Climate Change and Security: Innovative Community-Based Climate Technology for Communities at Risk of Conflict Due to or Caused by Climate Impacts.

Technology concept presentation form

Instructions:

- The technology concept submission form must be completed by an applicant organization in collaboration with the CTCN National Focal Points (National Designated Entity, NDE) of the respective country. Please refer to the updated contact list of the NDEs via the web links below:
  - END: http://unfccc.int/ttclear/support/national-designated-entity.html
- The form must be signed by the NDT prior to its official submission to UNEP-CTCN.
- The form can be submitted as a digitally signed Word file, or as a signed and scanned PDF file, together with an unsigned Word file.
- When several countries submit the same technology concept, all NDTs from the corresponding countries must sign identical forms prior to their official submission to UNEP-CTCN.

Country or countries:	***Republic of Equatorial Guinea***
Title of the technology concept:	*Study for the Decarbonization of Transportation in Equatorial Guinea cities.*
END:	*National Climate Change Office (ONCC) of the Republic of Equatorial Guinea*
Applicant:	*National Office of Climate Change (ONCC) of the Republic of Equatorial Guinea.* *MsC Santiago Francisco ENGONGA OSONO.* engongaosono@yahoo.fr Directorate General of the Environment

Geographic scope:

☐ Community

x☐ Subnational: Luba (province of Bioko Sur)

X☐ National

☐ Several countries

If the technology concept is sub-national or multi-national in nature, please indicate the specific geographical areas (provinces, states, countries, regions, etc.).

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Problem statement related to climate change (maximum one page):

This section should answer the question "what is the problem". Summarize the problem related to climate change or its negative impact on the country to which the technology concept seeks to provide an answer.

Equatorial Guinea is a small African state, located in the Congo Basin in its continental part as well as with an insular part formed by small islands and islets. Most of its population (more than 70%) is urban, according to the population census of 2015, which causes serious environmental problems typical of underdeveloped countries, mainly in Africa.

Large human accumulations give rise to many needs, including housing, transportation, food, among others, which demand a high consumption of energy, space and resources of all kinds. Such a situation requires not only large financial resources but also human and technological capabilities that can efficiently manage resources on the one hand, and on the other hand, do so with an environmental vision that implements Climate Technology to contribute to the global fight against Climate Change.

In view of this situation, which becomes more acute the more populated the cities are, they require for their efficient management of the appropriate tools for making decisions that are climatically adequate for the current times. From the analysis carried out, it was found that in Equatorial Guinea "there is no study that allows the implementation of New Climate Technologies for the Decarbonization of Automotive Transport in the cities of Equatorial Guinea". The Automotive Transport sector in the Main Cities of Equatorial Guinea was chosen for analysis since it represents more than 63 % of the Net Emissions in the Energy Sector, according to First National Communication on Climate Change (PCNCC (2019). Considering the above, the Decarbonization of Urban Motor Transport would significantly reduce GHG emissions at the national level.

On the other hand, the impacts of these emissions, not only of GHGs, on human health are not properly studied, which given the proximity of the interaction between people and means of transport creates a real vulnerability for them. This would allow appropriate adaptation measures to reduce the vulnerability of people at risk.

In the case of land transportation, due to the impact it has on emissions, it is very important to carry out a detailed analysis of the Legal Regulatory Framework for the importation of automobiles into the country. In a general sense, Africa has become the backyard of developed countries, where they send cars that cannot circulate in their countries because they are highly polluting.

The proposed line of research is a priority in major cities around the world, such as Paris and Madrid, so its implementation in a country like Equatorial Guinea would be a reference for the rest of the countries in the region.

Previous and ongoing initiatives to solve the problem (maximum half page):

This section should answer the question "what measures have been or are being implemented to address the problem?" Describe here any previous or ongoing processes, projects or initiatives that have been implemented in the country or region with a view to solving the climate problem described above.

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The Republic of Equatorial Guinea has signed and ratified the Paris Agreement (2015) committing itself to the fight against climate change, both in the reduction of its emissions and in the implementation of adaptation measures to protect its population from current and expected impacts. As part of these efforts, the country has produced the First National Communication on Climate Change (PCNCC); the National Adaptation Plan (PANA), Intended Nationally Determined Contributions (INDCs) 2015 and their First Update (2021), etc.

Previous work has made it possible to determine GHG emissions in the country's most important sectors. In the specific case of transportation, significant progress has been made in reducing emissions in the Civil Aviation sector with joint projects with the International Civil Aviation Organization and the European Union (ICAO-EU). However, in the land transport sector, specifically in the urban sector, there have been no significant advances to date to reduce emissions in the short, medium and long term. Likewise, there are no appropriate adaptation measures to reduce the impacts of emissions on human health and the environment.

Specific technological barriers[1] (maximum one page):

This section should answer the questions "what are the technological barriers to the national initiatives described above?" and "how will the technology concept complement these initiatives? Based on the problem statement and taking into account the ongoing initiatives described above, describe the specific technological barriers faced by the applicant in identifying, evaluating or applying climate technologies for the purpose of responding to the problem statement. The stated barriers should be within the scope of the technology concept (described below).

*Simply put, climate technology is an indeterminate and general term for any type of technology that seeks to combat Climate Change. However, for start-ups, investors, policy makers, and other stakeholders, it is a way to distinguish the "**New Technologies**" that will be part of the world's decarbonization toolkit. To this end, the term is also recognized by the UNFCCC, which defines "Climate Technology" as all technologies that are used to address climate change, both to reduce emissions and to provide new forms of adaptation to a changing climate. In general, the application of these technologies is aimed at three broad categories:*

1. ***Mitigate and Eliminate** GHG emissions.*
2. *Helping us to **Adapt** to the impacts of Climate Change.*
3. *Leaning on our **knowledge** of the climate: **Learning**.*

The previous studies do not take into account climate technologies, as they are generally limited to describing the problem and while the solutions are based on old technologies, given the difficulty of technology transfer to underdeveloped countries. On the other hand, local administrative barriers are also an impediment to the implementation of reduction actions. If we add to this the lack of qualified sectoral personnel and appropriate technologies to reduce emissions, then progress cannot keep pace with the planet's needs.

[1] *"**Any equipment, technique, know-how or skill** needed to reduce greenhouse gas emissions and adapt to climate change" (IPCC Special Report.* Methodological and Technological Issues in Technology Transfer, *2000).*

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This project not only aims to identify current sectoral emissions and propose new technologies in a specific way, but also to train and learn about the necessary scientific advances and new strategies to adapt to current impacts and reduce emissions in the short, medium and long term.

On the other hand, we have the opportunity to identify the impacts of current emissions on human health on a sectoral basis, detailing the effects on the most vulnerable sectors such as women, children and the elderly, especially in densely populated areas. From what we learn, we will be able to contribute to the global fight against climate change but also to improve the quality of life of the people of Equatorial Guinea.

Sectors:

Please indicate the main sector(s) related to the technology concept:

☐ Agriculture	☐ Coastal zone management	X☐ Disaster risk reduction	☐ Food safety
☐ Forests	X☐ Public Health	☐ Marine and fishing	☐ Rural development (resilience)
X☐ Urban development (resilience)	☐ Water management		

Please include other relevant sectors:

Taking into account the scope of the project and its limitations, the transport sector in the main cities of Equatorial Guinea was chosen for analysis with a view to proposing new technologies and new forms of road management.

A priori, it is necessary to analyze some sectorial details as illustrated below as an example:

- ***Transportation Sector***
  - *Emissions; Evaluation of the type of rolling transport; Analysis of road development and applied technologies; public transport; types of fuel used; legal framework.*
  - *Impact analysis: on the environment and human health.*
  - *Climate technology proposals in the sector: use of new fuels; new technologies for energy efficiency improvements;*
  - *Qualification of specialized personnel and raising the population's awareness of the need to reduce emissions in the sector.*
  - *Proposals of new technologies for the sector with proven results elsewhere, etc.*
  - *Apply the concept of Climate Technology to the Transportation sector.*

Catalysts and cross-cutting approaches:

Indicate the main catalysts and cross-cutting approaches:

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X☐ Communication and awareness	X☐ Economic aspects and financial decision making	X☐ Governance and planning	☐ Community
X☐ Disaster risk reduction	☐ Ecosystems and biological diversity	X☐ Gender	

Technology concept being applied for (maximum one page):

From the problem statement, previous and ongoing initiatives, and technological barriers, describe the technology concept that is requested. This should clearly contribute to climate change adaptation, according to the problem statement, and to overcoming specific technological barriers.

The description of the concept of technology - the scope of which must be clearly established - should be structured as follows:

- *General Objective*
- *Sets of activities expected to be implemented through the micro-grant project*
- *Products expected to be delivered through the micro-grant project*

It should be noted that UNEP-CTCN provides technical assistance; it is not a project financing mechanism.

The research developed has the following objectives to achieve:

1. ***General Objective**: Decarbonization of Urban Transport in the main cities of Equatorial Guinea.*

➢ ***Specific Objectives:***

1.1 Determine the current GHG emissions from urban transport in the main cities of Equatorial Guinea;
1.2 Analyze the Legal Regulatory Framework for the importation and circulation of means of automotive transportation in Equatorial Guinea;
1.3 Review the Road Circulation Plan for the country's main cities;
1.4 To understand the main human health impacts of GHG emissions associated with urban automobile transportation;
1.5 Propose the necessary changes to reduce GHG emissions (new transportation technologies, road management proposals, personnel training, etc.);
1.6 Raise public awareness of the importance of decarbonization of urban transportation.

2. ***Activities:***

2.1 Carry out the GHG Emissions Inventory of Urban Transportation in the selected cities (cars, buses, trucks, motorcycles, others and type of fuel);

2.1.1 Preparation of the Final Report;

2.2 Compile and research all laws and/or decrees that regulate the importation of vehicles as well as the Technical Inspection Standards that allow them to circulate in the country;

2.2.1 Prepare Final Report;

2.3 Analyze the Road Traffic Plan of the country's main cities in order to establish automobile flow, signaling, road quality, and others;

2.3.1 Prepare the Final Report;

2.4 To establish the relationship between GHG emissions and adverse effects on human health as well as to know the medical reports of such affectations in the medical institutions of the selected cities;

2.4.1 Prepare the Final Report;

2.5 To learn about technological advances and their transfer at the international level for the decarbonization of urban transport emissions;

2.5.1 Prepare the Final Report;

2.6 Conduct a training seminar for Road Traffic personnel on decarbonization of transportation;

2.7 Conduct an Awareness Campaign in the mass media on the impact of GHGs emitted by road transportation on human health and the need to reduce emissions as part of the fight against Global Climate Change (GCC);

2.8 Conduct a series of conferences at the National University of Equatorial Guinea (UNGE) to encourage research on Decarbonization of the economy as part of the fight against GCC;

2.9 Validation Meeting of All Reports submitted;

2.10 Preparation of the Final Report.

All the analyses of the Final Reports of the corresponding activities will be analyzed in the Validation Meeting to be held at the end of the project.

Planned schedule :

Indicate the anticipated duration of the micro-grant project. Please note that the micro-grant project is limited to a maximum duration of 18 months.

The project will have an estimated duration of 12 months from the beginning of its execution. The graph and table below represent the Project Implementation Schedule according to the proposed activities.

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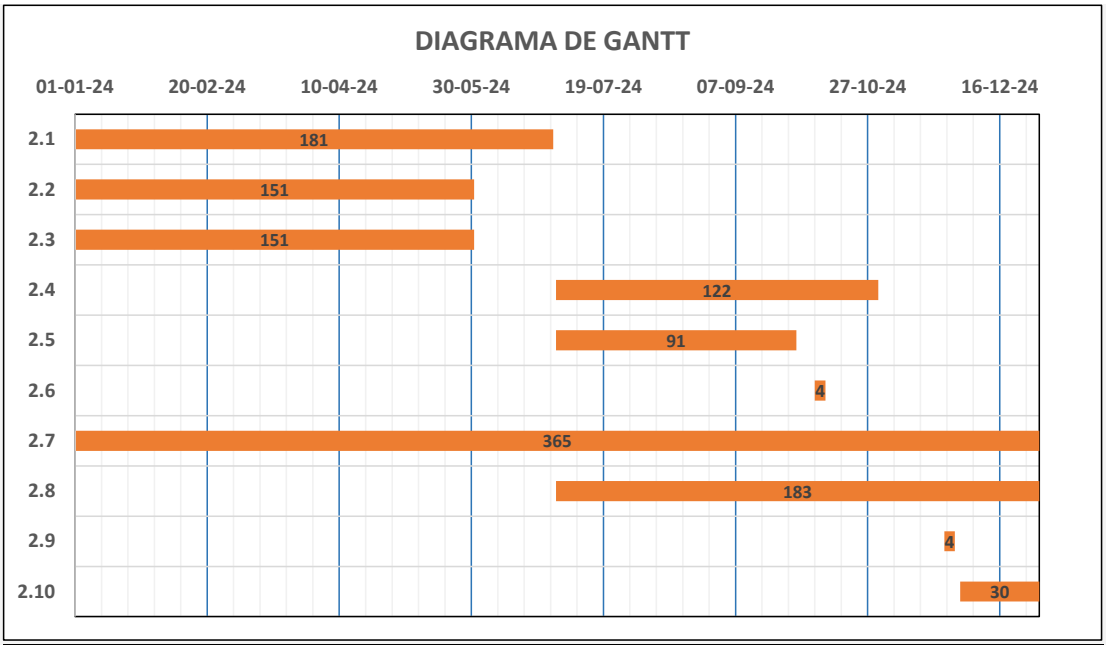

Actividad	Fecha Inicio	Tiempo(días)	Fecha Fin
2.1	01-01-24	181	30-06-24
2.2	01-01-24	151	31-05-24
2.3	01-01-24	151	31-05-24
2.4	01-07-24	122	31-10-24
2.5	01-07-24	91	30-09-24
2.6	07-10-24	4	11-10-24
2.7	01-01-24	365	31-12-24
2.8	01-07-24	183	31-12-24
2.9	25-11-24	4	29-11-24
2.10	01-12-24	30	31-12-24

Expected benefits in terms of gender and other areas as a result of the technology concept: Women living in rural areas whose main activities are agriculture, livestock and fishing. They will be sensitized to make these activities more sustainable, profitable and lasting; this sensitization program will be carried out mainly through seminars, talks, radio and television programs.

Describe the gender-related activities, as well as the expected co-benefits in this and other areas (e.g., biodiversity, economic, social, or cultural) that the micro-grant project is likely to generate.

The main beneficiaries of the proposed project are the people living in the main cities of the country. Due to the characteristics of urban transport in Equatorial Guinea, most of the population moves by means of cabs or small minibuses in cities with congested and chaotic traffic, which affects the users with a loss of time, more time exposed to smog and risk of accidents.

Among the users of public transport, women and children stand out, as they travel to schools and work centers, traveling distances that sometimes are not very far, but the road flow develops significant traffic jams. In the role of women, the activity of transporting children is one of their priority activities, so they are most exposed.

Similarly, walkers who move around the city (mostly the elderly) are also affected, as the risks are greater because they spend more time on the roads and are more vulnerable. In this specific case, there are low-income elderly people who cannot use public transportation.

In a city with less pollution, human health would improve significantly because they would not be exposed to the impacts of greenhouse gases resulting from combustion and other potentially harmful materials. Likewise, urban flora and fauna, which are highly susceptible to pollution, would benefit, improving the landscape and outdoor activities.

Find gender-related guidelines on the CTCN website (document translated into Spanish):

https://www.ctc-n.org/technologies/ctcn-gender-mainstreaming-tool-response-plan-development

For more information, please follow the link below:

https://www.ctc-n.org/technology-sectors/gender

Expected impact of the technological concept on security

When analyzing the security risks arising from the direct and indirect effects of climate change, three dimensions of risk should be considered:

- *Climate stress or disturbance factor: includes erratic, extreme and/or changing rainfall patterns, temperature increases, storms, changes in seasonal patterns and ecosystem degradation;*
- *Exposure: the presence of people, livelihoods, natural resources, infrastructure, or economic, social or cultural assets in locations that could be adversely affected;*
- *Vulnerability or coping capacity: the propensity of exposed elements to be adversely affected and the capacity of systems to manage and overcome adverse conditions.*

A couple of questions can help diagnose the level of exposure and resilience of a particular country's communities, such as

- *Are there climate pressures and shocks in the area/region?*
- *Are there specific regions, communities, economic or cultural assets that are particularly exposed to these pressures and shocks?*
- *Do climate stresses and shocks exacerbate existing vulnerabilities?*
- *Is there sufficient capacity at the local, national or regional level to absorb the impacts of climate change, especially among the most affected groups?*

- *Do these different exposure and vulnerability factors (or the perception thereof) influence conflict dynamics within and between communities and/or across area/regional boundaries? If so, how?*
- *Will the impact of climate pressures and shocks affect the sustainability of existing arrangements at the local, national or regional level?*
- *How will the combined impact of climate change and mitigation/adaptation policies affect the political economy of the area/region?*
- *Are there synergies between initiatives to address the impact of climate change and peacebuilding objectives? If not, are there opportunities to create such synergies?*

Equatorial Guinea is a country with very high rainfall values, especially on the island of Bioko, where rainfall in its southern part can be over 10,000 l/year. Torrential rains can occur at any time of the year, creating flooded areas in the lower parts of the city which breaks the road flow causing accidents, material and human losses. With the impact of climate change, rains have become more severe, which does not allow time for them to flow through streets and drains to urban watercourses, creating large flooded areas.

Among the climatic characteristics of the country are the weak winds, predominantly calms, so that the smog of the cities remains for a long time over it, further complicating atmospheric pollution. The dispersion of urban pollutants by atmospheric flow is very low, which may be exacerbated by the presence of Sahara dust forming a layer of pollution over the city that can hide sunlight.

In the case of temperatures, they are high for most of the year, lacking what is known as the winter period. In the afternoons, temperatures exceed 30ºC, which, taking into account the situation described above, it is understandable the climatic stress on road flow during peak hours of urban traffic.

The large number of people moving around using public transportation (mostly light car cabs) is very high, both in the early morning, midday and late afternoon. This situation puts a large part of the population, mainly women and children, at high exposure to air pollution and other possible impacts associated with climate change, such as heavy rains and "heat waves".

The previously described impacts associated with climate change and human management in our cities increase the vulnerability of the urban population. It is known that the disaster risk relationship is closely related to the exposure to natural and human impacts and the susceptibility to be damaged by them. That is why we have to work to reduce disaster risks by reducing GHG emissions to obtain a less severe climate and by adequately managing socially constructed vulnerability. By this we mean urban, polluting, chaotic, and mostly poorly designed transportation.

In the "a priori" analysis of the technological capabilities of the civilian fleet, modern cars can be seen, but the vast majority are very old and mostly overexploited. The same situation is observed in signaling, including road lighting, among others. Regarding qualified personnel, regardless of the progress made, it is necessary to raise the professional and technical level of traffic personnel in the cities of Equatorial Guinea.

Equatorial Guinea is a country that is committed to the fight against Climate Change, has signed most of the international agreements in this regard and continues to strive to adapt its development policy in line with the 2030 Development Agenda.

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Main stakeholders: *List the stakeholders who will be involved in the implementation of the micro-grant project and describe their role in implementation (e.g., government agencies and ministries, academic institutions and universities, the private sector, community-based organizations, civil society, etc.).*	
Stakeholders	**Supporting role in the implementation of technical assistance**
Designated National Entity	*National Office of Climate Change (ONCC) of the Republic of Equatorial Guinea (ONCC)*
Designated Authority	ONCC Director Mr. Santiago Francisco ENGONGA OSONO
Applicant	General Directorate of Environment
Add as many stakeholders and lines as you need.	**Ministry of Environment, Ministry of Health, Ministry of Agriculture, Ministry of Fisheries, Ministry of Interior, NGOs, Private Sector.**

Harmonization with national priorities (maximum 2000 characters, spaces included): *Explain why the technology concept is in line with national climate priorities as documented in, for example, the Nationally Determined Contribution, national development plans, poverty reduction plans, technology needs assessments, technology action plans, national adaptation plans, sectoral strategies and plans, etc.*	
Reference document (indicate the date of the document)	**Fragment** (indicate chapter, page, etc.).
*2013 National Action Plan for Adaptation to Climate Change (**PANA**)*	*-Increased intensity of rainfall, storms and floods (p.42, penultimate paragraph);* *- The entire country is highly vulnerable to climate change, given the magnitude of the expected impacts and the low adaptive capacity of the country (p.7, second paragraph);*
GE's National Greenhouse Gas Emissions and Removals Inventory (2013).	*-In the sectoral approach, the transport sector has the greatest weight (63%) (p.13, last paragraph);* *CO_2 , is usually responsible for more than 97% of CO_2 equivalent emissions in the transport sector (p.17, last paragraph);*
*Intended Nationally Determined Contributions (**INDCs**) 2015*	*-Establish mechanisms for the reduction of greenhouse gas (GHG) emissions in the long term (p.2, fourth paragraph);* *-Carbon dioxide accounts for 68% of GHG emissions (page 6, first paragraph);*

	-Promotion *of urban and interurban public transport for the reduction of Emissions (page 9, penultimate paragraph);* *-Improved air, land and maritime traffic management (p.9, penultimate paragraph);* *-Continued modernization of airport, road traffic and port infrastructures (page 9, penultimate paragraph);* -Building *ecologically sustainable cities with new energy mechanisms (p. 10, third paragraph);* *-Equatorial Guinea's ambition is to reduce its emissions by 20% by 2030, compared to 2010 levels, in order to achieve a 50% reduction by 2050 (page 8, third paragraph);* *- Development of specialized training modules on adaptation and mitigation techniques (p.12, fourth paragraph);*
*First National Communication on Climate Change GE (**PCNCC**)* *2019*	-….. *industrial and agricultural expansion, population growth and the foundation and development of cities, with their consequent infrastructural needs, produced profound transformations in the material and energy balances (Pages 1-5, sixth paragraph);* *-With respect to climate change, it was at the United Nations Framework Convention on Climate Change (UNFCCC) in May 1992 in New York City that Equatorial Guinea was introduced to the issue. Since this meeting, the country has signed and/or ratified all international agreements on climate change and sustainable development promoted by the UN (p. 1-8, last paragraph);* *-The country also does not participate in other international programs for monitoring atmospheric conditions, such as measurements of atmospheric ozone, trace gases, water vapor and ultraviolet (UV) radiation, among others, or for monitoring air quality in cities and towns, as recommended by the WMO and WHO exchange protocols (page 7-4, fourth paragraph);* *- Encourage and disseminate citizen participation in the solution of environmental problems at the local and national levels (page 8-7, tenth paragraph);* *An extensive network of excellent roads has been built in the country, extending to the most remote corners, but public transport is practically non-existent in Equatorial Guinea (p. 9-8, second paragraph);* *-In relation to the subject, it is important that the project to be developed takes into account: "road planning", since the existing one favors traffic jams and concentration of pollutants in urban areas and the burning of more fuel; another source of individual transportation, as bicycles are not used in the country; that cars pass annual gas emission tests to be able to circulate; creation of pedestrian areas and given the*

	large reserves of gas to develop a program for the progressive replacement of gasoline by gas or hybrids, among others (p.9-8, third paragraph); *- In the land transportation sector, studies are being carried out for the design and implementation of public transportation in such a way that this means of transportation is used in a modern and efficient manner to replace individual cars. As a complement, a serious study of road reorganization should be carried out in order to reduce emissions due to traffic jams associated with the poor design of the road network. On the other hand, a road education campaign involving all road users should be carried out to reduce improper behavior that causes loss of material and human lives and increases emissions due to improper use of the road (p.4-5 third paragraph).*

Development of the technology concept (maximum 2000 characters, spaces included):

Explain how the technology concept was developed at the national level and the process used by the NDT and the Designated Authority to approve it prior to submission (who initiated the process, which stakeholders were involved and what their role was), and describe any consultations or other meetings that were held to develop and select this technology concept, etc.

The evolution of the concept of "Technology" has been evolving as any other concept, until reaching today the definition of "Climate Technology (CT)" both internationally and nationally. Technological advances in Equatorial Guinea were very scarce just a few years ago, much less directed to the fight against Climate Change. As the country has advanced economically and socially, there have also been advances in the fight against climate change. Regardless of the steps taken, the concept of TC, as a multidisciplinary field capable of combining different areas of expertise, such as engineering, materials science, environmental science, economics and policy, aimed at mitigating or adapting to current climate change, has not yet been seen.

Most of the measures to combat CC are in many cases decentralized and uncoordinated, so improving this situation is a challenge for the National Office of Climate Change (ONCC) and its management. Nevertheless, the efforts of the government together with the support of international cooperation (UNDP, UNEP, etc.) and the awareness of the different social actors have been updating the concept of "climate technology", incorporating it into public policies, scientific research and the academic world.

An example of this is the National Strategy for Sustainable Development "Equatorial Guinea Agenda 2035" which aims to meet the following aspirations emanating from the Third National Economic Conference (2021) for among other strategies, the fight against climate change by applying the concepts of climate technology.

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Background documents and other information relevant to the technology concept:

List all relevant documents that will be useful to UNEP-CTCN in analyzing the context of the technology concept and national priorities. Please note that all documents listed or provided should be mentioned in the relevant sections of the technology concept and their links to the technology concept should be clearly indicated. Provide Internet links (if available) for each document, or attach the documents to the submission form. Add any other information deemed necessary.

Among the documents used are the following:

1. *National Action Plan for Adaptation to Climate Change (**PANA**) 2013 (https://www.fao.org/faolex/results/details/es/c/LEX-FAOC160264/);*
2. *Intended Nationally Determined Contributions (INDCs) Equatorial Guinea (https://www.google.es/search?sca_esv=566082607&q=Nationally+Projected+and+Determined+Contributions+(NDCs)+of+Equatorial+Guinea+Equatorial&spell=1&sa=X&ved=2ahUKEwiyvK6w7rGBAxVxfzABHcf7AxwQBSgAegQIDRAB&biw=1280&bih=539&dpr=1.5)*
3. *First National Communication on Climate Change GE (**PCNCC**)2019 (https://unfccc.int/sites/default/files/resource/3162705_Equatorial%20Guinea-NC1-1-PCN%20DE%20GUINEA%20ECUATORIAL_INFORME%20FINAL.pdf);*
4. *Intended Nationally Determined Contributions (INDCs). First Update 2021 (https://unfccc.int/sites/default/files/NDC/2022-10/CND-GuineaEcuatorial-Version2022-Actualizada.pdf);*
5. *2022 Investment Climate Statements: Equatorial Guinea (https://translate.google.com/?hl=es&sl=en&tl=es&text=2022%20Investment%20Climate%20Statements%3A%20Equatorial%20Guinea%20&op=translate);*

Consultation with the Designated Authority of the country:

Indicate whether the technology concept has been developed in consultation with the country's Designated Authority.

X☐ The country's Designated Authority participated in the design of the technology concept and will participate in the subsequent process leading to the implementation of the micro-grant project.

Monitoring and evaluation:

By signing this form, I affirm that the country has processes in place to monitor and evaluate the micro-grant project funded by the European Commission through UNEP-CTCN. I understand that these processes will be explicitly identified in the Project Concept Note (micro-grant project

response plan) and will be used in-country to monitor the implementation of the micro-grant project.

I understand that, following the completion of the micro-grant project, I will support UNEP-CTCN's efforts to measure the success and effects of the support provided, including its short-, medium-, and long-term impacts in the country.

Signature:	
Name of the Designated National Entity:	NATIONAL CLIMATE CHANGE OFFICE
Date:	Malabo, September 20, 2.023
Signature:	Santiago Francisco ENGONGA OSONO

THE COMPLETED FORM WILL BE SENT VIA EMAIL TO NADEGE TROCELLIER:

NADEGE.TROCELLIER@UN.ORG

The UNEP-CTCN team is at your disposal to answer all your questions and guide you through the application process.