underway now to try and find solutions to this however only certainty of travel can reasonably reduce these risks. Though it may not be relevant at this juncture, a very high financial bid by the bidder may tip the balance on the budget allocation under Output 2.
Project Costs	It is likely that extensions of contracts (including the project management unit) will be required due to the delayed project activities. Travel budgets will also be re-evaluated based on changes in modes and costs of travel and quarantine regulations (when travel restrictions are lifted). A very high financial bid, resulting due to global increase in prices of goods and services including risks by the bidder, may tip the balance on the budget allocation under Output 2.
Financing and Concessionality	<p>Tuvalu is highly dependent on imports and is at risk of disturbances to supply chains which may affect the transportation of essential goods including food, medicine, and fuel. Shipping freight services has reduced and wholesale trade and construction activity are expected to decline. Tuvalu has had some fiscal resilience to economic downturn, with budget surpluses in prior year with adequate financial reserves and financial assets. Development partners will actively support COVID-19 preparedness, response, and recovery in Tuvalu.</p> <p>There is no impact on the co-financing commitments, although disbursement schedules for co-financing have been re-adjusted in line with the schedule for implementation and the breakup of contribution per output for this year is different than previous year. Finally, \$575,000 was budgeted for O&amp;M for output 2 but none has materialized. This will need to start later given that construction has been delayed. Co-finance for O&amp;M for output 2 is expected to kick in in 2022.</p>
Others	<p>The overall progress of TCAP tasks against the GCF Investment Criteria in 2020 has been slower than previously planned or envisaged. However, it is important to acknowledge that major infrastructure plans remain largely on track and the Project is well placed to regain full momentum across all task areas and objectives as soon as it is possible to do so. TCAP has also sought and received provisional agreement from the GoT that once construction contractors are in place that special arrangements for their entry into Tuvalu will be considered to ensure this aspect of the Project is not further delayed.</p> <p>Considering the COVID-19 impacts on implementation, there is a high likelihood that project timelines will need to be adjusted. TCAP/ UNDP is continuously assessing and monitoring the situation in the country.</p>

**Please describe if any support is required from the GCF to address the COVID-19 impact on your project/programme.**

TCAP was restructured in 2019 to incorporate new more appropriate infrastructure designs on all 3 target islands. A substantial amount of work has been undertaken to ensure the geotechnical feasibility, environmental and social acceptability, and effectiveness of these solutions. Discussions with outer island communities and relevant authorities has been exhaustive. Furthermore, TCAP Board and Govt development consent has been given.

Because of the large, sustained effort to achieve this status and the limited time remaining and ongoing Covid situation. It can be anticipated that additional time extensions may be required to complete this work. Likewise, if the Covid situation is not resolved soon and risks mitigated through assurances on sound travel, logistic and crew movements and arrangements, it could be further anticipated that existing Project budget may not be adequate to implement Output 2 as currently designed. Thus, more resources may be required. Please note construction procurement negotiations are underway now and the impact of COVID-19 restrictions and future anticipated risks on the cost will only be seen once negotiations are complete.

