

## Annex 1. Social and Environmental Screening Template

The completed template, which constitutes the Social and Environmental Screening Report, must be included as an annex to the Project Document at the design stage. Note: this template will be converted into an online tool. The online version will guide users through the process and will embed relevant guidance.

### Project Information

Project Information	
1. Project Title	Lebanon Sustainable Low-Emission Transport Systems
2. Project Number (i.e. Atlas project ID, PIMS+)	<b>Atlas Project/Output ID:</b> 00120993, <b>UNDP-GEF PIMS ID number:</b> 6468
3. Location (Global/Region/Country)	Country
4. Project stage (Design or Implementation)	Design
5. Date	13/02/2021

### Part A. Integrating Programming Principles to Strengthen Social and Environmental Sustainability

#### QUESTION 1: How Does the Project Integrate the Programming Principles in Order to Strengthen Social and Environmental Sustainability?

##### Briefly describe in the space below how the project mainstreams the human rights-based approach

The project adopts a mixed approach that empowers and supports not only the public administration (top-down) but also the relevant stakeholders (bottom-up) through the provision of institutional and policy support as well as local-level engagement and awareness raising for the promotion of sustainable low emissions transport systems. This approach aims at creating the enabling conditions in which the private sector and the civil society at large can compensate the political weakness of the national government, in order to create the wide consensus needed to transition towards sustainable urban mobility. The project strategy also addresses the cultural barriers favoring private car ownership and use through the facilitation of replications and the uptake of the demonstrations' results through awareness-raising and networking activities to increase the support of the public and influential stakeholders to sustainable mobility options. In particular, the project's support to a national e-mobility network should empower a variety of stakeholders interested in sustainability, EV commercial opportunities and social integration to come together, establish a shared vision and roadmap and sustain a bottom-up approach to expand the project's demonstrations and support the implementation of the national e-mobility strategy. The project will enhance mobility rights through improvement of urban mobility conditions (quality, reliability, affordability...) for citizens, especially for vulnerable groups. It will contribute to environmental rights by reducing vehicle emissions and thus the level of air pollution and accident risks as car travel is considered riskier than sustainable modes.

##### Briefly describe in the space below how the project is likely to improve gender equality and women's empowerment

The project will improve gender equality through increased access to transportation, knowledge and skills related to e-mobility and climate change mitigation as well as access to job and other economic opportunities, including for women. By addressing issues related to security and comfort in transportation as well as its accessibility, the project will decrease the mobility gap between citizens, including the gap that exists between men and women, migrants and Lebanese populations in Beirut and the Northern corridor. It will thus create economic and social opportunities for women, including the most marginalized (access to jobs, increase in independence related to mobility). The project will increase the participation of women in the decision-making process related to climate change mitigation strategies and actions, by proactively identifying women working in this sector, and by including them in capacity building and trainings, to make sure women are also gaining knowledge related to e-mobility. By ensuring non-discriminatory recruitment

policies by project partners, the project will create jobs for women, which will contribute to women’s economic empowerment as well as changing mentalities on women’s social roles as bus drivers or car companies’ managers. The collection of data disaggregated by sex, age and place of residence will support the development of a better understanding of the mobility gap and gender inequalities, to adapt the project accordingly and ensure that gender equality is improved.

**Briefly describe in the space below how the project mainstreams sustainability and resilience**

The project will reduce GHG emissions as well as other vehicle emissions that deteriorate urban air quality. Electric vehicles increase the resilience of the transport sector by (1) providing an alternative to fuel dependence and (2) by associating EVs to distributed generation of renewable energy (solar panels in the bus depot in Jbeil). By creating a favorable institutional and regulatory framework for sustainable mobility and promoting innovative transport management practices (including EV deployment), the project will contribute to point 112 of the GEF-7 Programming Directions to accelerate “the speed and scale of sustainable energy investment in developing countries” and to point 113, developing “innovative business models that go beyond business as usual”. In addition, the project’s demonstrations are expected to accelerate the transition to low-emission urban mobility. The current poor quality of sustainable transport modes in Lebanese cities- electrified or not- is unable to attract car users and needs to be improved with the guidance of consistent quality roadmaps associating public transport and soft modes.

**Briefly describe in the space below how the project strengthens accountability to stakeholders**

Through adoption of the national e-mobility strategy, the Project will improve governance (participation, transparency and accountability) providing a clear vision for all stakeholders. It will also improve stakeholder participation in policy design (through the preparation of the national e-mobility strategy). The co-design of pilots in Jbeil will facilitate the participation of residents and local businesses. Project monitoring and evaluation provides enhanced information on the urban transport sector, which can empower stakeholders in their relations with the government, based on more factual evidence. The project will strengthen the networking of stakeholders interested in e-mobility, so that they can better keep the government accountable on its decisions in this field. The project will also empower bus operators, giving them access to technologies (e-buses) and to innovative management processes (green public transport certificate), strengthening their capacities to lobby and keep the national government accountable.

**Part B. Identifying and Managing Social and Environmental Risks**

<p><b>QUESTION 2: What are the Potential Social and Environmental Risks?</b>  <i>Note: Complete SESP Attachment 1 before responding to Question 2.</i></p>	<p><b>QUESTION 3: What is the level of significance of the potential social and environmental risks?</b>  <i>Note: Respond to Questions 4 and 5 below before proceeding to Question 5</i></p>			<p><b>QUESTION 6: Describe the assessment and management measures for each risk rated Moderate, Substantial or High</b></p>
<p><b>Risk Description (broken down by event, cause, impact)</b></p>	<p><b>Impact and Likelihood (1-5)</b></p>	<p><b>Significance (Low, Moderate Substantial, High)</b></p>	<p><b>Comments (optional)</b></p>	<p><b>Description of assessment and management measures for risks rated as Moderate, Substantial or High</b></p>
<p>Risk 1: Marginalized populations (especially people living in poverty, persons with disabilities and older people) and women are not involved in decision making on the E-mobility strategy and ELV roadmap for issues that may affect them, such as disposal location of the ELVs</p> <p>Related to:</p> <ul style="list-style-type: none"> <li>Human Rights; P.5</li> </ul>	<p>I=3 L=3</p>	<p><b>Moderate</b></p>	<p>Selection of the disposal site might be made on land inhabited or used by a group of people who were not consulted and lead to their economic or physical displacement.</p>	<p>As this project is rated overall as a Substantial Risk project, and according to the Environmental and Social Management Framework (ESMF) that was prepared during the project preparation phase (ProDoc Annex 10), a Strategic Environmental and Social Assessment (SESA) (Activities 1.2.5 and 1.3.2) for the e-mobility strategy (Activity 1.2.4) and roadmap on end-of-life management (Activity 1.3.1) will be prepared.</p>

<ul style="list-style-type: none"> <li>• Gender Equality and Women’s Empowerment; P.10</li> <li>• Accountability; P.13, P14</li> <li>• Standard 5: Displacement and Resettlement; 5.1, 5.3, 5.4</li> </ul>				
<p>Risk 2: Marginalized population, women and small business owners prevented from participating in decision making on issues that affect them.</p> <p>Related to:</p> <ul style="list-style-type: none"> <li>• Human Rights; P.5</li> <li>• Gender Equality and Women’s Empowerment; P.10</li> <li>• Accountability; P.13, P14</li> </ul>	<p>I = 3 L = 3</p>	<p><b>Moderate</b></p>	<p>This may include disruption to businesses during rehabilitation works whereby they are not consulted or informed about upcoming activities, which may have negative repercussions especially considering the current economic climate in the country.</p>	<p>In line with the ESMF, and in order to address the issue of business disruptions during the improvements in 2 to 4 bus stops (Activity 2.3.2), an Environmental and Social Management Plan (ESMP) will be prepared (based on an appropriately scoped ESIA), which will require engaging local businesses and obtaining their feedback on scheduling of rehabilitation activities and additional measures such as ensuring accessibility to reduce disruption to their activities to the extent possible. A Grievance Redress Mechanism (GRM) will be set up during project implementation to collect feedback from residents and other stakeholders and address any complaints.</p> <p>The project also includes a Stakeholder Engagement Plan (SEP) (ProDoc Annex 9) and Gender Action Plan (ProDOc Annex 11) that ensures consultation with local community and women during decision-making for the project.</p>
<p>Risk 3: Flooding of the rehabilitated bus stops and charging stations</p> <p>Related to:</p> <ul style="list-style-type: none"> <li>• Standard 2: Climate Change and Disaster Risks; 2.1, 2.2</li> </ul>	<p>I = 3 L = 2</p>	<p><b>Moderate</b></p>	<p>Even though Jbeil is not considered a high flood risk area, due to ailing infrastructure in the country, high precipitation events sometimes lead to flooded streets and highways.</p>	<p>Selection of the bus stops where rehabilitation activities will be undertaken (Activity 2.3.1) and charging stations installed (Activity 2.4.2) will take into consideration risk of flooding as described in the ESMF and project activities themselves. If this risk cannot be avoided, then the design (Activity 2.3.2) will include climate adaptation measures and measures added in the ESMP.</p>
<p>Risk 4: Air and dust emissions, noise, vibration, injuries, and physical hazards from rehabilitation activities of bus stops and other accessibility infrastructure</p> <p>Related to:</p> <ul style="list-style-type: none"> <li>• Standard 3: Community Health, Safety and Security; 3.1, 3.2</li> <li>• Standard 8: Pollution Prevention and Resource Efficiency; 8.1</li> </ul>	<p>I = 2 L = 4</p>	<p><b>Moderate</b></p>	<p>Activities associated with rehabilitation of the selected bus stops and accessibility infrastructure will likely lead to noise and air emissions that cause a nuisance to nearby residents. However, these will be short lived and will cease as soon as the activities end. Injuries and physical hazards are also possible if safety measures are not implemented.</p>	<p>As described in the ESMF, the ESMP that will be prepared for the project will include an Occupational and Community Health and Safety Plan, Spill Prevention and Management Plan, and Traffic Management Plan for the rehabilitation activities for the bus stops and other accessibility infrastructure (Activity 2.3.2) aiming at reducing the potential impacts related to emissions, noise and risk of accidents and injuries.</p>

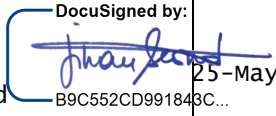
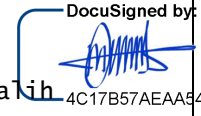
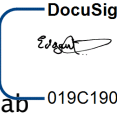
<p>Risk 5: Spread of respiratory diseases (such as Covid-19) among workers and community during bus operation and rehabilitation activities</p> <p>Related to:</p> <ul style="list-style-type: none"> <li>Standard 3: Community Health, Safety and Security; 3.4</li> <li>Standard 7: Labour and Working Conditions; 7.6</li> </ul>	<p>I = 3 L = 3</p>	<p><b>Moderate</b></p>	<p>Lebanon has been experiencing uncontrolled community transmission of Covid-19 and any project activity would need to take this into account for the foreseeable future.</p>	<p>WHO guidelines<sup>1</sup> to limit the spread of Covid-19 will be applied during bus operation (Activity 2.4.3) and rehabilitation (Activity 2.3.2):</p> <ul style="list-style-type: none"> <li>Hand hygiene</li> <li>Respiratory hygiene</li> <li>Physical distancing</li> <li>Reduce and manage work-related travel</li> <li>Regular environmental cleaning and disinfection</li> <li>Risk communication training and education</li> <li>Management of people with Covid-19 or their contacts</li> </ul>
<p>Risk 6: Inadequate (or lack of) treatment of particular components (e.g. tires, batteries or lubricants) in the e-mobility strategy and during operation of the e-buses and cars</p> <p>Related to:</p> <ul style="list-style-type: none"> <li>Standard 1: Biodiversity Conservation and Natural Resources Management; 1.1, 1.2, 1.3, 1.7</li> <li>Standard 3: Community Health, Safety and Security; 3.5</li> <li>Standard 7: Labour and Working Conditions; 7.6</li> <li>Standard 8: Pollution Prevention and Resource Efficiency; 8.2</li> </ul>	<p>I = 4 L = 3</p>	<p><b>Substantial</b></p>	<p>During disposal of these components, disposal or recycling workers may be exposed to hazardous material leading to detrimental environmental and health impacts. This is of most relevance at the national level in relation to the e-mobility strategy as e-vehicles and hybrid cars become more prevalent.</p>	<p>In line with the ESMF that has been prepared for the project, a SESA (Activity 1.3.2) will be undertaken during preparation of the roadmap (Activity 1.3.1) to ensure that socioeconomic implications of the road map have been taken into account and that environmentally sound options for management of EV batteries and other components potentially containing hazardous material have been considered. For that purpose, Activity 1.3.3 entails preparing business models for second life of EV batteries and end-of-life management of EVs. This will require the screening of successful financial and business models on ELV components and second-life battery use, and the subsequent development of commercially viable business models for Lebanon.</p> <p>As for operation of the e-vehicles and hybrid cars (Activity 2.1.2 and Activity 2.2.2), a SESP will be undertaken once the Green Public Transport and Green Fleet Management concepts have been defined, so that the full range of the risks are assessed and management measures developed.</p>
<p>Risk 7: Inappropriate behavior by drivers of the buses and ISF personnel using the vehicles provided by the project</p> <p>Related to:</p> <ul style="list-style-type: none"> <li>Standard 3: Community Health, Safety and Security; 3.8</li> </ul>	<p>I=4 L=2</p>	<p><b>Moderate</b></p>	<p>-</p>	<p>Prior to commencing operation of the vehicle fleet (Activity 2.1.2 and Activity 2.2.2), a Code of Conduct reflecting SES requirements will be prepared for the project such that all users of the vehicles must abide by them. Training will be offered to participating individuals to ensure they are aware of their responsibilities.</p>
<p>Risk 8: Damage to cultural heritage sites during rehabilitation of bus stops and other accessibility infrastructure</p> <p>Related to:</p> <ul style="list-style-type: none"> <li>Standard 4: Cultural Heritage; 4.1, 4.3</li> </ul>	<p>I = 4 L = 3</p>	<p><b>Substantial</b></p>	<p>Jbeil is rich with sites of historical importance and any rehabilitation activities may inadvertently damage known or undiscovered sites or artefacts nearby.</p>	<p>Per the ESMF, selection of the bus stops and accessibility infrastructure to be rehabilitated (Activity 2.3.1) will include exclusionary criteria on proximity to cultural heritage sites. In addition, after selection and before commencing with Activity 2.3.2, the ESIA will consider the location of cultural heritage</p>

<sup>1</sup> WHO (2020). Considerations for public health and social measures in the workplace in the context of COVID-19 (accessed at <https://apps.who.int/iris/rest/bitstreams/1277575/retrieve>)

				sites and necessary measures for SES compliance will be included in the ESMP.
<p>Risk 9: Working conditions at the bus companies and services selected by the project do not meet national or labour laws and international labour commitments</p> <p>Related to:</p> <ul style="list-style-type: none"> <li>Standard 7: Labour and Working Conditions; 7.1, 7.2, 7.3, 7.4, 7.5</li> </ul>	<p>I = 3 L = 3</p>	<p><b>Moderate</b></p>	<p>Workers at the bus companies or other private entities engaged in the project may be denied freedom of association and collective bargaining and exposed to discriminatory working conditions and/or lack of equal opportunities.</p>	<p>Engagement of the private sector (in particular the bus companies in Activity 2.1.2) will be preceded by a private sector risk assessment (supplemented by a SESP) to ensure compliance with SES.</p>
<p><b>QUESTION 4: What is the overall project risk categorization?</b></p>				
		<b>Low Risk</b>	<input type="checkbox"/>	
		<b>Moderate Risk</b>	<input type="checkbox"/>	
		<b>Substantial Risk</b>	<input checked="" type="checkbox"/>	<p>Nine potential risks have been identified for this project, two of which are assessed as SUBSTANTIAL and seven as MODERATE. As a result, the project has been categorized as SUBSTANTIAL risk. During the PPG, an ESMF (ProDoc Annex 10), Stakeholder Engagement Plan (ProDoc 9) and Gender Action Plan (ProDoc Annex 11) have been prepared to meet SES requirements. During project implementation, a SESA and ESMP will be prepared. The ESMP will include an Occupational and Community Health and Safety Plan, Spill Prevention and Management Plan, Traffic Management Plan and a Waste Management Plan will also be prepared and implemented. The project will set up a GRM to ensure all community concerns and complaints are addressed. Engagement of the private sector will be preceded by a private sector risk assessment to ensure compliance with SES.</p>
		<b>High Risk</b>	<input type="checkbox"/>	
<p><b>QUESTION 5: Based on the identified risks and risk categorization, what requirements of the SES are triggered? (check all that apply)</b></p>				
Question only required for Moderate, Substantial and High Risk projects				
<b><u>Is assessment required? (check if "yes")</u></b>			<input checked="" type="checkbox"/>	<b>Status? (completed, planned)</b>
<i>if yes, indicate overall type and status</i>			<input checked="" type="checkbox"/>	<p>Targeted assessment(s)</p> <p>Completed during PPG: gender analysis,</p>

				stakeholder analysis
		X	ESIA (Environmental and Social Impact Assessment)	Planned during implementation
		X	SESA (Strategic Environmental and Social Assessment)	Planned during implementation
<b>Are management plans required? (check if "yes")</b>	X			
<i>If yes, indicate overall type</i>		X	Targeted management plans (e.g. Gender Action Plan, Emergency Response Plan, Waste Management Plan, others)	Gender Action Plan and Stakeholder Engagement Plan (completed)
		X	ESMP (Environmental and Social Management Plan which may include range of targeted plans)	Planned during implementation
		X	ESMF (Environmental and Social Management Framework)	Completed during PPG
<b>Based on identified risks, which Principles/Project-level Standards triggered?</b>			<b>Comments (not required)</b>	
<b>Overarching Principle: Leave No One Behind</b>				
<b>Human Rights</b>	X			
<b>Gender Equality and Women's Empowerment</b>	X			
<b>Accountability</b>	X			
<b>1. Biodiversity Conservation and Sustainable Natural Resource Management</b>	X			
<b>2. Climate Change and Disaster Risks</b>	X			
<b>3. Community Health, Safety and Security</b>	X			
<b>4. Cultural Heritage</b>	X			
<b>5. Displacement and Resettlement</b>	X			
<b>6. Indigenous Peoples</b>	<input type="checkbox"/>			
<b>7. Labour and Working Conditions</b>	X			
<b>8. Pollution Prevention and Resource Efficiency</b>	X			

*Final Screening at the design-stage is not complete until the following signatures are included*

<b>Signature</b>	<b>Date</b>	<b>Description</b>
QA Assessor  Jihan Seoud <small>B9C552CD991843C...</small>	25-May-2022	UNDP staff member responsible for the project, typically a UNDP Programme Officer. Final signature confirms they have "checked" to ensure that the SESP is adequately conducted.
QA Approver  Mohammed Saïh <small>4C17B57AEAA5467...</small>	25-May-2022	UNDP senior manager, typically the UNDP Deputy Country Director (DCD), Country Director (CD), Deputy Resident Representative (DRR), or Resident Representative (RR). The QA Approver cannot also be the QA Assessor. Final signature confirms they have "cleared" the SESP prior to submittal to the PAC.
PAC Chair  Edgard Chehab <small>019C190A5A88483...</small>	25-May-2022	UNDP chair of the PAC. In some cases PAC Chair may also be the QA Approver. Final signature confirms that the SESP was considered as part of the project appraisal and considered in recommendations of the PAC.

## SESP Attachment 1. Social and Environmental Risk Screening Checklist

<b>Checklist Potential Social and Environmental Risks</b>		
<p><b>INSTRUCTIONS:</b> The risk screening checklist will assist in answering Questions 2-6 of the Screening Template. Answers to the checklist questions help to (1) identify potential risks, (2) determine the overall risk categorization of the project, and (3) determine required level of assessment and management measures. Refer to the <a href="#">SES toolkit</a> for further guidance on addressing screening questions.</p>		
<p><b>Overarching Principle: Leave No One Behind</b></p> <p><b>Human Rights</b></p>		<b>Answer (Yes/No)</b>
P.1	Have local communities or individuals raised human rights concerns regarding the project (e.g. during the stakeholder engagement process, grievance processes, public statements)?	No
P.2	Is there a risk that duty-bearers (e.g. government agencies) do not have the capacity to meet their obligations in the project?	No
P.3	Is there a risk that rights-holders (e.g. project-affected persons) do not have the capacity to claim their rights?	No
<i>Would the project potentially involve or lead to:</i>		
P.4	adverse impacts on enjoyment of the human rights (civil, political, economic, social or cultural) of the affected population and particularly of marginalized groups?	No
P.5	inequitable or discriminatory impacts on affected populations, particularly people living in poverty or marginalized or excluded individuals or groups, including persons with disabilities? <sup>2</sup>	Yes
P.6	restrictions in availability, quality of and/or access to resources or basic services, in particular to marginalized individuals or groups, including persons with disabilities?	No
P.7	exacerbation of conflicts among and/or the risk of violence to project-affected communities and individuals?	No
<p><b>Gender Equality and Women's Empowerment</b></p>		
P.8	Have women's groups/leaders raised gender equality concerns regarding the project, (e.g. during the stakeholder engagement process, grievance processes, public statements)?	No
<i>Would the project potentially involve or lead to:</i>		
P.9	adverse impacts on gender equality and/or the situation of women and girls?	No
P.10	reproducing discriminations against women based on gender, especially regarding participation in design and implementation or access to opportunities and benefits?	Yes
P.11	<p>limitations on women's ability to use, develop and protect natural resources, taking into account different roles and positions of women and men in accessing environmental goods and services?</p> <p><i>For example, activities that could lead to natural resources degradation or depletion in communities who depend on these resources for their livelihoods and well being</i></p>	No
P.12	<p>exacerbation of risks of gender-based violence?</p> <p><i>For example, through the influx of workers to a community, changes in community and household power dynamics, increased exposure to unsafe public places and/or transport, etc.</i></p>	No

<sup>2</sup> Prohibited grounds of discrimination include race, ethnicity, sex, age, language, disability, sexual orientation, gender identity, religion, political or other opinion, national or social or geographical origin, property, birth or other status including as an indigenous person or as a member of a minority. References to "women and men" or similar is understood to include women and men, boys and girls, and other groups discriminated against based on their gender identities, such as transgender and transsexual people.



<b>Sustainability and Resilience:</b> Screening questions regarding risks associated with sustainability and resilience are encompassed by the Standard-specific questions below		
<b>Accountability</b>		
<i>Would the project potentially involve or lead to:</i>		
P.13	exclusion of any potentially affected stakeholders, in particular marginalized groups and excluded individuals (including persons with disabilities), from fully participating in decisions that may affect them?	Yes
P.14	grievances or objections from potentially affected stakeholders?	Yes
P.15	risks of retaliation or reprisals against stakeholders who express concerns or grievances, or who seek to participate in or to obtain information on the project?	No
<b>Project-Level Standards</b>		
<b>Standard 1: Biodiversity Conservation and Sustainable Natural Resource Management</b>		
<i>Would the project potentially involve or lead to:</i>		
1.1	adverse impacts to habitats (e.g. modified, natural, and critical habitats) and/or ecosystems and ecosystem services? <i>For example, through habitat loss, conversion or degradation, fragmentation, hydrological changes</i>	Yes
1.2	activities within or adjacent to critical habitats and/or environmentally sensitive areas, including (but not limited to) legally protected areas (e.g. nature reserve, national park), areas proposed for protection, or recognized as such by authoritative sources and/or indigenous peoples or local communities?	Yes
1.3	changes to the use of lands and resources that may have adverse impacts on habitats, ecosystems, and/or livelihoods? (Note: if restrictions and/or limitations of access to lands would apply, refer to Standard 5)	Yes
1.4	risks to endangered species (e.g. reduction, encroachment on habitat)?	No
1.5	exacerbation of illegal wildlife trade?	No
1.6	introduction of invasive alien species?	No
1.7	adverse impacts on soils?	Yes
1.8	harvesting of natural forests, plantation development, or reforestation?	No
1.9	significant agricultural production?	No
1.10	animal husbandry or harvesting of fish populations or other aquatic species?	No
1.11	significant extraction, diversion or containment of surface or ground water? <i>For example, construction of dams, reservoirs, river basin developments, groundwater extraction</i>	No
1.12	handling or utilization of genetically modified organisms/living modified organisms? <sup>3</sup>	No
1.13	utilization of genetic resources? (e.g. collection and/or harvesting, commercial development) <sup>4</sup>	No
1.14	adverse transboundary or global environmental concerns?	No
<b>Standard 2: Climate Change and Disaster Risks</b>		
<i>Would the potentially involve or lead to:</i>		

<sup>3</sup> See the [Convention on Biological Diversity](#) and its [Cartagena Protocol on Biosafety](#).

<sup>4</sup> See the [Convention on Biological Diversity](#) and its [Nagoya Protocol](#) on access and benefit sharing from use of genetic resources.

2.1	areas subject to hazards such as earthquakes, floods, landslides, severe winds, storm surges, tsunami or volcanic eruptions?	Yes
2.2	outputs and outcomes sensitive or vulnerable to potential impacts of climate change? <i>For example, through increased precipitation, drought, temperature, salinity, extreme events</i>	Yes
2.3	direct or indirect increases in vulnerability to climate change impacts or disasters now or in the future (also known as maladaptive practices)? <i>For example, changes to land use planning may encourage further development of floodplains, potentially increasing the population's vulnerability to climate change, specifically flooding</i>	No
2.4	increases of greenhouse gas emissions, black carbon emissions or other drivers of climate change?	No
<b>Standard 3: Community Health, Safety and Security</b>		
<i>Would the potentially involve or lead to:</i>		
3.1	construction and/or infrastructure development (e.g. roads, buildings, dams)? (Note: the GEF does not finance projects that would involve the construction or rehabilitation of large or complex dams)	Yes
3.2	air pollution, noise, vibration, traffic, injuries, physical hazards, poor surface water quality due to runoff, erosion, sanitation?	Yes
3.3	harm or losses due to failure of structural elements of the project (e.g. collapse of buildings or infrastructure)?	No
3.4	risks of water-borne or other vector-borne diseases (e.g. temporary breeding habitats), communicable and noncommunicable diseases, nutritional disorders, mental health?	Yes
3.5	transport, storage, and use and/or disposal of hazardous or dangerous materials (e.g. explosives, fuel and other chemicals during construction and operation)?	Yes
3.6	adverse impacts on ecosystems and ecosystem services relevant to communities' health (e.g. food, surface water purification, natural buffers from flooding)?	No
3.7	influx of project workers to project areas?	No
3.8	engagement of security personnel to protect facilities and property or to support project activities?	Yes
<b>Standard 4: Cultural Heritage</b>		
<i>Would the project potentially involve or lead to:</i>		
4.1	activities adjacent to or within a Cultural Heritage site?	Yes
4.2	significant excavations, demolitions, movement of earth, flooding or other environmental changes?	No
4.3	adverse impacts to sites, structures, or objects with historical, cultural, artistic, traditional or religious values or intangible forms of culture (e.g. knowledge, innovations, practices)? (Note: projects intended to protect and conserve Cultural Heritage may also have inadvertent adverse impacts)	Yes
4.4	alterations to landscapes and natural features with cultural significance?	No
4.5	utilization of tangible and/or intangible forms (e.g. practices, traditional knowledge) of Cultural Heritage for commercial or other purposes?	No
<b>Standard 5: Displacement and Resettlement</b>		
<i>Would the project potentially involve or lead to:</i>		
5.1	temporary or permanent and full or partial physical displacement (including people without legally recognizable claims to land)?	Yes

5.2	economic displacement (e.g. loss of assets or access to resources due to land acquisition or access restrictions – even in the absence of physical relocation)?	Yes
5.3	risk of forced evictions? <sup>5</sup>	Yes
5.4	impacts on or changes to land tenure arrangements and/or community based property rights/customary rights to land, territories and/or resources?	Yes
<b>Standard 6: Indigenous Peoples</b>		
<i>Would the project potentially involve or lead to:</i>		
6.1	areas where indigenous peoples are present (including project area of influence)?	No
6.2	activities located on lands and territories claimed by indigenous peoples?	No
6.3	impacts (positive or negative) to the human rights, lands, natural resources, territories, and traditional livelihoods of indigenous peoples (regardless of whether indigenous peoples possess the legal titles to such areas, whether the project is located within or outside of the lands and territories inhabited by the affected peoples, or whether the indigenous peoples are recognized as indigenous peoples by the country in question)?  <i>If the answer to screening question 6.3 is “yes”, then the potential risk impacts are considered significant and the project would be categorized as either Substantial Risk or High Risk</i>	No
6.4	the absence of culturally appropriate consultations carried out with the objective of achieving FPIC on matters that may affect the rights and interests, lands, resources, territories and traditional livelihoods of the indigenous peoples concerned?	No
6.5	the utilization and/or commercial development of natural resources on lands and territories claimed by indigenous peoples?	No
6.6	forced eviction or the whole or partial physical or economic displacement of indigenous peoples, including through access restrictions to lands, territories, and resources?  <i>Consider, and where appropriate ensure, consistency with the answers under Standard 5 above</i>	No
6.7	adverse impacts on the development priorities of indigenous peoples as defined by them?	No
6.8	risks to the physical and cultural survival of indigenous peoples?	No
6.9	impacts on the Cultural Heritage of indigenous peoples, including through the commercialization or use of their traditional knowledge and practices?  <i>Consider, and where appropriate ensure, consistency with the answers under Standard 4 above.</i>	No
<b>Standard 7: Labour and Working Conditions</b>		
<i>Would the project potentially involve or lead to: (note: applies to project and contractor workers)</i>		
7.1	working conditions that do not meet national labour laws and international commitments?	Yes
7.2	working conditions that may deny freedom of association and collective bargaining?	Yes
7.3	use of child labour?	Yes
7.4	use of forced labour?	Yes
7.5	discriminatory working conditions and/or lack of equal opportunity?	Yes
7.6	occupational health and safety risks due to physical, chemical, biological and psychosocial hazards (including violence and harassment) throughout the project life-cycle?	Yes

<sup>5</sup> Forced eviction is defined here as the permanent or temporary removal against their will of individuals, families or communities from the homes and/or land which they occupy, without the provision of, and access to, appropriate forms of legal or other protection. Forced evictions constitute gross violations of a range of internationally recognized human rights.

<b>Standard 8: Pollution Prevention and Resource Efficiency</b>		
<i>Would the project potentially involve or lead to:</i>		
8.1	the release of pollutants to the environment due to routine or non-routine circumstances with the potential for adverse local, regional, and/or transboundary impacts?	Yes
8.2	the generation of waste (both hazardous and non-hazardous)?	Yes
8.3	the manufacture, trade, release, and/or use of hazardous materials and/or chemicals?	No
8.4	the use of chemicals or materials subject to international bans or phase-outs? <i>For example, DDT, PCBs and other chemicals listed in international conventions such as the <a href="#">Montreal Protocol</a>, <a href="#">Minamata Convention</a>, <a href="#">Basel Convention</a>, <a href="#">Rotterdam Convention</a>, <a href="#">Stockholm Convention</a></i>	No
8.5	the application of pesticides that may have a negative effect on the environment or human health?	No
8.6	significant consumption of raw materials, energy, and/or water?	No