

Completeness Check of the final version of Central African Republic’s R-PP

CAR presented its Readiness Preparation Proposal (R-PP) for assessment by the FCPF Participants Committee (PC) at its 10th meeting held in October 2011 in Berlin, Germany. At this meeting, the PC adopted a resolution PC/10/2011/2 and allocated funding to CAR to enable it to move ahead with the preparation for readiness. The PC requested CAR to submit a revised R-PP addressing the key issues in the summary report prepared by the FMT included in the annex of the resolution.

CAR submitted a revised R-PP to the FCPF FMT on May 23, 2013. The table below presents the main issues raised in the PC resolution PC/10/2011/2 and the responses provided in the revised R-PP. This analysis allows the FCPF FMT to assess whether the issues raised by the PC were addressed and the World Bank to continue its due diligence process in view of making the Readiness Preparation grant available to the country, through a Delivery Partner to be identified.

Working methodology used by CAR to revise the R-PP: CAR, with IUCN and CARPE/USAID financial support, organized a workshop over the period 25 – 26 October 2012 to address the key issues of the PC resolution. Five working groups were established, each working group focusing on one key issue. Then, CAR and the FMT cooperated until the revised R-PP was satisfactory to the FMT.

Key issues identified in PC Resolution PC/10/2001/2	Responses in the revised R-PP
1. Include the terms of reference for a comprehensive study on drivers and agents of deforestation and forest degradation, including the analysis of the role of industrial logging as a driver of deforestation and forest degradation	<p>The revised R-PP includes the requested terms of reference as a new annex, the annex 2a-3 (Version in French: p.196). In addition to that, some qualitative and financial information are provided in the budget section (Version in French: p.60) of the component 2.a.</p> <p>Reminder: The TAP reviewers qualified the component 2.a as “meeting the standard”</p>
2. Indicate the intention to conduct an in-depth participatory analysis of options to manage REDD+ funds in CAR, including the pros and cons of using the National Environment Fund (Fonds Environnemental National) to manage REDD+ funds and ascertaining how to ensure multi-stakeholder participation in decisions over funds allocation	<p>The participatory analysis of options to manage REDD+ funds in CAR, including the pros and cons of using the National Environment Fund (FNE) to manage REDD+ funds was conducted during the October 2012 workshop (Refer to Annex 1b-15 - version in French: p.180). The workshop findings specify that the current regulatory framework in CAR (refer to the presidential instruction, dated December 15, 2011, version in French: p.85) bans any option other than the FNE as the vehicle to manage REDD+ funds. The FNE will thus be the financial instrument for the REDD+ funding. In order to ensure multi-shareholder participation in decisions over funds allocation, it is nevertheless</p>

	<p>proposed to create a “REDD+ Fund Management Committee” comprised of seven members representing the diverse stakeholders in CAR. Its structure and function will be defined during the implementation of the REDD+ readiness process through further consultations (Version in French: p.86).</p> <p>Reminder: The TAP reviewers qualified the component 2.c as “largely meets the standard”</p>
<p>3. Provide additional information on the pilot projects to be promoted as part of Readiness Preparation, indicating how these projects would be selected, the types of projects to be promoted, the actors eligible to implement these projects and the financing modalities</p>	<p>Existing “pilot” projects duly financed as of today (FFEM/UE/AFD: 4,550 KUS\$, CBFF/ADB/FAO: 2,750 KUS\$) were added (refer table p.73 – Version in French), as well as a table listing new proposals to be financed amounting for \$5,610,000 (refer table p. 73 – Version in French). The budget was revised accordingly.</p> <p>Reminder: The TAP reviewers qualified the component 2.b as “largely meets the standard”</p>
<p>4. Provide further information on the links between FLEGT and REDD+ process, indicating concrete joint activities to be carried out during Readiness Preparation</p>	<p>An annex (refer to Annex 2a-2 – version in French p.190), highlighting convergences between both processes, was added.</p> <p>Reminder: The TAP reviewers qualified the component 2.a as “meeting the standard”</p>
<p>5. Revise the overall budget and calendar for the different components to ensure adequate financing to all components, particularly for conducting the Strategic Environmental and Social Assessment (R-PP Component 2.d), designing a monitoring system for social and environmental impacts and governance (R-PP Component 4.b), and supporting the ability of the National REDD+ Committee to ensure effective, representative multi-stakeholder oversight of the implementation of the R-PP</p>	<p>The budget of the components 1a (+\$486,000), 1b (+\$ 4,000), 1c (+\$ 304,000), 2a (+\$ 90,000), 2b (+\$ 12,910,000), 2d (+\$ 172,000), 4a (+\$ 60,000) and 4b (+\$ 208,000) was revised with an overall revised budget of \$20.83M instead of \$6.6M in the previous R-PP. A large share (91%) of the difference comes from pilot projects (existing funded projects: \$ 7.3M, new pilot projects to be funded: \$ 5.61 M) which were not taken into consideration in the previous version.</p>