GEF

Global Environment Facility

1818 H Street, NW
Washington, DC 20433 USA
Tel: 202.473-0508
Fax: 202.522.3240/3245
Internet: www.theGEF.org

December 11, 2007

Dear Council Member,

UNDP, as the Implementing Agency for the project entitled: ***Regional (Djibouti, Egypt, Eritrea, Ethiopia, Jordan, Lebanon, Palestinian Authority, Saudi Arabia, Sudan, Syria and Yemen.): Mainstreaming Conservation of Migratory Soaring Birds into Key Productive Sectors along the Rift Valley/Red Sea Flyway (Tranches 1 and 2)***, has submitted the attached proposed project document for CEO endorsement prior to final approval of the project document in accordance with UNDP's procedures.

The Secretariat has reviewed the project document. It is consistent with the proposal approved by Council in November 2005 and the proposed project remains consistent with the Instrument and GEF policies and procedures. The attached explanation prepared by UNDP satisfactorily details how Council's comments and those of the STAP have been addressed.

If by January 10, 2008, I have not received requests from at least four Council Members to have the proposed project reviewed at a Council meeting because in the Member's view the project is not consistent with the Instrument or GEF policies and procedures, I will complete the Secretariat's assessment with a view to endorsing the proposed project document.

We have today posted the proposed project document on the GEF website at www.TheGEF.org. If you do not have access to the Web, you may request the local field office of UNDP or the World Bank to download the document for you. Alternatively, you may request a copy of the document from the Secretariat. If you make such a request, please confirm for us your current mailing address.

Sincerely,

Monique Barbut
Chief Executive Officer and Chairperson

Attachment: Project Document

cc: Alternates, GEF Agencies, STAP

REQUEST FOR CEO ENDORSEMENT
UNDER THE GEF TRUST FUND

GEFSEC PROJECT ID: 1028
IA/EXA PROJECT ID: 1878
COUNTRY: Djibouti, Egypt, Eritrea, Ethiopia, Jordan, Lebanon, Palestinian Authority, Saudi Arabia, Sudan, Syria, Yemen
PROJECT TITLE: Mainstreaming conservation of migratory soaring birds into key productive sectors along the Rift Valley/Red Sea flyway
GEF IA/EXA: UNDP
OTHER PROJECT EXECUTING AGENCY(IES): BirdLife International
DURATION: Tranche I – 5 years
Tranche II – 5 years
GEF FOCAL AREA: Biodiversity
GEF STRATEGIC OBJECTIVES: BD2 - Mainstreaming biodiversity in production landscapes and sectors
GEF OPERATIONAL PROGRAM: OP1 - Arid and semi-arid Zones Ecosystems; OP2 - Coastal, marine and freshwater ecosystems
COUNCIL APPROVAL DATE: 15 November 2005
COUNCIL APPROVED AMOUNT*: $9.28m
CEO ENDORSEMENT AMOUNT*: $9.28m
EXPECTED AGENCY APPROVAL DATE: December 2007
EXPECTED SUBMISSION DATE OF THE MID-TERM REPORT: January 2011
EXPECTED GRANT CLOSING DATE: December 2017
EXPECTED SUBMISSION DATE OF TERMINAL EVALUATION/PROJECT COMPLETION REPORT: MARCH 2018

FINANCING PLAN ($)			
TRANCHE I (2007-2012)			
		PPG	Project*
GEF	A	$25,000	$6,243,243
	B	$475,000	
	C	$0	
GEF Total		$500,000	$6,243,243
Co-financing		(provide details in Section d): Co-financing)	
GEF IA/ExA		$0	$215,874
Government		$0	$372,200
NGO		$0	$1,052,293
Others		$0	$2,849,865
Co-financing Total		$0	$4,490,232
Total		$500,000	$10,733,475
Financing for Associated Activities (Tranche I): $37,017,941			
TRANCHE II (2012-2017)			
GEF Total			$3,500,000
Expected Co-financing			$10,500,00
Total Tranche II Financing			$14,000,000

* For multi-focal area projects, indicate agreed split between focal area allocations

Approved on behalf of the *UNDP-GEF*. This proposal has been prepared in accordance with GEF policies and procedures and meets the standards of the GEF Project Review Criteria for CEO endorsement.

Andrew Hudson
UNDP/GEF Officer-in-Charge
Date: November 15, 2007

Mr Tim Clairs,
Regional Technical Advisor, UNDP-GEF

Tel. and email: tim.clairs@undp.org +33 (0)870.44.53.17

1. **FINANCING** (for all the tables, expand or narrow table items as necessary)

a) PROJECT COST

Project Components/Outcomes	GEF ($)	Co-financing ($)	**Total ($)**
1. Raised awareness of the flyway and altered social and cultural behaviours among target groups that threaten MSBs in the key sectors, decision-makers and the general public.	$1,779,800	$216,262	**$1,996,062**
2. Increased national and regional capacity to effect double mainstreaming and application of Flyway concept.	$561,500	$158,178	**$719,678**
3. Content and tools to enhance flyway friendly practice developed, delivered and mainstreamed effectively into sector processes and programmes.	$2,730,000	$3,110,273	**$5,840,273**
4. Learning, evaluation and adaptive management increased.	$900,597	$460,602	**$1,361,199**
5. Project Management budget/cost*	$271,346	$544,917	**$816,263**
Total Uses of Funds/project costs	$6,243,243	$4,490,232	**$10,733,475**

* This item is the aggregate cost of project management; breakdown of this aggregate amount should be presented in the table b) below:

NOTES:
1. The figures in this table include all co-financing (cash and in-kind) and therefore totals and co-financing figures here differ from those in the Total Budget and Workplan (TBWP), which only include cash co-financing (as stipulated in the TBWP). The total GEF figures do **not** differ between these two documents. As there is no Project Management Unit as such, the project management costs are embedded within outcomes and have been extracted as "Project Management costs" solely for this table, hence the figures per outcome also vary between these tables and the TBWP for this reason.
2. "Project Management costs" are 7.6% of the total budget and the GEF contribution to these is 33.2%.

b) **PROJECT MANAGEMENT BUDGET/COST**[1]

Please refer to *Section IV* of the Project Document for full Terms of Reference for staff positions. "Personnel" also includes Government counterparts as in-kind co-funding.

Component	Estimated Consultants weeks	GEF($)	Other Sources ($)	Project Total ($)
Locally recruited consultantsl*	572	$138,200	$362,940	**$501,140**
Internationally recruited consultants*	12	$11,517	$0	**$11,517**
Office facilities, equipment, vehicles and communications		$57,000	$114,550	**$171,550**
Travel		$2,200	$11,125	**$13,325**
Monitoring & Evaluation		$60,000	$48,678	**$108,678**
Miscellaneous		$2,429	$7,624	**$10,053**
Total		$271,346	$544,917	**$816,263**

* Local and international consultants in this table are those who are hired for functions related to the management of project. For those consultants who are hired to do a special task, they would be referred to as consultants providing technical assistance. For these consultants, please provide details of their services in c) below:

[1] For all consultants hired to manage project or provide technical assistance, please attach a description in terms of their staff weeks, roles and functions in the project, and their position titles in the organization, such as project officer, supervisor, assistants or secretaries.

c) CONSULTANTS WORKING FOR TECHNICAL ASSISTANCE COMPONENTS:

Component	Estimated Consultant Weeks	GEF($)	Other Sources ($)	Project Total ($)
Personnel				
Local consultants*	4,205	$821,800	$838,446	**$1,660,246**
International consultants*	543	$489,349	$0	**$489,349**
Total		**$1,311,149**	**$838,446**	**$2,149,595**

d) CO-FINANCING

Name of Co-financiers (source)	Classification	Type	At Concept ($)	At Work Program ($)	At CEO Endorsement ($)*
BirdLife International	NGO	In kind	0	615,368	**615,368**
RARE Conservation	NGO	In Cash	0	100,000	**100,000**
SPNL/EU LIFE TCY-Building capacity for sustainable hunting of migratory birds project	NGO	In kind	0	277,865	**277,865**
UNDP-Agricultural Development Project, Lebanon	Impl. Agency	In kind	0	620,000	**620,000**
UNDP-Strengthening Lebanese Judiciary System (SEEL) Project, Lebanon	Impl. Agency	In kind	0	215,874	**215,874**
RSCN-Strengthening Environmental Enforcement Project	NGO	In kind	0	452,000	**452,000**
Sustainable Economic Growth in Red Sea Governorate Project, Egypt	Bilat. Agency	In kind	0	1,100,000	**1,100,000**
World Bank - Power Access & Diversification Project, Djibouti	Multilat. Agency	In kind	0	400,000	**400,000**
Society for the Protection of Nature in Lebanon	NGO	In kind	0	25,000	**25,000**
Royal Society of the Conservation of Nature, Jordan	NGO	In kind	0	176,250	**176,250**
Djibouti Ministry of Housing, Urbanisation & Territorial Management	Nat'l Gov't	In kind	0	68,500	**68,500**
Nature Conservation Sector of the Egyptian Environmental Agency	Nat'l Gov't	In kind	0	69,000	**69,000**
Wildlife & Forestry Unit of the Department of Regulatory Services, Ministry of Agriculture, Eritrea	Nat'l Gov't	In kind	0	98,200	**98,200**
Government of Ethiopia	Nat'l Gov't	In kind	0	6,500	**6,500**
Ethiopian Wildlife & Natural History Society	NGO	In kind	0	66,125	**66,125**
Government of Jordan	Nat'l Gov't	In kind	0	30,000	**30,000**
Government of Lebanon	Nat'l Gov't	In kind	0	0	**0**
Palestinian Authority	Nat'l Gov't	In kind	0	0	**0**
Palestinian Wildlife Society	NGO	In kind	0	52,050	**52,050**
Government of Saudi Arabia	Nat'l Gov't	In kind	0	0	**0**
Government of Sudan	Nat'l Gov't	In kind	0	10,000	**10,000**
Government of Syria	Nat'l Gov't	In kind	0	75,000	**75,000**
Government of Yemen	Nat'l Gov't	In kind	0	15,000	**15,000**
Yemen Wildlife Conservation Society	NGO	In kind	0	17,500	**17,500**
Total Co-financing			0	4,490,232	**4,490,232**

NOTE: The Government of Lebanon was unable to provide a letter of co-financing commitment at this stage due the absence of a Minister of Environment. Their proposed co-financing has thus been removed from the project budget and will be secured as leveraged co-financing during implementation.

The Palestinian Authority was also unable to commit a figure of co-financing at present, and this has likewise been removed from the budget and will be secured as leveraged co-financing during implementation.

The Sudanese NGO partner was also unable to commit in writing to financial co-financing and their proposed contribution has also therefore been removed from the budget.

The Kingdom of Saudi Arabia was unable to commit a co-financing figure for their national activities at the time of submission due to internal organisational changes. However, a letter of financial commitment for their national activities will be provided before their inclusion in the overall project activities, and the Kingdom will not receive GEF funds

* Reflect the final commitment amount of co-financiers and attach documents from co-financiers confirming co-financing commitments. Describe any difference of final commitment compared to those expressions of interest at concept stage or at work program inclusion.

2. RESPONSE TO REVIEWS

a) COUNCIL

Please see Annex 1

b) GEF SECRETARIAT

Please see Annex 2

C) REVIEW BY EXPERT FROM STAP ROSTER (IF REQUIRED)

Please see Annex 3

3. JUSTIFICATION FOR MAJOR CHANGES IN THE PROJECT, IF ANY[2]

There have been no changes to the project: only minor technical amendments in the project document in response to Technical Comments from GEF Council Members, and changes to the Management Arrangements to accommodate the multiple modality necessary to implement the project. There have been no changes to the GEF financing request.

4. REQUIRED ATTACHMENTS

a) Project Appraisal Document
b) Report on the Use of Project Preparation Grant
c) Confirmed letters of commitments from co-financiers (with English translations)
d) Agency Notification Template on Major Project Amendment and provide details of the amendment, if applicable.

[2] Provide justifications for any major amendments in the project, including an increase of project amount exceeding 5% from the amount approved by the Council. Justification for such amendments and the project document will be circulated to the Council for a four-week review period. For procedures to the approval for major amendments, refer to the Council paper: *Project Cycle Update: Clarification of Policies and Procedures for Project Amendment and Drops/Cancellations, GEF/C.24/Inf.5*

Annex 1

Response to GEF Council technical comments

The project team would like to begin by thanking the GEF Council members for their very careful and constructive review of the technical aspects of the project. With respect to specific points raised in the review, the project team is pleased to reply as follows:

Issue	GEF Council comments[3]	Response	Location in Executive Summary and Project Document
Comments from France			
1. A good aspect is the implementation by a prominent international NGO. Considering that fact, the cofinancing seems quiet low	31	"Double mainstreaming" represents a new approach to mainstreaming within GEF's Biodiversity focal area (see point 5 below). The testing of a new model inevitably makes it difficult to attract new co-financing. However, once the effectiveness of the "double mainstreaming" approach has been demonstrated during Tranche I it is expected that co-financing will become much easier to raise and the co-financing ratio will be much higher during Tranche II. Indeed, a GEF:co-financing ratio of 1:3 has been set as a trigger for Tranche II entry. It is useful to note that the re-orientated baseline figures have been conservatively set. These figures are based on an examination of the documentation available from the "vehicle" projects and discussions with the "vehicle" teams, and have been subsequently agreed with the "vehicles" in the signed Memoranda of Understanding. Only activities within the "vehicles" that directly support the double-mainstreaming content have been included in the calculation. In addition, most of the incremental costs for Tranche I (US$6.2 million) are one-off start up costs, particularly for the Regional Flyway Facility, and will not be required for Tranche II which will focus more on replicating the double mainstreaming approach and involve less start-up costs. In fact, if project costs are taken to include baseline costs, then the GEF is funding for Tranche I represents only 14% of the total, which is not considered high. Even if baseline costs are excluded, then, under a 1:3 co-financing ratio for Tranche II, the GEF would only be requested to fund 40% of project costs. Details on how co-financing was calculated are given in point 14 below. Project execution by BirdLife International will help keep costs low due to reduced overheads compared to public bodies and cost sharing of relevant programmes and activities between BirdLife Partners in (most of) the target countries and wider network. In addition, BirdLife International will use its expertise and role as a prominent international NGO to seek additional	

[3] Numbers refer to paragraphs as numbered in the "*Compilation of technical comments submitted by Council members on work Program approved in November 2005*", dated 8 December 2005.

Issue	GEF Council comments[3]	Response	Location in Executive Summary and Project Document
		co-financing for the Soaring Birds Project through applications to other major donors, including the EU, USAID, UK Darwin Fund, etc, during Tranche I. [It should be noted though that BirdLife International does not have significant unrestricted core funds consequently direct co-financing of projects is limited]. BirdLife has a long experience of developing strong national NGOs, building partnerships with government, and supporting local associations or groups, which will also help develop institutional sustainability.	
Comments from Germany			
2. Given the large number of participating countries (eleven), the project goals do not seem realistic. The scope of the work should be narrowed down by reducing the number of participating countries.	32	This is a very valid point and something that was given a lot of attention in developing the intervention strategy. Initially at the PDF-B request stage it was anticipated that all 11 countries could participate equally in the project. However, during the PDF-B phase, it was recognised such a scope would be unrealistic. As a result, a project intervention strategy has been designed to keep the scope realistic, while at the same time recognising that all countries along the flyway must be involved if the flyway chain is to remain unbroken. From the bird's point of view the flyway is a single system - MSB do not recognize national borders and will land to feed and rest at almost any point along the route. Consequently, national actions (or inactions) cannot be considered in isolation. .Countries are linked in a chain through which the birds migrate. Actions taken in one country can have knock-on effects beyond its borders. The project has been designed as a tranched project, with the majority of project activities in Tranche I focused on a small group of countries (Djibouti, Egypt, Jordan and Lebanon), with only limited activities and capacity building in the remaining 7 countries (Eritrea, Ethiopia, Palestine, Saudi Arabia, Sudan, Syria, and Yemen) during this period. Thus the focus for the first Tranche (5 years) is to demonstrate the operation and effectiveness of the "double mainstreaming" approach at selected points along the flyway through 6 pre-identified practical demonstration "vehicles", and establish the enabling environment and the build capacity required to initiate the double mainstreaming approach along the remainder of the flyway during Tranche II. It should be noted that the successful completion of the PDF-A and PDF-B against severe constraints and deadlines demonstrates that the countries along the flyway are willing and able to work together and that the political will to implement the full project exists, and that many of the project partners – in Egypt, Ethiopia, Jordan, Lebanon, Palestine, Saudi Arabia, and Yemen – are BirdLife Partners within the Middle Eastern or African Partnerships and therefore have experience of working together on large regional or global projects.	Para 15 in Exec Summ, paras 41-43 in Pro Doc and Logframe for triggers for second tranche country entry
3. It is difficult to understand what the	32	Whilst action at the national level is essential, responsibility for the conservation of these birds is shared by all the countries along the route, and a coordinated flyway approach is required if	

Issue	GEF Council comments[3]	Response	Location in Executive Summary and Project Document
comparative advantages of binding together countries as diverse as Lebanon and Yemen, Ethiopia and Palestine, are, given that most of the threats and barriers (hunting, energy lines, waste, agriculture, etc.) are home-made issues and require national solutions.		conservation actions are to be truly effective. Without a coordinated regional approach, actions in one country can undermine conservation efforts in another. This is particularly important because in some cases the majority of a species' world population, e.g. Lesser Spotted Eagle (*Aquila pomarina*), Levant Sparrowhawk (*Accipiter brevipes*), or western palearctic population, e.g. Short-toed Eagle (*Circaetus gallicus*), Booted Eagle (*Hieraaetus pennatus*), Egyptian Vulture (*Neophron percnopterus*) and White Stork (*Ciconia ciconia*), pass along this migration corridor. Furthermore, at the national level, most of the threats are actually driven by similar root causes and require similar solutions, so there are distinct advantages to taking a multi-country approach to MSB conservation, related to economies of scale. For instance, increased electricity generation and distribution is a major focus for all the governments along the flyway. In many cases wind power has been identified as a major source of future power (indeed one of the world's largest wind farms is sited at Zafarana along the Gulf of Suez, Egypt), and the design, siting, construction and operation of wind farms and associated power distribution networks follow very similar models, presenting similar threats to MSB. Consequently, general 'best practice' guidelines for wind farm design and operation can be developed for the flyway as a whole (although these will need some tailoring to the specific national legal and site-specific context). Similarly, waste treatment facilities follow similar designs and operation along the flyway, and there is much overlap in the choice and application of pesticides between the project countries, so common (flyway) approaches can be designed to tackle these issues (developed by the Regional Flyway Facility). Although hunting (shooting and/or trapping) is only an important threat to MSB in the northern part of the flyway and Saudi Arabia and Yemen, the methods employed and social groups involved are similar and again effective common solutions can be designed. In addition, many of the 11 countries share a common language (Arabic or French) and similar social and political conditions, so advocacy and awareness-raising methods and materials developed for one country (e.g. Lebanon, Jordan and Egypt during Tranche I) can be used (with slight modification) in many others (e.g. Syria, Palestine, Saudi Arabia and Yemen during Tranche II). Other advantages to a regional approach include increased opportunities for information and best practice exchange, lesson learning, networking and development of joint activities, which are particularly important for the countries of the Middle East, where such opportunities have been reduced in recent years because of the political climate.	
4. A phased approach could be adopted with initially concentrating on Syria, Lebanon and Egypt and include at a latter stage the other countries	32	Given that double mainstreaming is a new approach for the GEF Biodiversity focal area and hence carries with it the risk of the untested, a phased – or tranched – approach is indeed being taken by the project. Tranche 1 will involve the development of the Flyway as a concept to increase awareness and promote ownership of MSBs; creation of a Regional Flyway Facility (RFF) to act as a coordinating unit; capacity building of key stakeholders to effect double mainstreaming; and the actual delivery of double mainstreaming to incorporate MSB issues into	Para 15 in Exec Summ, paras 41-43 in Pro Doc and Logframe for triggers for

Issue	GEF Council comments[3]	Response	Location in Executive Summary and Project Document
transferring best practices and lessons learned from the initial phase		targeted sectoral programmes to demonstrate the approach. The second Tranche (also 5 years) will establish the sustainability of the RFF and expand the application of the "double mainstreaming" approach to more participating flyway countries once adequate capacity has been built, and to additional sectors and reform "vehicles" in the first group of countries, disseminating 'best practice' and lessons learned during Tranche 1. During the second Tranche the RFF will also develop incentive systems such as 'Flyway Friendly' services and products that promote conservation of MSBs, and establish links to eco-labelled markets. A national partner's entry to the second tranche will be subject to it meeting agreed capacity markers and delivering a negotiated agreement with at least one new reform vehicle that is congruent with the RFF's criteria and guidelines. Tranche 1 will focus on four countries – Djibouti, Egypt, Jordan and Lebanon – where 6 donor-funded development project "vehicles" providing the potential to pilot the double mainstreaming approach in the 4 target sectors and where the value-added by MSB content can be readily appreciated have been identified. These were selected through extensive discussions between the BirdLife national partners and the concerned programmes' stakeholders during the PDF-B and include the key donors in the region, namely the WB, USAID, EU and UNDP. No appropriate project "vehicles" were identified for Syria, and there were concerns about the capacity of the Syrian partner (Ministry of Environment) to undertake activities identified for Tranche I. As a result, Syria is not a focal country during Tranche 1 but will be the target for awareness-raising and capacity building activities during this period and is expected to undertake the full set of project activities during Tranche 2.	second tranche entry
5. The proposal seeks to integrate flyway issues into existing national or donor-funded "vehicles" of reform or change management through the provision of technical tools, content, services and support. This, however, is a quite common form of mainstreaming, and is commonly used e.g. for cross-cutting issues such as gender, environment, good governance, etc., and should therefore not be	33	The Council member is absolutely correct that integrating tools into existing national or donor-funded "vehicles" of reform is a common form of mainstreaming. We do not mean to imply the project strategy is unique and recognize that the term "mainstreaming" can be adequate to describe the piggybacking and inserting of content into existing public sector programs. Nevertheless, using other donor-funded projects as the entry point for sectoral change is not the usual meaning of mainstreaming in the GEF context. In GEF's Strategic Priorities, mainstreaming is used to refer to efforts to get biodiversity considerations included in productive sector programs and this is normally achieved by projects establishing their own mechanisms to interact with the productive sector – establishing a project unit within the line ministry for example. This approach generally has a lengthy 'start up' period before as it negotiates "sector entry". Lobbying and advocacy is frequently required at a high political level, which again takes time and involves risk. The beauty of any mainstreaming approach is that if it is done well to start with and the behavioural changes are put in place appropriately, those changes should keep going well after the project ends. There should be little or no ongoing costs for maintaining the changes.	Para 13-15 in Exec Summ, Para 34-40 in Pro Doc

Issue	GEF Council comments[3]	Response	Location in Executive Summary and Project Document
regarded as a completely new and innovative approach.		However this requires the actors in the productive sectors to agree to the changes and have some perception that the changes are in their best interest. If the changes are not put in place properly to start with, people will revert back to the behaviour they perceive to be in their best interest as soon as the project ends. Many GEF BD2 approaches to mainstreaming conservation issues into productive sectors involve building awareness, establishing effective relationships between the project and sector agencies and advocacy at high political and donor level to gain sector entry, and then building sufficient capacity and technical knowledge to ensure a shift in sector policy and practice. Essentially they look to "inject" mainstreaming messages from outside the sectors often as add-on programmes managed by the environmental sector agencies. This can be a lengthy process, requiring several years, and often very costly with the creation of new institutional structures to interact with the productive sector (with a project unit established within the line ministry for example), and even then integration of the conservation message can still be poor. Moreover, conservation issues have a low intrinsic ability to drive reform processes or change management, particularly in the large and politically important key productive and landscape sectors, and productive sectors often lack the capacity or readiness to use independent contributions from conservation NGOs. Consequently, the usual approach of using the GEF project as the "vehicle" of change was deemed unlikely to be successful in the current context. The conclusion from the PDF-B phase was that standard mainstreaming approaches – particularly for issues such as migratory birds - that believe they can directly achieve behavioural changes have a high risk of failure. We believe "double mainstreaming" reflects an alternative that reduces this risk. This approach has three significant advantages. First, it overcomes the barriers associated with sector entry since the BirdLife national partners lack of experience of and established relationships with most productive sectors, and their relative lack of advantage in managing change and reform processes will be negated by the fact that a vehicle of change with ready access already exists. Second, the greater influence and lobbying capabilities of the two sets of partners (the project and the mainstreaming vehicle), is likely to facilitate and speed the adoption of measures to better protect MSBs. Thus the double mainstreaming approach offers a greater reach and deeper penetration into the key sectors and a lower risk of failure than the traditional approach. Third, it is an extremely cost-effective method of achieving the necessary changes since despite anticipated transaction costs, a double mainstreaming project will be co-financed by the existing reform vehicle and there will be a much reduced need for independent project management and implementation structures (the only new institutional structure to be created is the Regional Flyway Facility) thereby making significant savings. For example, if a demonstration site is required, the GEF does not have to pay for the costs of establishing the site,	

Issue	GEF Council comments[3]	Response	Location in Executive Summary and Project Document
		cultivating stakeholder relationships, developing consultative groups etc. All those costs are borne by the "vehicle". GEF funds only have to be used to provide the MSB technical services at the site. The same applies for a workshop (the costs of organising the workshop are borne by the "vehicle" and the GEF funds are only needed to cover the costs of developing MSB content for the workshop), training, publications, policy development etc.	
6. The proposal lists several species, to which the flyway principle is not applicable. These include the Saker Falcon and the Lesser Kestrel, which are not soaring birds, and the White-tailed Eagle and the Dalmatian Pelican, whose winter quarters are situated to the north of the project region and usually do not migrate through the region.	34	This is a complex point and has been the subject of careful discussion in preparing the project. This project focuses on birds that frequently soar (i.e. fly on fully extended wings with infrequent flapping) over land in thermals (i.e. columns of rising warm air) during migration to reduce flight costs, and therefore follow regular flyways and congregate at 'bottleneck' sites. The list of species included as soaring birds that migrate along the Rift Valley/Red Sea flyway was initially compiled during the PDF-A stage by ornithologists from the participating countries, and then revised during the PDF-B by Richard Porter, widely considered one of the world's experts on raptor migration in the Middle East and (separately) by Dr Graham Tucker, who was the co-author of the key background document for the draft CMS Memorandum of Understanding on Raptors and Owls proposed at the CMS COP in November 2005 (see point 10 below). Richard Porter was commissioned to produce a report on the key bottleneck sites for soaring birds passing along the flyway and Graham Tucker was contracted to review the conservation status and threats to these birds. Both reports are included as Annexes in the Project Document (Annex 7 and 8 respectively). The two lists of species considered by each report were slightly different - the Porter report lists 36 species, the Tucker report 39 (the differences reflect slightly different data sources and poor information about the status of some bird species passing along this flyway). The latter figure of 39 species is given in Executive Summary and Project Document. However, given the question of which species qualify as soaring birds and which should be treated by the project, both lists have been further reviewed by Richard Porter and Graham Tucker in April 2006 and an agreed combined list has been produced, attached as Annex 1 to this table. In total 37 species of birds are considered by this project. Dalmatian Pelican has been removed from the list as it is considered only a vagrant to the region, but White-tailed Eagle has been retained as small numbers of this near-threatened species (and therefore a species of particular conservation concern) have been recorded on migration through the northern part of the flyway, and indeed White-tailed Eagles were reported shot in Jordan during migration in 2004 (Mahdi Quatrameez, RSCN in litt. to Nigel Varty, BirdLife June 2005). The White-tailed Eagle is also listed on Appendix I of the Convention of Migratory Species (CMS) and specifically mentioned in the draft Memorandum of Understanding relating the conservation of raptors and owls in the African-Eurasian Region (see point 10 below) adopted by the CMS COP meeting in November 2005. Falcons were included in the lists of target species by both Richard Porter and Graham Tucker.	Para 7 and Table 1 in Pro Doc Number of MSB species in Exec Summ and Pro Doc changed to 37 with 5 globally threatened and 3 near-threatened species

Issue	GEF Council comments[3]	Response	Location in Executive Summary and Project Document
		Although falcons do not migrate by soaring and are generally broad-front migrants (i.e. they do not do follow particular migration routes), they are regularly seen soaring with migrating raptors and often occur at bottleneck sites (sometimes in largish numbers) where they are subject to threats similar to those affecting soaring raptors, e.g. shooting and trapping (Richard Porter email to Nigel Varty, BirdLife International, 10 April 2006). Saker Falcon and Lesser Kestrel rate particularly highly in terms of conservation priorities and action along this flyway. In addition, falcons are usually included in published papers on counts of soaring birds. Therefore, falcons that migrate through the region were considered as target species for this project. If falcons are excluded, then there are 28 species are treated by the project. However, given the relatively small numbers of falcons migrating along the Rift Valley/Red Sea Flyway (compared to the 'true' soaring birds), excluding this group does not significantly affect the scale of the bird migration along this flyway (see table 2 of the Porter report in Annex 8 of Project Document) - around 1.5 million birds use it every year and it still ranks as the second most important flyway for migratory soaring birds in the world.	
7. We cannot regard an 82-pages document as a summary.	35	The problem of document length is a source of constant concern, but, as the questions here illustrate, even an 82 page document cannot provide all the answers. The Executive Summary itself actually comprises a summary text of only 17 pages with 2 pages of endnotes, a similar length to other GEF Executive Summaries submitted in the last two years and available for public download. The remaining 62 pages comprise annexes specifically required for GEF submission. These are: Annex A – Incremental Cost Analysis (8 pages); Annex B – Project Logframe with explanatory text (14 pages); Annex C - (Response to STAP and GEFSEC reviews – 35 pages). An earlier draft of the Response to the STAP Review was mistakenly inserted into the annex following on from the final version. This has been removed and the document now comprises 76 pages.	
8. It is quite unusual that the project brief refers to information given only in the executive summary, as that then becomes a supplement to the project brief. The Annexes are incomplete (according to references made in the text, the executive summary should have at least 12 Annexes, but	35	The Council Member is thanked for noting that the previously submitted Project Document referred to Annexes A (Incremental Cost Analysis) and B (Logframe) which were located with the Executive Summary. These have now been included in the Annexes to the Project Document and relevant references to the Executive Summary have been deleted. The text of the Executive Summary refers to 3 Annexes – Annex A (Incremental Cost Analysis), Annex B (Logframe) and Annex C (Response to STAP and GEFSEC Reviews) – all of which are now included with the document. All other mentions of Annexes refer to the Project Document, and we apologise if this was not clear in the original text. This has been clarified and the annexes have now been completed.	Complete annexes now given in both Exec Summ and Pro Doc

Issue	GEF Council comments[3]	Response	Location in Executive Summary and Project Document
actually has only two).			
Comments from Switzerland			
9. The project is based on a plausible threat analysis. Indeed, these threats are identical to those identified earlier for other flyways or migratory bird species, e.g. the threats to waterbirds identified by the African-Eurasian Waterbird Agreement (AEWA).	40	Indeed, the nature and degree of some of the threats to soaring birds identified by the project, particularly hunting, are similar to those faced by migratory waterbirds, and indeed soaring birds include pelicans, cranes and some ibises, which are classified as waterbirds. However, MSBs also suffer specific threats not incurred by waterbirds or are affected to a greater degree than migratory waterbirds. For instance, collision with wind turbines, power lines and associated structures is a major cause of death and injury to MSBs but much less so for generally smaller, more manoeuvrable waterbirds. In addition, specific agricultural practices, such as the use of rodenticides to control outbreaks of rats and voles, e.g. Azodrin, and avicides, to control Red-billed Quelea *Quelea quelea*, have been reported to cause indirect poisoning of raptors, and poisoned baits used to control predators in livestock areas are known to have caused incidental poisoning of scavenging birds of prey, such as vultures, kites and eagles, along the flyway. In relation to the waste management sector, municipal rubbish tips represent a threat to scavenging MSBs (but not to most waterbirds who don't visit such sites) because of the potential for ingestion of toxic substances and risk of entanglement in plastic, wire, and other debris. It should also be noted that differences in the nature of the threats facing MSB and migratory waterbirds along the Rift Valley/Red Sea flyway and the behaviour of the two groups of birds while on migration lead to important differences in the approach to their conservation, and therefore to the design of this project. Most flyway projects (including those funded already by the GEF) take a site-based approach or focus on mainstreaming migratory bird considerations into spatial planning processes. Unlike migratory waterbirds, which rely heavily on wetlands for roosting and feeding during migration, it is very difficult to take a spatial planning approach to migrating raptors as, although the birds do congregate at bottleneck sites, many MSBs, particularly raptors, do not use regular roost or feeding sites or habitat types while on migration. Depending on local weather conditions MSBs could come down in the desert, at a wetland, on agricultural lands or even in urban areas. Although MSBs largely travel the same route, they do not stop at all known bottleneck sites along the flyway. Consequently, site protection measures alone cannot effectively address the threats to these birds and it is production sector activities, such as hunting and wind farm developments, that can occur almost anywhere along the flyway that need to be addressed. Consequently, the project has followed taken a mainstreaming (SPII) rather than a protected area (SPI) approach.	
10. The project could impede the elaboration of a	42	A Memorandum of Understanding (MoU) – Improving the Conservation Status of Raptors and Owls in the African-Eurasian Region - with associated draft Action Pan for raptors and owls was	

Issue	GEF Council comments[3]	Response	Location in Executive Summary and Project Document
Memorandum of Understanding under the CMS regarding raptors in the African-Eurasian region. The expected elaboration of a CMS MoU on raptors in the African-Eurasian region and the present project probably have many issues and targets in common. Without a tight coordination of both processes, confusion may arise among governments and stakeholders, thus limiting the motivation and the will for collaboration and, as a consequence, hampering the implementation of both.		agreed at the COP of the CMS in November 2005. The current project was fully aware of the development of the MoU and draft Action Plan, as Dr Graham Tucker, the co-author of the key background document presented to the CMS COP – Assessment of the merits of an Instrument under the Convention on Migratory Species (CMS) covering Migratory Raptors in the African-Eurasian Region - also provided a technical input paper into the Soaring Birds proposal. As noted in point 6 above, Graham Tucker was contracted by the project to produce a review of the status, threats and current conservation of the soaring birds migrating along the Rift Valley/Red Sea flyway (Annex 8 of Project Document). This was undertaken during the same period that Dr Tucker was developing the Assessment, and, as part of the contracting process, both the Department of Environmental, Food and Rural Affairs (DEFRA), the UK CMS focal point, and the CMS Secretariat were informed of the Soaring Birds Project proposal. It should be noted that significant sections of the information and conservation recommendations in the Assessment were also covered in Dr Tucker's report to the project. Despite the above, tighter coordination between the two initiatives was not taken further in 2005 because the draft CMS MoU and associated Action Plan were still in draft form during the development of the current project proposal, were not available to the public (they were treated as confidential as they were covered under a commercial contract), and the current proposal was submitted to GEF in late September 2005 well before the CMS COP meeting in late November 2005. However, we share the concern of the Council member in suggesting that the present project and CMS MoU, particularly through its Action Plan, have a number of issues and targets in common. The MoU adopted by the COP specifically calls upon Parties to the Convention, non-party Range States and other stakeholders to (among other things): protect and manage important migration bottlenecks; control the shooting and poisoning of raptors; raise awareness of the plight of these birds, the threats they face and measures needed to conserve them; monitor populations to establish population trends and carry out appropriate research; and exchange information in order to develop and implement best practice approaches to the conservation and sustainable management of these species. The draft Action Plan highlights 25 activities that should be undertaken to implement the provisions of the MoU, at least 15 of which (Activities 1.3, 1.4, 1.5, 2.3, 2.4, 2.5, 4.1, 4.2, 4.3, 4.4, 5.1, 5.2, 5.4, 6.1, 6.2) are activities that will be addressed by the current project along the Rift Valley/Red Sea flyway. In addition, The draft Action Plan identifies all migration bottlenecks (all those identified by the current project – see Annex 7 to the Project Document), as priorities for protection and appropriate management. Indeed, the current project will contribute to the implementation of many of the MoU objectives and Action Plan priorities in several of the key states a significant number of the priority (bottleneck) sites for raptors identified in the Plan.	

Issue	GEF Council comments[3]	Response	Location in Executive Summary and Project Document
		Given the many common aims and priorities and targets for action between the CMS MoU and project, a joint review of the project work programmes and implementation plans will be undertaken at project inception by the project management team and representatives from the CMS Secretariat[4], to coordinate joint activities, and avoid duplication of effort and generating confusion among partner governments and stakeholders involved with both initiatives. To strengthen the coordination and collaboration further a joint Memorandum of Agreement will be developed between the two parties, the CMS Secretariat will be invited to be a full member of the Project Steering Committee, and the CMS Secretariat will be kept regularly updated on project activities and successes. Furthermore, joint co-financing opportunities from the CMS will be investigated by the project for specific activities shared by the two work programmes. The UK government Department for Environment, Food and Rural Affairs has offered funds to advance the development of the draft Action Plan and establish a Secretariat for the Instrument (contact Andy Williams, 0117-372-8110, email: andy.williams@defra.gsi.gov.uk) and will also be invited to initial inception meetings. BirdLife International will also seek representation on the governing body for the MoU and related Secretariat once these have been agreed and established.	
11. The creation of synergies with institutions such as the AEWA and the CMS are not sufficiently explored. …the flyway concept and the threats encountered during migration are a common issue concerning all migratory birds. We recognise a huge potential for the creation of synergies between the project, the AEWA, and the planned MoU on raptors and regret that efforts to create synergies are limited to project	42	Creation of synergies between the project and the CMS MoU on raptors and owls at the project implementation and institutional level are detailed in point 11 above. BirdLife International and the CMS already have a long established relationship and collaborate and coordinate on a variety of activities at the institutional level and on a number of other joint projects, and BirdLife has input into the development of a number of legal instruments under the CMS, including the Agreement on the Conservation of Albatrosses and Petrels, and the MoU for raptors and owls mentioned above. Furthermore, Peter Schei, Chair of BirdLife International, has recently been appointed as the next CMS Ambassador, which will provide further opportunities to improve collaboration between BirdLife and the CMS. [The role of CMS Ambassadors is to promote the cause of migratory species through their work and association with the press and media, thus enhancing public understanding of migrating wildlife and the threats they face, and bringing these issues to the attention of the world's decision makers]. Similarly, BirdLife has a strong institutional links with the AEWA reflected in a number of joint projects, including the Sustainable Hunting Project, one of the 3 project “vehicles” in Lebanon. During project development the project team also exchanged project ideas and lessons learned with the two existing GEF-funded projects of direct relevance to the CMS and AEWA - the ‘Development of a Wetland Site and Flyway Network for the Conservation of the Siberian Crane	Para 43 in Exec Summ and para 83-89 in Pro Doc.

Issue	GEF Council comments[3]	Response	Location in Executive Summary and Project Document
implementation activities and do not include a collaboration and coordination at the institutional level.		and other Migratory Waterbirds in Asia' project (Siberian Crane Project) and the UNEP-GEF/WI "Enhancing conservation of the critical networks of wetlands required by migratory waterbirds on African Eurasian Flyways" project (the AEWA-Flyway Wings Over Wetlands [WOW] project). The most significant opportunities for collaboration exist with the latter project. The project team (Wetlands International) were invited to both PDF-B Steering Committee meetings and received copies of the document and there is a strong link through BirdLife International's technical involvement with both projects. The capacity-building components of the UNEP-GEF/WI project are not yet finalised, however some of the site-based demonstration projects have specific training elements that could include MSB flyway issues. During the PDF-B there were many contacts by phone and email between the Soaring Birds project and the AEWA-Flyway proposal (principally between Chris Baker, formerly Project Manager, Ward Hagenmeijer, Program Head, Wetland Biodiversity Conservation and Ecological Networks at Wetlands International, Nigel Varty, Program Manager, SBP and David Thomas, Head, Site Action Unit, BirdLife Secretariat). From May 2006, the CTA for the UNEP-GEF/WI AEWA flyways project has been Edoardo Zandri, and BirdLife has held discussions with him to create synergies, and ensure that potential links between the two projects are realized. It is also useful to note that the BirdLife Site Action Unit Programme & Projects Manager (Jonathan Barnard) overseeing this Soaring Birds project is also a senior technical advisor to the UNEP-GEF/WI/AEWA WOW project, thus ensuring strong cross-project linkages. Contact was also established with the Siberian Crane project (between Crawford Prentice, the International Technical Advisor and Nigel Varty). The Project Director will liaise with his counterparts on other GEF projects to determine the most effective mechanisms for coordination during the inception phase. More details on these project and opportunities for collaboration are given in paragraphs 82-88 of the Project Document.	
12. The evaluation of the project's sustainability is very optimistic. The sustainability of the project depends to a large degree on the success of the development of flyway-friendly products	42	Eco-friendly products and services are still a relatively small but rapidly growing component of the world economy and recent market analyses suggest this is set to continue5. Consequently, the project is more optimistic about the potential to develop specific ecotourism ventures that could benefit MSBs and local residents alike, particularly birdwatching at bottleneck sites (within carrying capacity), given that at least 6 of the 11 project countries include ecotourism in national tourism or development strategies or are considering its inclusion as a specific sub-sector. For instance, in Egypt the southern Red Sea coast has been declared an "eco-tourism zone" and the Egyptian Tourism Federation has established an eco-tourism committee. In Lebanon, the total recreational value of bird watching is estimated at US$ 1.65 million annually and Ministry of	

[5] The World Tourism Organisation (WTO) estimates that "nature tourism" specifically generates 7% of all international travel expenditure and predicts that receipts from international tourism will climb by 6.7% a year over the next two decades. Nature travel is estimated to be increasing at an annual rate between 10% and 30%. Another global estimate is that 40-60% of all international tourists are "nature tourists" and that 20-40% are wildlife-related tourists (calculated differently).

Issue	GEF Council comments[3]	Response	Location in Executive Summary and Project Document
and services to foster the involvement of the private sector. We fully support the consideration of this issue as a high project risk. The promotion of ecotourism is not considered a very promising or sufficient approach to address this risk. Here again, we are convinced that a tight collaboration and coordination with the AEWA and the CMS could significantly boost the project's financial, economic, and institutional sustainability.		Tourism web sites list bird-watching as an activity at some bottleneck sites. The direct economic benefit from visitors to Al-Chouf Nature Reserve is estimated at US$ 50-70,000 a year (plus US$ 100-150,000 indirect benefit to the local community). Furthermore, many of the sites important for MSBs are themselves attractive wild areas already marketed for more general tourism, e.g. Wadi Dana in Jordan. A major advantage BirdLife brings to this area is it's ability to promote bird-watching at the bottleneck sites, and thereby ecotourism generally to the region, through the BirdLife network and partnerships with the private sector and local NGOs. However, it is recognised that it will require time to properly and adequately develop markets for flyway-friendly products and services – the project views this as a long-term process. Consequently, the project has been deliberately designed to run for a minimum of 10 years (Tranches 1 and 2 will run for 5 years each) to allow for market development and penetration. During Tranche 1, resources will be allocated to identifying and analysing markets, building capacity of producer groups and relevant stakeholders, and identifying and promoting "flyway-friendly" services and projects nationally, regionally and internationally, to address this issue (with a clear plan of action by the end of Tranche 1), and "flyway friendly" products and services (and the associated labelling and certification systems) are not expected to be fully developed and available on a commercial basis until the end of Tranche 2. Success in certification of 'flyway friendly' products will also depend on linking the environmental benefits of adopting the scheme with economic or Corporate-Social-Responsibility benefits for operators, therefore consultations will also be held with 'producers' and their 'markets'. Given the long-time scale required and the acknowledged risks to achieving MSBs conservation objectives through market mechanisms, the project takes several other approaches to achieving the project's financial, economic and institutional sustainability (see particularly section 2.9 of the Project Document). Achieving financial sustainability of the RFF will be a special focus in Tranche 2 when it will be required to raise co-financing for its running costs from those project "vehicles" that it develops partnerships with, and by phase 3 it is expected to have become a viable commercial operation providing technical services and accreditation to donor "vehicles" and the private sector in return for fees. During Tranche 2 the project will also expand the application of the double mainstreaming approach to more participating flyway countries once adequate capacity has been built, and to additional sectors and reform "vehicles" in the first group of countries (the project already has a well-developed 'long list' from the PDF-B), increasing both the financial and institutional sustainability of the RFF and conservation efforts for MSBs along the flyway, and indeed it is expected that "vehicles" will continue to multiply after the project has ended. Furthermore, the project's mainstreaming (BD2) approach itself encourages sustainability - successful mainstreaming requires irreversible change (changed human attitudes, behaviours and	

Issue	GEF Council comments[3]	Response	Location in Executive Summary and Project Document
		practices), and in that sense can be said to be sustainable. By truly embedding soaring bird conservation measures into relevant sectors, and by bringing about the appropriate behavioural changes that accompany, for example, technical mainstreaming measures, the mainstreamed elements will continue well after the project ends. The actors/sectors will themselves drive the process, and as a result there won't be any (external) costs for maintaining these changes. The project development team agree with the Council members that a strong collaboration and coordination with the AEWA and CMS would facilitate the project's financial and institutional sustainability. This was recognised at the PDF-B stage and initial contacts were made (see point 11 above), however, it is recognised that there is a need to develop a strong and formal institutional link between the project and the CMS and AEWA. This is suggested as a Memorandum of Agreement (MoA) between the institutions, that will be developed during the inception phase, that will detail joint activities and set out opportunities for joint or assisted funding of shared objectives. It is recognised that the CMS itself has limited resources for implementation of the Action Plan for raptors and owls (provisionally costed at US$ 1.5 million for first year.)	
13…the project does not take into account the ongoing process within the CMS, which targets the creation of a MoU on raptors and fails to create synergies at the institutional level with the CMS and the AEWA. There is a major risk that insufficient collaboration and coordination with these institutions, overlapping objectives along with the multiplication of "brands" (CMS, AEWA, project) may create confusion among governments and stakeholders, thus hampering the achievement of the	43	The project recognises that without sufficient collaboration and coordination on project objectives and activities with the CMS and AEWA there is a risk of creating confusion among partner governments and shared stakeholders, which could undermine the common goal of the conservation of migratory birds. Consequently, the project will look to build on existing relationships and create new synergies at both the institutional and project level with the CMS and AEWA, as described in points 10 and 11 above. However, it should be noted that there are important differences in the approach taken by the present project to achieve conservation of MSBs and that adopted for migratory waterbirds by the AEWA flyways project, as detailed above (see point 9), which will give the current project a unique 'identity' among the stakeholders. The current project's focus on mainstreaming as opposed to the AEWA Flyways project's focus on site conservation measures; the selection of raptors which rely on thermals for their migration and are largely confined to narrow 'corridors of air space; the attention to threats such as collision with wind turbines and powerlines, are all significant differences between the two projects which will help clearly separate the two projects in the minds of stakeholders. In addition, although both projects are operating in a number of countries they only have one country in common – Yemen – which will only be involved in full project activities during Tranche 2. The 'branding' of the flyway and development of 'flyway friendly' products and services is a potential area of confusion. However, although this a focal area for the current project (especially through the use of social marketing techniques employed by the RARE 'Pride' campaigns to be	Para 83-89 in Pro Doc

Issue	GEF Council comments[3]	Response	Location in Executive Summary and Project Document
common goal, i.e. the conservation of migratory birds.		developed in Egypt, Jordan and Lebanon) it is much less so for the AEWA Flyway project, which has a component centred more on training and awareness raising for developing wetland and waterbird conservation capacity. However, the two projects will collaborate closely on awareness raising and 'branding' and marketing programmes beginning at the project inception stage, as both projects could benefit substantially from the other activities in this area, in terms of sharing of experiences, lessons learned and potentially sharing of resources and materials. Indeed, rather than competing for attention in the minds of stakeholders, with adequate collaborative mechanisms in place both projects' objectives and activities should benefit the other's through increased awareness of and respect for conservation of migratory birds among the public ands decision makers along the Rift Valley/Red Sea flyway, which should also help facilitate the implementation of each project.	
14. Page 78, GEFSEC review comments 17: We fully support the view that the amount of cofinancing is low. The response provided focusing on how to calculate the cofinancing-ratio, is not satisfactory. We therefore would like to reiterate this question and ask for clarification on how additional cofinancing will be leveraged.	45	Calculation of co-financing. On page 79 (now page 73) of the Executive Summary (in the response to the GEFSEC Review) it says "Total committed co-financing from national partners for Tranche I is US$ 1,315,375 (see D8) [More detailed breakdowns are available if needed] Additional co-financing will be leveraged during Tranche I for Tranche II (a co-financing ration of 3:1 has been included as a Tranch II trigger). This will be leveraged by demonstrating the cost-effectiveness of the "double-mainstreaming" approach, increasing the number of "vehicles" along the flyway, and through direct support to the Regional Flyway Facility – (the financial sustainability of the RFF is also a Tranche II trigger).	

Annex 2

Response to GEF Secretariat reviews

The project team would like to begin by thanking the GEFSEC review team for their very careful and constructive review of the project proposal. Their comments have positively influenced the present document. With respect to specific points raised in the review, the project team is pleased to reply as follows:

Issue	GEFSEC review comments[6]	Response	Location in Document (to be completed with final submission)
1. Country Ownership			
Country Drivenness			
1. 1 Endorsement letters are missing for Egypt, Ethiopia, Lebanon, Sudan and Yemen.	1	All endorsement letters are attached apart from Ethiopia. Endorsement from Ethiopia is expected, however the official process is taking some time. Ethiopia is not receiving significant resources in Tranche I, only participating in general capacity building and awareness raising activities. If no letter is received before the Work Program is posted for Council, they will remain as a project participant but receive no GEF funds in Tranche I. A support letter is provided for Saudi Arabia. While they will receive no GEF funds, a letter from the OFP is still anticipated.	Page ii of the Executive Summary
1.2 Not very clear if all countries have prioritized migratory soaring bird conservation		The principal international agreements relevant to the conservation of MSBs are the Convention on Migratory Species (CMS), the African-Eurasian Waterbird Agreement within the CMS and the Ramsar Convention. Six countries (Djibouti, Egypt, Eritrea, Jordan, Saudi Arabia and Syria) are signatories of the CMS and Lebanon is currently considering membership; 6 countries (Djibouti, Egypt, Jordan, Lebanon, Sudan and Syria) are signatories to AEWA; and 6 countries (Djibouti, Egypt, Jordan, Lebanon, Sudan and Syria) are members of the Ramsar Convention, and Ethiopia is making moves towards joining. The Palestine Authority is not a member of any international conventions because of its status but its Environmental Law contains clear commitment to regional & international agreements/ conventions. Nine of the eleven countries (Egypt, Eritrea, Ethiopia, Jordan, Lebanon, Palestine Authority, Sudan, Syria and Yemen) have NBSAPs and five (Egypt, Eritrea, Ethiopia, Jordan and Yemen) have NEAPs containing wildlife or biodiversity elements with relevance to the conservation of MSBs. The Egyptian NBSAP makes specific mention of migratory birds in relation to	Paragraphs 20 and 21of the Executive Summary

[6] As numbered in the "Summary of recommendations" section of the Review Sheet

Issue	GEFSEC review comments[6]	Response	Location in Document (to be completed with final submission)
		compliance with CMS and AEWA and has proposals for protected area (PA) sites and management that could be relevant to MSBs. The Egyptian NEAP also has a specific biodiversity conservation action programme including PAs, wetland, marine and coastal management. The Ethiopian NBSAP recognises the importance of birds and their habitats and proposes Community Action Plans for some Important Bird Areas (IBAs). The NBSAP for Jordan includes projects for species at risk outside PAs, which could include action at bottleneck sites that are not protected; 2 bottleneck sites are included in the proposed PA network. In Syria, 7 sites along the Rift Valley/ Red Sea bottleneck flyway are IBAs or PAs or both and other IBAs are proposed for PA status in the NBSAP. A few other national conservation policies (for example the Jordan Parks Policy) make specific mention of the conservation needs of migrants including birds and several national PA networks include identified bottleneck sites. However, their status as bottleneck sites is not the primary reason for their selection as protected areas. (In most cases their "bottleneck" status is probably not recognised as an additional attribute or reason for protection although it could add value to a site, for example as an additional ecotourism attraction). Ethiopia's Wildlife Policy provides for creation of habitat corridors along which species can migrate and the conservation of habitats such as lake shores, river banks, watersheds and forests along watercourses. Three countries (Ethiopia, Jordan and Syria) specifically recognise IBAs as a category (or potential new category) of protected area or a focus for conservation projects and Action Plans.	

Issue	GEFSEC review comments[6]	Response	Location in Document (to be completed with final submission)
2. Program and Policy Conformity			
Program Designation and Conformity			
1.3 The global benefits are adequately justified however the incremental costs of achieving them appear to be very high as presented in the document. Please see comments and requests for clarification on financing plan for project.	2	This concern may be due to the way the information is presented. The reform "vehicles" represent the majority of baseline costs for tranche I – representing the sectoral changes that will take place in the absence of the GEF alternative. This is a conservative baseline figure because there are also other sectoral reform processes that will be undertaken besides the reform "vehicles". These costs are not included in the baseline calculation. A small amount of BirdLife costs that are directly related to the support they will provide to MSBs in the region is also included in the baseline. However considering the comments from the reviewer regarding the relevance of protected areas to the intervention, it would also be possible to include BirdLife's IBA program along the flyway in the baseline. Maintaining the conservative figure the baseline is in excess of $37m. The incremental costs for tranche I are $6.2m. This is not very high, in fact incremental costs of 14% could be considered particularly low. The incremental costs for tranche II are expected to be an even smaller proportion of the alternative – as tranche II will focus more on replicating the double mainstreaming approach and involve less start-up costs	Paragraph 35, Executive Summary
Project design			
1.4 The PDFB document identified 6 objectives some of which have been reconfigured, others appear to have disappeared entirely. Please provide a matrix which depicts how and why certain objectives have been eliminated and why others have been reconfigured such that the rationale for the revised design is clear.	3	The PDF-B was developed when the GEF strategic priorities were very new. Experience and understanding of mainstreaming approaches has increased since then, as evidenced by the UNDP-GEF Advisory Note. Also, the purpose of the PDF-B was to consider different "alternatives" in the light of desired impacts and cost-effectiveness. The approach envisaged in the PDF-B was explored during the first four months of PDF-B implementation, and with the improved understanding of mainstreaming requirements it was decided that migratory birds did not have enough leverage as an issue to drive sectoral reform and that the "traditional" mainstreaming approach would be extremely expensive and no more likely to achieve impacts.	Page 33, Table 3 of the Project Document
The project proposal needs to contain a logframe for all the tranches. The current logframe is unclear in this regard, not distinguishing between the two tranches.	4	A revised logframe indicating which Outcomes and Outputs are expected in Tranche I and Tranche II was prepared. Text explaining these relationships has been added to the introduction to the logframe section in the Executive Summary.	Annex B, Executive Summary
Executive Summary lacks a description of the triggers for	5, 6	Thank you for raising these points. Finalisation of the triggers was an element we were unable to complete in time for the brought-forward submission date of	Paragraph 15, Executive Summary.

Issue	GEFSEC review comments[6]	Response	Location in Document (to be completed with final submission)
Tranche II entry and the definition of the project as a Type II tranche project. Please clarify all triggers in the logframe and make sure that they are discrete, measurable and verifiable. The triggers should be more concrete and easily measurable and verifiable. Verification of triggers for Tranche II entry presented in paragraph 41 of the Pro Doc needs to be clarified. The following triggers need to be clarified: - achievement of a "certain cofinancing ratio" (clarify ratio that is the target); - "certain capacity markers" of the Birdlife Partners that need to be achieved.		2 Sept., however it was a requirement we were aware of and have been working on since 2 Sept. A description of the triggers for Tranche II entry is now included in paragraph 15) of the revised Exec Summ and a revised and expanded section on Tranche II and triggers for entry, including their verification, is given in paragraph 41-42 of the Pro Doc Verification of Tranche II triggers is also included in the Logframe under Outcome 4. The definition of the project as a type II tranche project is given in paragraph 15 of the Exec Summ The 'co-financing ratio' target for entry into Tranche II is 1:3 of GEF co-financing. This has been amended in paragraph 42 of the Pro Doc. The project is taking a new innovative approach. Such innovation inevitably makes it difficult to attract new co-financing. However, once the effectiveness of the double mainstreaming approach has been demonstrated during Tranche I it is expected that co-financing will become much easier to raise and the co-financing ratio will be much higher during Tranche II with the overall co-financing ratio evening out over the two tranches. BirdLife has recently completed an assessment of the national project partners to determine their capacity to undertake mainstreaming and double mainstreaming (through the 6 identified project "vehicles"). The capacity assessment drew on several UNDP guidance reports and a scoring system modelled on that recommended by UNDP/GEF Resource Kit (No. 4) - Capacity Development Indicators was adopted. Entry into Tranche II will require the project partner to have achieved a score of at least 2 (scores range 0-3) for 9 principal capacity measures identified by the assessment. For the first Tranche, Djibouti and Egypt will receive immediate capacity building during the first 6 months to ensure they will be able to undertake the double mainstreaming activities	Paragraphs 41-42, Project Document Paragraph 15, Executive Summary Paragraph 42,Project Document Annex 13, Project Document
Review the logframe and amend to improve the specificity and relevance of indicators, where % targets are given.	7	Considerable effort has been expended during the 11-month PDF-B phase (due to delays with the prodoc the PDF-B stage only began in October 2004. Consequently, the project has not been developed over two years as stated), especially the latter half, in identifying and developing relevant indicators and collecting baseline data for these indicators. UNDP-GEF, project partners, national governments, donor agencies, academics, local NGOs, as well as other sources were consulted and extensive literature reviews undertaken by the	Annex B, Executive Summary

Issue	GEFSEC review comments[6]	Response	Location in Document (to be completed with final submission)
		project team and a group of consultants. The indicators chosen are considered the most specific, robust and verifiable given the mainstreaming approach adopted and the open-system nature of the targeted biodiversity values. The baseline figures presented in the logframe are the most up-to-date figures available, drawing upon the best internationally available data. Where data could not be collected in time (noting the seasonal nature of much data related to migratory species – full-swing PDF-B activities only corresponded with one migration period) the baseline will be collected during the inception phase, and will include: GEF BD2 tracking tool score; number of hunters and tour guides aware of MSB issues; number of hunted MSBs recorded for sale (live and dead) at specific markets in region; data for existing wind turbine and transmission lines. Currently, very little land managed for hunting, energy, waste or agriculture along the flyway is under 'flyway friendly' management practices, and that which is, e.g. the very small area under organic crops, is not close to any bottleneck areas. Therefore the baseline for this indicator is 0 hectares. The entry in the logframe has been changed to reflect this (see D 2). Similarly, the indicator of the number of hunters and tour guides able to identify specific soaring birds and name activities that threaten them, and indicator of the number ammunition and gun suppliers in Lebanon, Jordan, Syria, Palestine, and Egypt, endorsing responsible hunting, have been changed in the logframe to make them more specific. In cases where the indicators in the logframe relate to impacts from planned developments in the key sectors of hunting, energy, waste management and agriculture, such as the number of planned waste management projects at bottleneck sites or along the flyway, or wind turbine and transmission lines developments, information was either poor (no project or planning document) or not specific enough to identify impacts at particular bottleneck sites and will need further research at the inception stage to better define project targets. In other cases, e.g. % increase in number country sector policies (hunting, energy, agriculture and waste management) incorporating MSB issues approved by national governments over the 10 years of the project, it is not known how many sector policies or plans are expected ahead of time and consequently a target number cannot be given (although a target % can).	

Issue	GEFSEC review comments[6]	Response	Location in Document (to be completed with final submission)
Annex 11 needs to be better integrated into the text (and perhaps the logframe) and in the Executive Summary given that these are the "reform vehicles" that have been identified that the project will use in Tranche I.	8	It is recognised that Annex 11 has not been integrated into the Project Document and Exec Summ as well as it should have been. Therefore, more explicit references with and linking to Annex 11 is given in the text of both the Exec Summ and the Project Document (para.62-38) and it is included in the logframe (under Outcome 3 indicators).	Paragraphs 14 & 35 and Annex B, Executive Summary. Paragraphs 62 and 38, Project Document.
Please clarify the rationale and criteria for selecting these "reform vehicles".	8	Considerable time and effort has been expended on identifying appropriate "reform vehicles", and working with their project managers and donor agencies to determine where double mainstreaming could operate, what the Soaring Birds Project would provide to the reform "vehicle" in terms of content, tools and services, and how they will be integrated during Tranche I. A summary of this analysis for the initial 6 project "vehicles" is shown in Annex 11 of the Pro Doc. Reform "vehicles" were chosen on the basis of: how successfully they could demonstrate the double mainstreaming approach during Tranche I; having a representative spread of projects funded by the primary donors in the region for the target sectors (EU, WB, UNDP, USAID – thus facilitating scaling-up and replication in tranche II and beyond); and the possibility for expansion and development of new linkages during Tranche II. Consideration was also given to the capacity of the national partners to undertake mainstreaming activities (although special capacity support measures have been provided for Egypt and Djibouti given the importance of the sectors and geographical locations) and to the nature of the "vehicle" – its predisposition to working with the project and ability to absorb the technical content. In addition, each reform "vehicle" had to have a focus on at least one of the target sectors and a focus in at least one country possessing either large numbers of bottleneck sites (e.g. Jordan and Lebanon) or with the key water crossings (Egypt and Djibouti) where biological impacts of the approach can be maximized. Given the severity of the threat to MSBs, there was also a focus on reform "vehicles" in countries where the hunting sector poses the greatest threat (Lebanon and Jordan, and Egypt for trapping and sale of live birds).	Paragraph 39, Project Document
Annex 11 appears to be incomplete when compared with paragraph 37 in the project document. Please clarify this and provide a complete and well-organized table.	8	Annex 11 now contains all 6 "vehicle" matrices and in standardised format.	Annex 11, Project Document

Issue	GEFSEC review comments[6]	Response	Location in Document (to be completed with final submission)
What is the certification process for tour operators to be labeled "flyway friendly"? What is the certification process for "flyway friendly" electric transmission lines? What is the certification process for "flyway friendly" wind turbines design/operation? If there is no independent certification process for these flyway friendly practices, please clarify how the project will verify the flyway friendly nature of these activities.	9	Labelling and certification processes and schemes for 'flyway friendly' products and services associated with the target sectors will be developed in Tranche II and are not expected to be introduced until Tranche II is well underway (the focus in Tranche I will be on developing links to producers and strengthening understanding of impacts on MSBs). The project aims to establish a labelling or certification mechanism through the Regional Flyway Facility in collaboration with the national partners, with a clear written plan of action by the end of Tranche I (one of a series of targets the RFF should meet for project entry into Tranche II). During Tranche I, market analyses and economic feasibility studies will be undertaken for each sector through the RFF with a view to identifying specific products and services that would already qualify for or could be developed as 'flyway friendly'. The RFF will hold consultations with organisations running other certification schemes (e.g. Forest Stewardship Council, Marine Stewardship Council, SGS etc) to develop appropriate models and approaches. Success in certification also depends on linking the environmental benefits of adopting the scheme with economic or Corporate-Social-Responsibility benefits for operators, therefore consultations will also be held with 'producers' and their 'markets'. The reviewer is correct; currently there is no independent certification process for flyway friendly activities in the target sectors. That is why the goal is to transform the Regional Flyway Facility into such an independent certifier. Labels and products may include: a Regional Flyway Facility (RFF) approved training course on integrating MSB issues into EIA processes for environmental consultancy companies; electricity generated from wind turbines that meet international 'best practice' designs as endorsed by the RFF; adoption by farmers of less toxic pesticides or integrated pest management that don't threaten raptors at bottleneck sites (again endorsed by the RFF); or endorsement of tour companies who look to build partnerships with local communities around bottleneck sites with increased ecotourism revenue flowing into addressing the threats to MSBs at these sites.	Paragraph 43, Project Document

Issue	GEFSEC review comments[6]	Response	Location in Document (to be completed with final submission)
As defined in the document "double mainstreaming" is mainstreaming as commonly understood in the development literature. The proponents may wish to avoid confusion and simply use the word mainstreaming as opposed to "double mainstreaming" to describe the project's approach to piggybacking and inserting content to existing public sector programs.	10	While the piggybacking and inserting of content into existing public sector programs does adequately describe “mainstreaming” in its standard context, we do not believe it adequately reflects the project’s approach. Using other donor-funded projects as the entry point for sectoral change is not the usual meaning of mainstreaming in the GEF context. In GEF’s Strategic Priorities, mainstreaming is used to refer to efforts to get biodiversity considerations included in productive sector programs and this is normally achieved by projects establishing their own mechanisms to interact with the productive sector – establishing a project unit within the line ministry for example. This approach generally has a lengthy ‘start up’ period before as it negotiates “sector entry”. Lobbying and advocacy is frequently required at a high political level, which again takes time and involves risk. The beauty of any mainstreaming approach is that if it is done well to start with and the behavioural changes are put in place appropriately, those changes should keep going well after the project ends. There should be little or no ongoing costs for maintaining the changes. However this requires the actors in the productive sectors to agree to the changes and have some perception that the changes are in their best interest. If the changes are not put in place properly to start with, people will revert back to the behaviour they perceive to be in their best interest as soon as the project ends. The conclusion from the PDF-B phase was that many standard mainstreaming approaches – particularly for issues such as migratory birds - that believe they can directly achieve behavioural changes have a high risk of failure. We believe “double mainstreaming” reflects an alternative that reduces this risk. This is confirmed by the comments of the STAP Reviewer and UNDP-GEF’s Peer Reviewer. It has also been endorsed by BirdLife International, leading migratory soaring birds experts, the World Bank and participating governments. It is already being replicated in Bulgaria in another MSB project with the support of RSPB. We know of no other GEF Biodiversity project that utilises the same modality.	Paragraph 35, Project Document

Issue	GEFSEC review comments[6]	Response	Location in Document (to be completed with final submission)
Provide an initial list of which of the 23 sites overlap with the sectoral programs that serve as the delivery of the content necessary to effect mainstreaming.	11	The bottlenecks within the area of influence of the 6 "vehicle" programs are: Jordan – Aqaba Mountains, Petra area, Jordan Valley, Wadi Dana-Finan, Wadi Mujib/Jebel el Hamra; Lebanon – Ammiq swamp, Harissa (Jebel Liban), Ebel es-Saqi village. In the case of Djibouti, the area of operation of the project "vehicle" is south of the known bottleneck site of Kadda Guéïni – Doumêra (at the Bab al-Mandab straights) but Djibouti has been very poorly surveyed ornithologically and it is likely that most of the country, including the wind farm area, is important for MSBs (Geoff Welch pers.comm. to Nigel Varty, August 2005). The issue of migratory birds is raised in the wind farm's EIA. In the case of Egypt, the LIFE Red Sea project area is along a particularly important section of the flyway – along the Egyptian Red Sea coast, and the impact of this development project along this stretch of coast is likely to be far greater than the immediate area it covers, through it's influence on ecotourism and waste management policy development in the governorate. In should also be noted that all 6 projects operate fully within the flyway.	Map included in Annex 4, Project Document
In addition, given that only eight sites of the 23 bottleneck sites are fully or partially protected through national legislation (as described in Annex 7, page 56) please clarify why the project has not chosen as part of the project design to secure legal protected status for those sites.	12	UNDP-GEF's approach to BD-2 (as set out in the Advisory Note) is that support for protected areas can be included in the BD-1 design logic when the aim is to mainstream biodiversity considerations into spatial planning processes. Distinct from migratory waterbirds (who rely on wetlands for roosting and feeding during migration), it is very difficult to take a spatial planning approach to migrating raptors (for reasons set out in the proposal). Given their migration patterns any efforts to mainstream raptor considerations into spatial plans at a landscape level risk low impacts and high costs. Therefore a decision was taken not to pursue this approach. Many MSBs, particularly raptors, do not use regular roost or feeding sites or habitat types while on migration with weather conditions playing a bigger role in dictating landings. Furthermore, although the birds largely travel the same route, they do not stop at all 23 bottleneck sites. Some pass through at height and the air space above the bottleneck is more important than the habitats on the ground (although these habitats may generate good thermals for soaring at these sites and provide temporary roosting and feeding areas). (Indeed, the IBA criteria that define a "bottleneck" relate to the number of birds sited, not the numbers resting or roosting). Consequently, strengthening the protection of all 23 sites would have questionable effectiveness and failure to secure legal protected status for bottleneck sites not fully protected does not pose a major risk. Rather it is production sector activities, such as hunting and wind farm developments, that occur along the whole flyway that need to be addressed, which is why the project has taken a mainstreaming (BD-2) rather than a	Paragraph 12, Executive Summary

Issue	GEFSEC review comments[6]	Response	Location in Document (to be completed with final submission)
Why did the project not choose as part of the project design to secure legal protected status for bottleneck sites that are not fully protected. Please identify the risk in not doing so and the risk mitigation measure under the project risks section.		protected area (BD-1) approach. We recognise this is a different approach to other flyway projects funded by the GEF. However, given that MSBs can land anywhere along the flyway and are at risk from the target sectors across a huge area it was decided that an innovative approach was needed to protect these birds. Protection of bottleneck sites does have a part to play in the conservation of migrating soaring birds. However, given the unpredictable roosting and resting patterns of soaring birds, delineating critical bottlenecks sufficiently to provide legal protection during passage may not be the most cost-effective way of increasing the safety of the flyway system. The project will, however, support independent efforts to strengthen legal protection, particularly for pelicans and storks where there is more predictability due to their greater reliance on wetlands. This will be achieved through the coordination with the GEF/UNEP/WI Migratory Waterbird project, as detailed elsewhere. In addition, the project will focus its awareness activities at key bottlenecks in Lebanon, Jordan and Egypt. These specially designed RARE programs will work with local communities to create mechanisms and incentives for flyway friendly activities at sites. This work will complement other initiatives that are working to strengthen the protection of flyway sites – such as the WB-GEF Jordan Valley Integrated Ecosystem Management project. RSCN is the partner for that project and our project, and this linkage will ensure coordination between these initiatives (in addition to the ongoing coordination between the WB and UNDP GEF regional Coordinators). Also, BLI national Partners are all involved in BirdLife's Important Bird Area (IBA) program which aims to identify and protect globally important sites for bird and biodiversity conservation. Through this programme they will be providing support to the strengthening of conservation measures at bottleneck sites outside the scope of this project. The risk (low) has been identified in the corresponding risk table in the Executive Summary and Project Document.	Project Risks Table, page 9, Executive Summary. Table I page 20, Project Document
Clarify the discrepancy in Annex 7 and para 72 in the text regarding the protection status of the 23 sites.		The discrepancy between Annex 7 and paragraph 67 in the text regarding the protection status of the 23 sites is due to a mistake in the Project Document. The relevant sentence should read 'Of the 23 bottleneck sites along the flyway, identified by the project, 8 have some level of protection and 15 are unprotected (see Annex 7)' and has been changed in the revised Project Document.	Paragraph 74, Project Document
Given the lack of quantitative data on	13	The corresponding text has been modified in the risk tables given in the Exec	Project Risks Table,

Issue	GEFSEC review comments[6]	Response	Location in Document (to be completed with final submission)
the impact some productive sectors are having on the MSB, the lack of public or private sector cofinancing to the project and the clear difficulties in engaging sectoral actors, the risks of failure in applying the "vehicle" approach seem to be underestimated. Please clarify this under the project risks section as a medium risk assessment is overoptimistic.		Summary and Pro Doc with an explanation of how this will be mitigated.	page 9, Executive Summary. Table 1, page 20, Project Document
It is extremely unlikely that the project will be able to market flyway-friendly products and services during the lifetime of the project thus this should be placed as a high risk. The risk mitigation measure extrapolates data in the most optimistic way possible and this is unlikely to hold in reality.	14	It is recognised that existing markets for flyway-friendly products and services are small, but the project has been deliberately designed to run for a minimum of 10 years (Tranches I and II will run for 5 years each) to allow for market development. Indeed “flyway friendly” products and services (and the associated labelling and certification systems) are not expected to be developed until Tranche II. In other words, market development and penetration is viewed as a long-term process. However, the risk status for this issue has been changed to ‘High’ in the risk table	Project Risks Table, page 9, Executive Summary. Table 1, page 20, Project Document
Sustainability (including financial sustainability)			
Please have in place a sustainability plan which should also include financial sustainability long-term plans. Sustainability strategy is based on the philosophy inherent to the "double mainstreaming" approach as defined by the project proponents.		Sustainability of project process and impact is approached through three mechanisms: Sustaining project impact. By truly embedding soaring bird conservation measures into relevant sectors (as the term mainstreaming implies), and by bringing about the appropriate behavioural changes that accompany, for example, technical mainstreaming measures, the mainstreamed elements will continue well after the project ends. The actors/sectors will themselves drive the process, and as a result there won’t be any (external) costs for maintaining these changes. It is noted, however, that this requires the actors in the productive sectors to agree to the changes and have some perception that the changes are in their best interest (either because of financial benefits, future opportunity benefits, risk management benefits or through negative incentives – probability of non-compliance being punished). In this way, the prospects of people	Paragraphs 25-29, Executive Summary. Section 2.9, Project Document.

Issue	GEFSEC review comments[6]	Response	Location in Document (to be completed with final submission)
		reverting to their original behaviour will be reduced, helping to ensure sustainability. Also, by working through other programmes, and collaborating closely with their proponents, integrating MSB conservation into issues which concern them, we believe that the prospects of achieving lasting change are increased. It should also be noted that the project includes a significant component focussed on raising awareness among actors and the general public to improve their understanding of the related benefits and incentive measures. Sustaining the Regional Flyway Facility. Through the course of the project, the Regional Flyway Facility will become established as the premier agency for information, technical advice and access to networks of expertise and experience on measures to mainstream migrating soaring bird conservation. In effect it will become a regional 'Clearing House Mechanism' for MSBs. It is also proposed that it will become the agency responsible for managing a regional MSB-friendly certification scheme. As with other environmental certification schemes, charges levied for examining and certifying schemes/developments, together with consultancy charges for the provision of technical expertise, will eventually cover the running costs of the RFF thus ensuring its sustainability Developing national capacity. The project will work very closely with national institutions to develop and strengthen their capacity to undertake "double mainstreaming" and to raise awareness of the "soaring birds flyway". At the end of the project, these institutions will have in place skilled personnel, and systems capable of initiating, encouraging and taking further action for the conservation of the flyway including 'double mainstreaming" through newly identified vehicles in collaboration with the Regional Flyway Facility	
3. Financing			
Financing Plan			
The proposed budget marks a considerable change from the proposed budget at the PDF B stage. The original GEF budget estimate was US$6 million which has now climbed to US $ 10 million. Cofinancing has dropped from US$ 9 million to US$ 3.7 million. Please	15	It is recognised that the new estimated GEF budget of US$10 million is higher than the previous estimate of US$6 million set at approval of the PDFB. This is due to several reasons: 1. The revised project has a substantially longer time frame of 10 years compared to the initial estimate of 6 years given at approval of the PDFB. This is based on an analysis of the complexity of the issues (many of which have been identified in the GEFSEC review comments) and the measures needed to address them;	Paragraph 35, Executive Summary

Issue	GEFSEC review comments[6]	Response	Location in Document (to be completed with final submission)
provide an explanation and justification for these substantive budget changes.		2. The project is taking an innovative approach to the conservation of MSBs and hence will need a longer time frame to achieve an equitable GEF:co-financing ratio. Most co-financing will flow in Tranche II, when a 1:3 ration has been set (note: mobilisation of this co-financing is included as a trigger for Tranche II entry) 3. Related to this, market development and penetration, and the certification and labelling schemes that will ultimately provide the financial sustainability for the RFF require a significant period of time to develop and this is recognised in the 10-year tranched approach of the project.	Paragraph 15, Executive Summary.
Under outcome three the project emphasizes the cost-effectiveness of the double mainstreaming approach. Please clarify how the project can be estimated to be cost-effective if the costs have increased since original estimates and given that the GEF is paying for such a high percentage of the total project costs.	16	Please see responses to review comments 2 and 15 above. The double mainstreaming approach offers a number of cost savings over traditional mainstreaming approaches, the most important being that GEF funds can be directed wholly to the provision of MSB-related technical services. For example, if a demonstration site is required, the GEF does not have to pay for the costs of establishing the site, cultivating stakeholder relationships, developing consultative groups etc. All those costs are borne by the "vehicle". GEF funds only have to be used to provide the MSB technical services at the site. The same applies for a workshop (the costs of organising the workshop are borne by the "vehicle" and the GEF funds are only needed to cover the costs of developing MSB content for the workshop), training, publications, policy development etc.	
GEF is paying 73% of total project costs which is unusual in any GEF project but even more so for a mainstreaming project. Please clarify how additional cofinancing will be leveraged from the "reform vehicles". Please also quantify the additional cofinancing that will be secured and include this in the financing description.	17	It is not correct to say the GEF is paying 73%. That represents the entire GEF funding (PDF-B, tranche I and tranche II) as a percentage of the project costs for tranche I only. If total project costs are taken to include baseline costs, then for tranche I GEF is funding 14%. Even not including baseline costs, if a co-financing ratio 1:3 is assumed for tranche II, the GEF would only be requested to fund 40% of project costs. These percentages will tilt even further in the GEF's favour once the co-financing below is included in the financing plan	Paragraph 35, Executive Summary
Please provide the cofinancing that will be provided by recipient countries.	18	Partner co-financing for Tranche I of the Soaring Birds Project is as follows (total over 5 years), in US$:	Cover page and Co-financing Table page 15, Executive

Issue	GEFSEC review comments[6]	Response	Location in Document (to be completed with final submission)
		Djibouti – 68,500 Egypt – 69,000 Eritrea –98,200 Ethiopia – 72,625 Jordan – 206,250 Lebanon – 25,000 Palestine – 52,050 Syria – 75,000 Yemen – 32,500 Total committed co-financing from national partners for Tranche I is US$ 809,125 (see D8) [More detailed breakdowns are available if needed] This was not included in the financing plan submitted to GEFSEC on 2 Sept., but will be included in the final submission In addition, it should be noted that the 6 reform "vehicles" are national projects and are counted as national co-financing contributions.	Summary
Please clarify the "re-oriented baselines" that resulted in the existing level of cofinancing. Of particular interest is the reoriented baselines of the environmental NGOs. Normally, particularly in a mainstreaming project such as this, the baselines of the productive sectors that are damaging biodiversity would be the baseline actions that the project would seek to reorient as part of the project intervention strategy.	19	Re-orientated baseline figures have been conservatively set. They are based on an examination of the documentation available from the "vehicle" projects and discussions with the "vehicle" teams. Only activities within the "vehicles" that directly support the double-mainstreaming content have been included in the calculation. We are pleased the reviewer noted the reorientated baseline of the two environmental NGOs (Lebanon and Jordan). In Jordan this is due to the fact that RSCN has a governmental mandate to provide public services. It is recognised by the government has having responsibility for the implementation and enforcement of hunting regulations. Therefore the hunting "vehicle" in Jordan is the RSCN hunting enforcement program – as this is also the government's hunting enforcement program. In Lebanon, the hunting "vehicle" is the EU-funded "sustainable hunting" program, as this is the main hunting initiative in the country. The recipient of the EU grant is SPNL. Nevertheless, SPNL is working closely with the Ministry of Environment – who has the official mandate for hunting regulation – and MoE have offered to co-implement this component of the proposal. In addition MoE have offered to include reorientated baseline in-kind co-financing and cash co-financing. This will be finalised before CEO endorsement.	Paragraph 35, Executive Summary Annex 11, Project Document

Issue	GEFSEC review comments[6]	Response	Location in Document (to be completed with final submission)
4. Institutional Coordination and Support			
Consultation, Coordination, Collaboration between IAs, and IAs and EAs, if appropriate			
Please provide coordination plan with GEF funded projects in the region (e.g., UNEP-GEF Africa Eurasia Flyway project) and clarify financial allocations to ensure coordination as previously requested. In addition, given WB operations in the region that may deal with the targeted sectors of the project, please provide coordination plan with their actions that are not part of the "reform vehicles".	20	Coordination Plan	Page 26-27, Project Document
5. Response to Reviews			
Review by expert from STAP Roster			
STAP comments are provided on a different document than the one submitted to GEFSEC resulting in confusing references to paragraphs that are not consistent with the project document that was submitted to GEFSEC. Please reconcile all inconsistencies.		The inconsistencies have been reconciled and the STAP comments now refer to the relevant paragraphs in the final version of the Executive Summary and Project Document. These are indicated in the Response to STAP expert review.	Annex C.b, Executive Summary
In relation to the discussion on triggers, the UNDP response refers to paragraph 13 in the prodoc but triggers are not mentioned in this paragraph.		The inconsistencies have been reconciled and the STAP comments now refer to the relevant paragraphs in the final version of the Executive Summary and Project Document. These are indicated in the Response to STAP expert review.	Annex C, b Executive Summary
6. General Comments			
Please link this project to other ongoing GEF activities related to the convention on migratory species.		There are only two GEF projects mentioned on the CMS website (confirmed by telephone call to CMS Headquarters in Bonn) - the Siberian Crane project and the AEWA-Flyway project. These are already covered in the Pro Doc (paragraphs 83 pages 26-27). There has been many contacts by phone and	Pages 26-27-28, Project Document

Issue	GEFSEC review comments[6]	Response	Location in Document (to be completed with final submission)
		email between the Soaring Birds project and the AEWA-Flyway proposal (principally between Chris Baker, formerly Project Manager, Ward Hagenmeijer, Program Head, Wetland Biodiversity Conservation and Ecological Networks at Wetlands International, Nigel Varty, Program Manager, SBP and David Thomas, Head, Site Action Unit, BirdLife Secretariat) and the Siberian Crane project (between Crawford Prentice, the International Technical Advisor and Nigel Varty). Information on the links with these projects is given on the AEWA-flyway project and on Siberian Crane Project	
Please document criteria for selection of individual sites in different countries.		Target sites were identified from previous studies of Important Bird Areas (IBAs) in the Middle East (Evans 1994) and Africa (Fishpool and Evans 2001), supplemented with more recent field information and research undertaken by Richard Porter, a world authority on Middle eastern birds and raptor migration (see Annex 7), with input from all the national partners. Bottleneck sites are identified on the basis of the number of MSBs passing over them. Specific IBA criterion A4 iv. defines a bottleneck site as 'site where at least 20,000 migrating individuals of soaring species pass regularly. This covers sites over which migrants congregate e.g. before gaining height in thermals.' Potential target bottleneck sites that will form the focus for the three RARE awareness-raising and behaviour modification campaigns are Harissa and Ammiq Swamp in Lebnanon, various sites in the Jordan Valley and Burque in Jordan and Suez/Ain Sukha in Egypt National threats analyses conducted during the PDFB phase identified these as sites where MSBs suffer major threats from shooting and/or trapping **References** Evans, M. I., ed. 1994. Important Bird Areas in the Middle East. (BirdLife Conservation Series No. 2). BirdLife International, Cambridge, UK. Fishpool, D. C., and M. I. Evans, eds (2001). Important Bird Areas in Africa and Associated Islands. Priority sites for conservation. (BirdLife Conservation Series No. 11). Pisces Publications and BirdLife International, Newbury and Cambridge, UK.	

Issue	GEFSEC review comments[6]	Response	Location in Document (to be completed with final submission)
Please use a 12 point Times New Roman font for the project document and executive summary. This is standard for project submissions. Please do another copy edit of the project document, as there are considerable formatting problems that make the document difficult to read. Please include project logframe and incremental costs analysis in the project document. Please clean up Annex 10 which has many typos and also is incomplete. Reference is made to a problem tree in Annex 12 but Annex 12 does not exist in the project document which stops at Annex 11.		The project development team used the same font as other mainstreaming proposals that have been approved within the last year (posted on gefweb) and were therefore thought to be acceptable. However the changes will be made in the final submission Please accept our apologies for other formatting errors in the 2 Sept. version. The bringing forward of the submission date made it impossible to undertake the normal quality control reviews in time. Your understanding is appreciated.	

Response to GEF Secretariat Project Reviews dated 07 May 2007, and 27 August 2007

The project team would like to thank the GEF Secretariat reviewer for their careful and constructive review of the Project Document and associated documents, and the comments dated 07 May 2007 and 27 August 2007. We are pleased to observe that the reviewer notes the satisfactory response to most of the points expected at CEO Endorsement, and we would like to take this opportunity to provide clarifications and responses to the points raised in this review: these are provided in the table below.

GEFSEC Review for CEO endorsement Comments 07.05.2007	**Response**
Page 12. Most of the letters attached to the project do not refer to any financial commitment. Please provide the necessary letters.	Please see the attached letters of financial commitment from the co-financiers for Tranche 1. The original commitment letters were based on the figures given in the Project Document, and we apologise that the letters did not repeat the figures in that document. Tranche 2 co-financing is agreed in principle, but will be defined during the first five years of the project. Moreover, it is anticipated that significant additional co-financing will be leveraged for Tranche 2 so letters detailing co-financing for this Tranche are not practical at this stage. Letters specifying the financial commitment are attached as follows: <u>International & Tranche 1 countries</u> BirdLife International $615,368 RARE Conservation $100,000 SPNL/EC LIFE TCY $277,865 UNDP SEEL $215,874 UNDP ADP $620,000 SPNL $25,000 Government of Jordan $30,000 RSCN SEE $452,000 RSCN $176,500

	Egyptian EAA $69,000 USAID Red Sea $1,100,000 Government of Djibouti $68,500 WB-PAD, Djibouti $400,000 <u>Tranche 2 countries</u> Government of Eritrea $23,200 UNDP-Eritrea $75,000 Government of Ethiopia $6,500 EWNHS $66,125 Palestinian Authority $ n/a Palestine Wildlife Society $52,050 Government of Sudan $10,000 Government of Syria $75,000 Government of Yemen $15,000 YSPW $17,500 The Government of Lebanon was unable to provide a letter of co-financing commitment at this stage due to internal political issues and the absence of a Minister of Environment. Their proposed co-financing has thus been removed from the project budget and will be secured as leveraged co-financing during implementation. The Palestinian Authority was also unable to commit a figure of co-financing at present (although did renew their commitment to the project), and this figure has likewise been removed from the budget and will be secured as leveraged co-financing during implementation. The Sudanese NGO partner was also unable to commit in writing to financial co-financing and their proposed contribution has also therefore been removed from the budget. The Kingdom of Saudi Arabia was unable to commit a co-financing figure for their national activities at the time of

	submission due to internal organisational changes. However, a letter of commitment will be provided before their inclusion in the project activities, and the Kingdom will not receive GEF funds.
Page 12. Proposed project budget is: GEF contribution: 6,243,243 Co-financing: 5,096,482 Total: 11,339,725 Project management cost is 10.68% of the project cost. GEF contribution the management cost is 58.2% and represents 11.3% of the GEF grant to the project. Management budget: Please provide information of what is included under "Office facilities, equipment, vehicles and communications" line.	Due to the complexity of this project (working with six double-mainstreaming 'vehicles' in four countries, plus implementation in seven further countries across two regions) it is inevitable that the management costs will reflect this complexity. The Project Director will, for example, need to spend more time coordinating a project with eleven countries than one based in only a single country. However, in this case the project management costs are kept low due to the management by an international NGO, where efficient operations keep the management costs to an absolute minimum. Nonetheless, following the reviewer's comments the management costs have been further cut and a greater proportion is now met from co-financing. The project management costs are now **7.6%** of the total project cost. The GEF contribution to management costs is **33.2%** (co-financing 66.8%), and this is **4.3%** of the total GEF contribution to the project (c.f. management cost contribution from co-financing is 12.1% of the total co-financing). The "Office Facilities, Equipment, vehicles and communications" budget line in the management budget includes: • Purchase of essential office equipment for the RFF and the four predominant national partners (Tranche 1 Countries); • Co-financing contribution to rental of office space for the RFF and project staff in national partners in all countries involved in the project, where existing facilities are insufficient;

	• Communications costs related to project management in the RFF and national partners.
Page 12. Please identify what type of consultants are those included in the table that refers to technical assistance.	The "Technical Assistance" table (1.c.) in the CEO Endorsement template lists the technical input of staff working for the project within the Regional Flyway Facility, project partners and Governments. These are not short-term consultants, but are staff fully involved in the project. These are vital to ensure the embedding of the double-mainstreaming concept in all the project partners, as well as for the technical implementation of the other components of the project. These include technical input from staff in the RFF, and **co-financed** senior staff in partner NGOs and Government, and input from specialists as necessary.
Page 12. Please explain and justify the amounts requested in the budget for "Travel" and for "Equipment and Furniture"	It is assumed that the Reviewer is referring to the Budget in Section III of the Full Project Document (page 84). The "Travel" budget line includes: • National and international travel for project management and technical supervision; • Project Inception Workshop and national launches in all countries; • Regional workshop with key stakeholders to develop overarching cross-regional 'Flyway concept' • Ten national workshops to develop national implementation of 'Flyway concept' based on the above workshop; • National travel for activities to promote Flyway conservation (e.g. awareness raising, building links with private sector, etc); • National and regional travel to develop partnerships with other potential 'vehicles';

	• Two regional training workshops (one each in Middle East & Africa) on applying the Flyway concept standards and methodologies; identifying and working with key economic sectors; mainstreaming and identifying double mainstreaming opportunities; negotiating MSB issues into vehicles; and producing and delivering technical content to achieve effective double mainstreaming; • Two regional training workshops (on each in Middle East & Africa) on project management and financial administration; marketing and business development; advocacy and communications, networking; institutional reform and other needs identified from capacity assessments; • Six workshops to build capacity for incorporating the Flyway concept into the six project "vehicles"; • Field surveys of status of flyway and bottleneck sites at national level (all countries) to input into awareness campaigns and mainstreaming activities; • Travel costs associated with staff recruitment (primarily for the Project Director – an internationally recruited post); • Travel for the M&E plan; • Travel for Project Steering Committee members. Given the number of countries and the complexities of this project the travel budget line is extremely low. “Equipment and Furniture” includes: • Purchase of essential office equipment including computers, desks, chairs for the Regional Flyway Facility; • Purchase of essential, and limited, office equipment including computers, desks, chairs for the 11 national partners, where existing equipment is insufficient; • Provision for specific, essential, technical equipment to ‘vehicles’ to adopt the Flyway concept and mainstream Soaring Birds;

	These costs are also very low considering the number of countries involved.
Page 20. May 7, 2007: Co-financing letters are needed as well as explanations on the issues highlighted in the financial section of this review. PM will recommend CEO endorsement upon receipt of satisfactory revised document.	The project team thanks the GEF Project Manager for the thorough review of the Project submission. Please see the responses and clarifications above, and the attached co-financing letters, and we look forward to CEO endorsement as soon as possible.
Page 20, August 17, 2007: A revised request has been received. Nevertheless, still 3 cofinancing letters are missing. PM will recommend CEO endorsement upon receipt of them.	Two letters were available but must have been mislaid during uploading, and these have been provided. The remaining letter related to the Kingdom of Saudi Arabia which proposed to provide co-financing for their national activities (as they are ineligible for GEF). Unfortunately this letter could not be obtained in time due to internal management changes, so this has been removed from the budget and will be sought as leveraged co-financing during the inception phase. We trust that the responses are now adequate, and we look forward to CEO endorsement as soon as possible.

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Response to GEF CEO Project Review – September 2007

The project team would like to thank the GEF CEO for her comments on the project document for the "*Mainstreaming conservation of migratory soaring birds into key productive sectors along the Rift Valley/Red Sea flyway*" project. We would also like to take this opportunity to provide a response to the specific concern raised about the project's travel budget.

We are aware that the project's travel budget is perceived as large, and also recognise that perhaps the GEF believe the budget allocation is *too* high. However, we maintain that the travel budget allocation is necessary to implement the activities required to deliver the project outcomes and the overall project objective. Moreover, we would be seriously concerned that any reduction in this travel budget allocation would have serious negative consequences on successfully delivering the project outcomes and objective, and would also seriously challenge the overall integrity of the project by preventing the essential flyway linkages necessary in a project of this type. It must be noted that this travel allocation covers all project-related travel across ten countries over a period of five years, and when taken in this context the travel budget is actually a low overall figure.

Nonetheless, we appreciate the GEF CEO's concerns, and to overcome these we have now increased the financial contribution to "Travel" from co-financiers by exchanging funding allocations for several core activities, and have thereby significantly reduced the GEF contribution to project travel costs. In return, GEF financing will now cover some "Contractual Services – Companies" costs that were previously covered by co-financing.

Through these funding allocation exchanges we believe that we can substitute $487,000 of travel costs, thereby reducing the GEF contribution to travel to a total of $311,000 over Tranche 1 of the project. The project team hopes that this re-allocation will satisfy the GEF concerns over the allocation of GEF funds, and we remain available for further clarifications if needed.

22.10.2007

Annex 3

Response to review by Expert from STAP Roster

The project team would like to begin by thanking the STAP reviewer for his very careful and constructive review of the project proposal. His comments have positively influenced the present document.

With respect to specific points raised in the review, the project team is pleased to reply as follows:

Issue	Response	Location in Document[7]
1) Scientific and technical soundness of the project		
a) General assessment: both the ProDoc and Executive Summary are not yet at the final stage	Both Project Document and Executive Summary have been finalized. A more advanced draft of the Project Document has also been shared with the STAP reviewer in order to finalise the review	
b) The proposal refers to the Rift Valley/Red Sea flyway as extending across 11 countries. However, the proposal focuses only on that part of the flyway with the major bottlenecks, and both flyway and Rift Valley are much larger, extending over many more countries. This *sensu stricto* usage of the terms flyway/Rift Valley should be explained somewhere in one of the first paragraphs, along with a clarification for selection of the system boundary/rationale for their selection (e.g. why not include Turkey or Somalia?).	A better explanation of the systems boundary is now provided in the Incremental Cost Annex. While the Great Rift Valley is obviously much larger than the 11 countries selected, these countries represent the portion of the flyway where MSBs can be said to be mainly on migration. Into Turkey to the north and beyond Ethiopia the MSBs fan out en route to different breeding or wintering grounds. They even start to winter in Ethiopia, so it is really the end of the migration passage. The name "Rift Valley/Red Sea" was agreed upon by the national partners as best representing the main flyway branches without raising any sensitivities. Rift Valley here refers to the Bekka Valley in Lebanon and the Jordan Rift Valley, as well as the Rift Valley in Ethiopia.	Incremental Cost Annex, Executive Summary See also endnote 1, Executive Summary
c) The ProDoc includes a lengthy paragraph (#5) on the severe hazards for aircraft presented by bird strikes in areas with highly concentrated MSBs. Unless this has been overlooked, bird strike does not appear to be one of the major threats to MSBs, otherwise it would have been listed together with hunting, energy, agriculture and waste management. If in hindsight it is one of the main threats, the (air) transport sector needs to be included and addressed. If not, it is best to omit paragraph 5 and make a brief reference to bird strike in paragraphs 11-18.	This was an issue given consideration in an earlier draft and discussed among the stakeholders. It has subsequently been removed as a threat. Based on the PDF-B analysis of threats bird strikes was not identified as a major threat to MSBs. Nevertheless, the financial cost of aircraft bird strikes is enormous. Information gathered from the project regarding soaring bird migration patterns could be of interest to the airline sector. Therefore the information is retained in the socio-economic section to demonstrate the social (loss of lives) and economic (financial losses) costs of ignoring soaring bird migration. During tranche 1 implementation the project will explore the possibility of developing partnerships with commercial airline companies, particularly those plying routes along the flyway. While they may benefit from improved information, it also enhances their corporate image to be seen supporting migrating birds. Many airlines use migrating bird motifs as logos. For the project, on-board literature would be an excellent place to promote its work.	Para. 10, Section 1.1, Project Document [Para 11 in final version of Project Document]

[7] The location in the version at time of STAP response is provided, along with locations in the final version.

Issue	Response	Location in Document[7]
d) ExSum para. 13, bullet d) Lack of Information. This appears to contradict what appears earlier in paragraphs 7-11, which clearly lists the main threats. If there is a marked lack of quantitative information on whether and how productive sectors impact MSB populations, how sure can we be that these are indeed the main threats. <See also the threat of bird strike, mentioned above>	This has been revised and corrected. While there is indeed an absence of hard data in many countries along the flyway, we are very confident that the major threats to MSBs have been identified. The threat analysis was based not only on detailed national assessments carried out by the best national MSB experts available, it was also reviewed and supplemented by international leading MSB experts, such as Richard Porter - who has 40 years experience studying MSBs in the Middle East – and Graham Tucker (reports attached to the Project Document). In addition, detailed searches were done of available data from other MSB flyways around the world, using Google, Google Scholar and the BirdLife network of experts. Authors of relevant papers were contacted by telephone, particularly in California where there is excellent data for raptor flyways (see references in the Project Document). The final threat analysis has been verified with stakeholders in all participating countries. While there are still gaps in understanding and some uncertainties about the level of some threats, we are certain that the threat analysis undertaken during the PDF-B represents the best available knowledge. The process has even questioned some well established positions within the ornithological community. These debates will continue during project implementation. Whether additional sectors are threatening or not (i.e. oil contamination) needs to be verified. This represents a barrier to mainstreaming along the flyway.	Para 12 (d), page 6, Executive Summary [Para 11 (d) in final version of Executive Summary, retitled 'Uncertainty']
e) ExSum para. 13, bullet e) Difficulty of measuring impacts. This is indeed a problem, and poses a risk, as it may be difficult to assess if measures taken are having any positive effect – something that may frustrate agencies and persons involved. This risk is listed in the ProDoc risk table, but not in the ExSum risk table.	This has been removed as a barrier. The issue of measuring impacts consumed significant time and discussion during the PDF-B phase. We believe the indicators in the logframe represent the best achievable methods of measuring the project impact. By tackling the issue head on and identifying suitable indirect indicators and measures of the mainstreaming impact, any potential frustrations should be minimized. A summary of the difficulties is included as an introduction to the logframe in the Executive Summary annex. The risk tables in the Project Document and Executive Summary have been reconciled.	Risk Table, page 10 and LogFrame Annex, Executive Summary [Page 9 of final version of Executive Summary, in logframe and page 20 of final version of Project Document]
f) It is unclear which countries will be targeted by the double mainstreaming program during the first tranche. The ProDoc refers to five countries (para. 27: Lebanon, Jordan, Palestine, Egypt and Ethiopia, but para. 29 of the ProDoc and the ExSum (para. 14) refers to four countries. These are not listed in the ExSum and should be added.	This is now clear in the final submission. During tranche 1 the project will be demonstrating double mainstreaming in 4 countries: Djibouti, Egypt, Jordan and Lebanon. These are now listed in the Executive Summary and indicative matrices of the technical assistance to be provided are included as annexes to the Project Document.	Section 2.1 of the Executive Summary. Project Document, Annex 11 [Addressed in Risk Table on page 9 of final

Issue	Response	Location in Document[7]
		version of Executive Summary, in logframe and para 40, page 13 of final version of Project Document and Annex 11 of Project Document]
g) The project seems to be targeting the four or five 'easy' countries during tranche I, and leaving the six or seven more problematic countries for tranche II. Is this the case? Double mainstreaming involves a certain amount of opportunism (availability of appropriate 'vehicles'), which may or may not emerge in the countries remaining to be targeted during tranche II. What will the project undertake if appropriate vehicles are lacking during years 6-10?	The project is actually demonstrating a mix of "hard" and "easy" double mainstreaming vehicles in tranche 1. The overriding factor in choosing the vehicles was the fit with the target productive sectors. An effort was also made to target critical bottleneck areas, such as the Mt. Lebanon coastal area, the Jordan Rift Valley, the Suez/Sinai water crossings and the Bab al-Mandab Straits crossing. While Lebanon and Jordan should hopefully demonstrate good examples – having both strong national partners and good vehicles – Egypt and Djibouti cannot be considered "low hanging fruit". Djibouti faces capacity weaknesses and the Regional Flyway facility will need to provide significant support to the national partner. However, the country is on a major bottleneck, and the double mainstreaming vehicle is a wind-farm project, funded by the WB (enabling us to demonstrate agency cooperation) This will provide us with the opportunity to demonstrate the issues involved with double mainstreaming with a weak national partner which will be fed in to the design of tranche 2. Whilst there is a certain amount of opportunism involved, but we should have good lessons from tranche 1. Rather than looking at it as if we are deferring the difficult countries to the second tranche, we actually see it as giving us time to build their capacity beforehand. If that capacity building goes well it should actually be easier to operate double mainstreaming in the second tracnhe. What happens if we don't find any vehicles in years 6-10? We don't anticipate this will be a problem judging from the extremely positive reception to date, but it has been recorded as a risk. The response is to start building a list of potential vehicles early on and maintaining good working relationships with donors early in their strategic planning processes. But given the growth profiles of the countries on the flyway, we are confident that there will be more energy projects, more demand for agriculture output and more waste to manage.	

Issue	Response	Location in Document[7]
h) The ProDoc (para. 29) mentions that the project is seeking the GEF Council's approval of the entire amount for the two tranches – should mention here the total amount and the amount per tranche.	The finance request for the tranches is now reflected on the Executive Summary.	Front cover and para. 15, Executive Summary [Front cover and para. 15 of final version of Executive Summary]
i) Two of the risks listed in the ProDoc (para. 33; first and third of the low risk items) are not listed in the ExSum risk table (para. 18). These should be reconciled.	The two risk tables have now been reconciled.	Page 10, Executive Summary, p.17 Project Document [Page 9 of final version of Executive Summary, page 20 of final version of Project Document]
j) ProDoc lessons learned table (p.24, after para. 55). First row: 'timeframe of seven years' – should read ten years. Similarly: second row – 'phase one of four years' should read five years. Fourth row: 'Clearing House Mechanism' – this terminology should be used when describing Outcome three, both in the ProDoc and in the ExSum.	Corrections have been made. Reference to the Clearing House has been removed	Page 25, Lessons Learned table, Project Document [Page 31, Lessons Learned table, final version of Project Document]

Issue	Response	Location in Document[7]
k) The Incremental Cost Analysis (ICA) is largely incomplete in both draft documents. However, the observation "that a majority of project costs are incremental in nature. This is because the baseline costs are largely met by operating through existing national development projects." (ExSum p.16) is not entirely correct. The baseline situation is what would have occurred in the 'without project' situation, and is what is being funded by the identified 'vehicles' for double mainstreaming. The GEF alternative will largely generate global (or regional) benefits rather than domestic benefits (although some ecotourism spin-off may occur in the medium to long-term).	The ICA has now been completed, taking into account the comments from the STAP reviewer. In principle, the double mainstreaming approach makes the incremental cost analysis very simple: the "vehicle" represents the baseline (both in the business-as-usual sense and in terms of delivering national benefits) and the GEF funding represents the entire increment delivering global benefits. The "vehicles" are essential to achieve the GEF objectives and can therefore be considered as co-financing. This would be similar to the argument used by development banks when calculating the loan components as co-financing to a GEF increment. However, given that we are testing a new approach to delivering global benefits, we have chosen to take a more prudent approach to calculating co-financing. As a result, only the activities of the "vehicles" that directly relate to the expected GEF injection of MSB technical assistance are included. These activities are likely to be enhanced and realigned as a result of the GEF injection. To better describe the mix of benefits a table has been added to the Summary of Costs section of the Incremental Cost Annex. This was at the suggestion of the STAP reviewer.	Incremental Cost Annex, Executive Summary [Final versions of Incremental Cost Analysis and Executive Summary]
l) Logical Framework – ExSum p.21-27. Need to provide both 5 and 10-year targets at various points, so the GEF can assess progress and has a firm basis upon which to approve (or reject) tranche II disbursement. Outcome 1, second row: increase in hunters and tour guides: is this overall, or for the four countries targeted during tranche I?	The approval of tranche II will be based on the achievement of "triggers", as per the GEFSEC position paper on tranches. The draft of the GEFSEC's position paper used by the project development team stated that no independent evaluation is required after the end of tranche I as a requirement for approval of tranche II. This is due to the recognition that such evaluations can result in a gap between the implementation of tranches. Nevertheless, the project has been designed to include an independent evaluation "4 years from the Inception Workshop". This is designed to contribute to the assessment of progress towards the triggers without causing an implementation gap. The indictor referring to an increase in the number of hunters and tour guides applies to Egypt, Lebanon and Jordan only, as these countries will the focus for awareness raising activities for hunters and tour guides during tranche 1	Still to be included in the Executive Summary. Draft of triggers included p.13 of Project Document [Now included at page 15 in final version of Executive Summary, in final version of logframe, and at page 14 of final version of Pro Doc]

Issue	Response	Location in Document[7]
m) Monitoring. The proponent should be aware that GEF is in the process of developing a Project Information Form for Biodiversity (PIFB). All approved GEF 3 biodiversity projects will be required to fill in the PIFB – which is for monitoring or project results (see http://thegef.org/Working_Paper_12.pdf).	The proponent is aware, thank you for the information. The proponent has already completed the GEF BD-2 Tracking Tool for the proposal.	Tracking Tool Annex 9, Project Document [Tracking Tool, in Annex 9 in final version of Project Document]
n) Minor Points	The minor points have been taken into account	Throughout the Executive Summary and Project Document [Throughout final versions of Executive Summary and Project Document]
4) Assessment of how the project fits within its regional context.		
Two potential shortcomings in the current design: Firstly, while the project has been aligned with existing or planned GEF projects, there is little indication of the proponent having done so with other projects in the region, other than the six vehicles identified for double mainstreaming. A 'long list' of potential double mainstreaming projects, for example, would be useful, and this should be complied early in the project's inception phase. The project should take note of all best practice options in the region, including states not included in the 11 targeted by the project.	A "long list" of potential "vehicles" for tranche 1 was identified during project preparation. The PDF-B phase of the project allowed initial discussions and consultations to take place between the project's national and regional partners and the sectoral institutions leading the policy and institutional reform processes required as "vehicles" for the project. The selected "vehicles" were those which provided the highest scope for success in the cooperation between the project partners and the "vehicle" proponents. The list will be revised and added to during the inception phase and maintained by the Regional Flyway Facility as they develop clearer criteria and guidelines for identifying double mainstreaming opportunities. The project has already been designed on the basis of best practice – particularly in relation to wind-farm mortality reduction measures, where California provides excellent examples from the North American raptor flyway	

Issue	Response	Location in Document[7]
7) Evaluation of linkages to other focal areas		
There are no – or only weak – linkages to the other GEF focal areas. There is a weak link with the Persistent Organic Pesticides (POPs) focal area, the project aims to increase agricultural sustainability and reduce the usage of pesticides harmful to MSBs. However, the effect of the project in this area is expected to be modest. There is also a link with the Land Degradation focal area, as the project aims to achieve greater sustainability of agricultural practices, and reduce the environmental impacts of waste management. As this will specifically target impacts on MSBs, overall impacts on land degradation are expected to be modest. Links with climate change, international waters and ozone layer depletion focal areas are not expected.	There are few GEF POPs projects in the region that could act as appropriate "double mainstreaming" vehicles. However the UNDP-GEF Regional Coordination Unit in Beirut will ensure any new POPs proposals dealing with agricultural pesticides are considered as potential "vehicles". Some GEF Land Degradation projects were included in the PDF-B long list of possible "vehicles" however they were eventually excluded because they did not cover geographic areas corresponding to the main flyway paths. Nevertheless, the link has been recognized. The Regional Flyway Facility will investigate the potential impact of climate change during tranche 1. Because MSB migration behaviour is dictated by local weather conditions and the availability of thermals, climate change could have a serious impact – perhaps on the seasonal timing of migration or on available flight paths.	
8) Evaluation of linkages to other programs		
c) The project needs to take note of programs in other GEF focal areas in the participating countries	Noted. The project will benefit from UNDP's advantage as an implementing agency of most NCSAs in the concerned countries. UNDP is in fact supporting 8 of the countries involved in the project in conducting their NCSAs (Djibouti, Yemen, Syria, Lebanon, Jordan, Egypt, Sudan, Saudi Arabia) and will ensure that the capacity assessments at the individual, institutional and systemic levels will support the project's efforts. See also response to point 7 above.	
d) There is little information about linkages with other environmental programs in the region. METAP might be of interest.	During the PDFB phase, a decision was made to steer away from regional environmental programmes as "vehicles" and instead focus on national project related to the productive sectors in question. This was in response to the fact that sectoral changes need to occur nationally or locally. Nevertheless, there has already been contact made with METAP – of which UNDP is a partner organization – and it was included on the long list of potential "vehicles". The partnership will be strengthened by the Regional Flyway Facility during implementation.	

Issue	Response	Location in Document[7]
10) Stakeholder Involvement		
Draft documents did not include a stakeholder involvement plan	The relevant sections related to Stakeholders have now been included.	Page 14, Executive Summary, Stakeholder Analysis section 1.5 and Stakeholder Plan Annex in the Project Document [Page 13 of final version of Executive Summary, Stakeholder Analysis section 1.5 page 10 and Stakeholder Plan Annex 13 in final version of the Project Document
12) Innovativeness of the project		
The double mainstreaming approach is both simple and highly innovative There is a small risk that no double mainstreaming opportunities will arise.	The project team thanks the reviewer for his endorsement of this new approach. It is a new approach and therefore carries with it the risk of the untested. This is the reason that we suggest taking a tranched approach – the first tranch allows us to test the model before fully committing to it in tranche 2. Tranche 2 gives us the opportunity to expand the approach with more confidence – with improved national partner capacity, with clearer and accepted criteria and guidelines for selecting "vehicles", with the RFF to uphold technical standards, and with increased awareness within the productive sectors. Furthermore, testing a new model makes it extremely difficult to attract co-financing until there are some results to show. For this reason the GEF contribution is high in tranche 1, but we are confident that additional resources will be mobilized for tranche 2. A significantly higher co-financing ration has therefore been included in the tranche 2 triggers.	

UNDP Project Document

Governments of Djibouti, Egypt, Eritrea, Ethiopia, Jordan, Lebanon, Palestinian Authority, Saudi Arabia, Sudan, Syria, Yemen

United Nations Development Programme

BirdLife International

Mainstreaming Conservation of Migratory Soaring Birds into Key Productive Sectors Along the Rift Valley/Red Sea flyway

Brief Description

The Rift Valley/Red Sea flyway is the second most important flyway for migratory soaring birds (raptors, storks, pelicans and some ibis) in the world, with over 1.5 million birds of 37 species, including 5 globally threatened species, using this corridor between their breeding grounds in Europe and West Asia and wintering areas in Africa each year. The aim of this project is to mainstream migratory soaring bird considerations into the productive sectors along the flyway that pose the greatest risk to the safe migration of these birds – principally hunting, energy, agriculture and waste management – while promoting activities in sectors which could benefit from these birds, such as ecotourism. The project will pilot a new, innovative and cost-effective approach, termed "double-mainstreaming", that seeks to integrate flyway issues into existing national or donor-funded "vehicles" of reform or change management in the key sectors through the provision of technical tools, content, services and support.

DECEMBER 2006

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LIST OF ACRONYMS

AEWA	African-Eurasian Waterbird Agreement
APD	Assistant Project Director
ATLAS	UNDP Financial System – People Soft Based
APR	Annual Progress Report
AWP	Annual Work Plan
BD	Biological Diversity
BLI	BirdLife International
CBD	Convention on Biological Diversity
CBO	Community-based Organisation
CEO	Chief Executive Officer
CITES	Convention on International Trade in Endangered Species
CMS	Convention on the Conservation of Migratory Species of Wild Animals
CMPA	Coastal and Marine Protected Areas
COPs	Conferences of the Parties
DDT	Dichlorodiphenyltrichloroethane
EEC	European Economic Community
EIA	Environmental Impact Assessment
ERP	Enterprise Resource Planning
EU	European Union
FAO	Financial and Administration Officer
FO	Flyway Officer
GDP	Gross Domestic Product
GEF	Global Environment Facility
GEF – OFP	Global Environment Facility – Operational Focal Point
HoD	Head of Division
IA	Implementing Agent / agency
IBA	Important Bird Area
IBRD	International Bank for Reconstruction and Development
ICZM	Integrated Coastal Zone Management
IEM	Integrated Ecosystem Management
IR	Inception Report
ITA	International Technical Advisor
IW	Inception Workshop
M&E	Monitoring and Evaluation
METAP	Mediterranean Environmental Technical Assistance Program
MOU	Memorandum of Understanding
MSBs	Migratory Soaring Birds
MW	Megawatt
NA	National Assistant
NAC	National Advisory Committee
NC	National Committee – Egypt
NBSAP	National Biodiversity Strategy and Action Plan
NEAP	National Environmental Action Plan
NIAs	National Implementing Agents
NGO	Non-governmental Organisation
NR	Nature Reserve
NPM	National Project Manager
PA	Protected Area
PD	Project Document

PDF-A	Project Development Fund – A
PDF-B	Project Development Fund – B
PIR	Project Implementation Review
PMU	Project Management Unit
PPRR	Principal Project Resident Representative
PSC	Project Steering Committee
RCU	Regional Coordinating Unit
RFF	Regional Flyway Facility
ROAR	Result-Oriented Annual Report
RSCN	Royal Society for the Conservation of Nature
SAP	Strategic Action Program
SAU	Site Action Unit
SB	Soaring Birds
SEA	Strategic Environmental Assessment
SEC	Secretary and Receptionist
SPNL	Society for the Protection of Nature – Lebanon
STAP	Scientific & Technical Advisory Panel
TOR	Terms of Reference
TPR	Tripartite Review
Tranche 1 Country	Jordan, Lebanon, Egypt and Djibouti
Tranche 2 country	Jordan, Lebanon, Egypt, Djibouti, Lebanon, Palestine, Syria, Saudi Arabia, Yemen, Ethiopia, Eritrea
TTR	Terminal Tripartite Review
UK	United Kingdom
UNDP	United Nations Development Programme
UNDP- CO	United Nations Development Programme Country Office
UNEP	United Nations Environment Programme
US	United States
USAID	United States Agency for International Development
US$	United States Dollar
WB	World Bank
WI	Wetland International
WTO	World Tourism Organisation
WWF	World Wildlife Fund

SECTION I: ELABORATION OF THE NARRATIVE

PART 1: SITUATION ANALYSIS

***Problem**: Populations of many globally threatened and vulnerable migratory soaring birds are threatened by anthropogenic activities during their seasonal migrations along the Rift Valley/Red Sea flyway.*

***Definition**: Double mainstreaming is the process whereby migratory soaring bird conservation objectives are mainstreamed into the relevant threatening sector through a planned or existing reform process or project (the vehicle) targeting a related issue in the same sector, e.g. adding issues of hunting migratory soaring birds to the UNDP project* Supporting Enforcement of Environmental Legislation in Lebanon.

1.1 Context and global significance

1. The Rift Valley/Red Sea flyway is the second most important flyway for migratory soaring birds (MSBs) in the world and the most important route of the Africa-Eurasia flyway system. Over 1.2 million birds of prey and 300,000 storks migrate along this corridor between their breeding grounds in Europe and West Asia and wintering areas in Africa each year. In total, 37 species of soaring birds (raptors, storks, pelicans and some ibis), five of which are globally threatened, regularly use the flyway. While these birds are relatively well conserved in Europe, and valued in east and southern Africa as part of the game park experience, they receive practically no conservation attention during their migration. Yet this is where the MSBs are the most physiologically stressed and in some species 50-100% of their global or regional populations pass along the route and through flyway "bottlenecks" (strategic points where soaring birds are funnelled, either to make water crossings or to maintain flying height) in the space of just a few weeks. As a result, MSBs are at their most vulnerable during the migration along the Rift Valley/Red Sea flyway. These large, highly visible slow-moving birds are susceptible to localised threats during migration, such as hunting and collision with wind turbines (particularly when they fly low or come in to land), which could have severe impacts on global populations. Most MSBs are predators at the top of their food chain and occur across a wide range of habitats. Removing these birds, by allowing threats to their populations to continue, would upset the balance of prey populations and disrupt the assemblage of species in the critical ecosystems of both Europe-West Asia and Africa. Unfortunately, the characteristics of the MSBs migration (it is difficult to predict where the birds will come down because their migrations are dependent upon weather conditions) make it unfeasible to improve the safety of the flyway simply through the protection of key sites. Consequently, conservation actions need to address the flyway as a whole, at a regional rather than national level and not through the traditional site-based approach. Therefore, the project aims to mainstream MSB considerations into the productive sectors along the flyway that pose the greatest risk to the safe migration of soaring birds.

2. The phenomenon of bird migration is a well-known phenomenon and one of the greatest spectacles of the natural world. Many of the methods and routes used have been well studied and understood. Migration is an energetically costly activity that places the birds under considerable physiological stress. Many smaller bird species are active flyers and migrate on a "broad front" with birds moving in a wave, which spans a continent from east to west. Some of these birds store fat reserves before making their flights then climb to high elevations to make their long migratory "jumps". Other birds, predominantly large broad-winged birds e.g. raptors, storks, cranes, pelicans, conserve energy by soaring on local rising air currents, either those deflected upwards by hills and mountains or hot air thermals formed over land, to provide uplift, circling in such currents to gain height and, where the lift ceases, gliding slowly down until they reach the bottom of another thermal where they repeat the process. In this way, many can fly over 300 km in a single day, almost without a wing-beat. These birds, here termed migratory soaring birds (MSBs), tend to follow regular routes, termed "flyways", that maximise opportunities for soaring whilst minimising migration distances. Because thermals do not form over large areas of water or tall mountain ranges, MSBs are restricted to traditional routes or "flyways" with large concentrations of birds occurring at migration "bottlenecks", such as narrow sea crossings and mountain passes, and other strategic points where the birds are funnelled or guided by lines of hills, ridges or edges of valleys and other places where they can maintain their flying height. These

include the classic world "land-bridges" such as the Panama isthmus in the Americas, Gibraltar and the Bosphorus in Europe and, in the Middle East, the Gulf of Suez and Bab al-Mandeb at the southern end of the Red Sea.

3. Managing and protecting migratory bird populations, is particularly challenging because of the vast range of habitats they occupy during the course of their seasonal cycle, and the need to undertake work in very different ecological and political conditions in the breeding grounds, wintering areas and along the migratory routes. Some birds are more vulnerable than others when on migration. For those making long migratory jumps along a broad front, habitat choice during migration can be wide and threats are generally few and dispersed. However, MSBs are very vulnerable during their migration, not only from the physiological stress imposed by the effort of migration, but from the fact that a large proportion of the global or regional populations of these large, highly visible, slow-moving birds, become densely congregated as they migrate along narrow flyways, follow reasonably predictable timetables and are reliant on a small number of crossing points. As such, they can be disproportionately susceptible to localised threats. From a conservation perspective, the quality of information is particularly good for many of these species when in their northern breeding grounds, and improving for their southern wintering grounds. However, relatively little attention has as yet been given to the protection of birds while in transit on their migratory routes. The conservation work that has been done has mainly concentrated on the bottleneck sites, and wider flyway issues have so far received little or no attention.

4. Global significance: The Rift Valley/Red Sea Flyway, which includes 11 countries, is the second most important flyway in the world for soaring birds in terms of numbers of birds involved. Systematic surveys conducted at bottleneck sites since the mid-1960s have revealed that over 1.2 million birds of prey and over 300,000 storks pass along this route each year on their annual migrations between breeding grounds in Eurasia and wintering grounds in Africa, but given many bottleneck sites have been only poorly surveyed, the numbers involved are thought to be much higher. In broad terms, the northern end of the flyway is along the Syria-Turkey border. It includes the Jordan Valley through Syria, Lebanon, Jordan, and Palestine, and then splits into three, with two routes crossing the Gulf of Suez and passing down the Nile Valley and the west coast of the Red Sea (Egypt, Sudan, Eritrea, Ethiopia and Djibouti), and the third route along the east coast of the Red Sea (Saudi Arabia, and Yemen) which crosses the southern end of the Red Sea at the Strait of Bab al-Mandeb to rejoin the other two before continuing south to the East African Rift Valley (see map in Annex 1).

5. Thirty-seven species of MSB are recognised as using this flyway (Table 1), of which five are globally-threatened – Critically Endangered Northern Bald Ibis (*Geronticus eremite*); Endangered Saker Falcon (*Falco cherrug*); Vulnerable Greater Spotted and Imperial Eagles (*Aquila clanga* and *A. heliaca*), and Lesser Kestrel (*Falco naumanni*) – and three globally near-threatened – White-tailed Eagle (*Haliaeetus albicilla*) Cinereous Vulture (*Aegypius monachus*) and Pallid Harrier (*Circus macrourus*). Almost 100% of the world population of Levant Sparrowhawk (*Accipiter brevipes*) pass along this flyway twice yearly, along with >90% of the world population of Lesser Spotted Eagle (*Aquila pomarina*), c. 60% of Eurasian Honey Buzzard (*Pernis apivorus*), and c. 50% of each of Short-toed Eagle (*Circaetus gallicus*), Booted Eagle (*Hieraaetus pennatus*), Egyptian Vulture (*Neophron percnopterus*) and White Stork (*Ciconia ciconia*). Details of all species and highest passage counts are given in Annexes 2 and 3. Most species of MSB are highly valued in the European countries in which they breed, e.g. raptors, in particular, have been subject to widespread and expensive conservation and re-introduction programmes which have seen populations recover from their pesticide-induced nadir of the early 1960s. The EU Wild Birds Directive (79/409/EEC) was the first piece of EU environmental legislation, indicating the importance given to bird conservation in Europe. This reflects the high regard in which birds are held across Europe. For example, the UK NGO the Royal Society for the Protection of Birds has more than 1 million members, and considerable funds are used to support bird conservation programs in Europe (combined budget for the BirdLife Partners US$189 million for 2002). Many species are also part of European and African mythology, e.g. White Storks are still believed to bring good luck to the house that they nest on. MSBs are also valued highly by eco-tourists in their wintering grounds in eastern and southern Africa where they provide part of the "African safari experience". The tourism industry of which eco-tourism forms a big part, earns Botswana $240m a year (10% of GDP) and Kenya US$339 million (9.8% of GDP). The continued existence of these economic, cultural, and aesthetic values are dependent upon safeguarding passage along the migratory flyway.

Table 1: Species of soaring birds[1] that migrate along the Rift Valley / Red Sea Flyway

English Name	Scientific Name
White Pelican	Pelecanus onocrotalus
Black Stork	Ciconia nigra
White Stork	Ciconia ciconia
Northern Bald Ibis	Geronticus eremita
European Honey Buzzard	Pernis apivorus
Crested Honey Buzzard	Pernis ptilorhyncus
Black Kite	Milvus migrans
Red Kite	Milvus milvus
White-tailed Eagle	Haliaeetus albicilla
Egyptian Vulture	Neophron percnopterus
Eurasian Griffon	Gyps fulvus
Short-toed Snake-eagle	Circaetus gallicus
Western Marsh-harrier	Circus aeruginosus
Marsh Harrier	Circus cyaneus
Pallid Harrier	Circus macrourus
Montagu's Harrier	Circus pygargus
Levant Sparrowhawk	Accipiter brevipes
Eurasian Sparrowhawk	Accipiter nisus
Goshawk	Accipiter gentilis
Common Buzzard	Buteo buteo
Long-legged Buzzard	Buteo rufinus
Lesser Spotted Eagle	Aquila pomarina (pomarina)
Greater Spotted Eagle	Aquila clanga
Steppe Eagle	Aquila nipalensis
Imperial Eagle	Aquila heliaca
Booted Eagle	Hieraaetus pennatus
Osprey	Pandion haliaetus
Lesser Kestrel	Falco naumanni
Common Kestrel	Falco tinnunculus
Red-footed Falcon	Falco vespertinus
Eleonora's Falcon	Falco eleonorae
Sooty Falcon	Falco concolor
Eurasian Hobby	Falco subbuteo
Lanner Falcon	Falco biarmicus
Saker Falcon	Falco cherrug
Peregrine Falcon	Falco peregrinus
Eurasian Crane	Grus grus

[1] The list of species included as soaring birds that migrate along the Rift Valley/Red Sea flyway was initially compiled during the PDF-A stage by ornithologists from the participating countries, and then revised during the PDF-B by two experts in the field - Richard Porter, who was commissioned to produce a report on the key bottleneck sites for soaring birds passing along the flyway, and Graham Tucker, who was contracted to review the conservation status and threats to these birds (Annex 7 and 8 respectively). The two lists of species considered by each report were slightly different - the Porter report lists 36 species, the Tucker report 39 - the differences reflect slightly different data sources and poor information about the status of some bird species passing along this flyway. These lists have been further reviewed by Richard Porter and Graham Tucker in April 2006 and the agreed combined list of 37 species given above are the species of birds considered by this project.

6. Ecological context: With the Rift Valley/Red Sea Flyway extending across 11 countries, the project area covers a wide range of climatic variation and spans a large number of ecosystems. Twenty-three eco-regions[2] are traversed along the flyway, ranging from temperate deciduous and coniferous forests in the north through steppe to various types of hot, dry deserts across most of the central area, and tropical mountain forests towards the southern limits. The preponderance of desert and semi-desert habitats is one of the key features of this flyway and goes someway to explain the importance of wetlands amongst the bottleneck sites along it. MSBs also associate with and have a greater impact on important WWF Eco-regions in their northern breeding grounds and southern wintering areas. For instance, Steppe Eagles breed or feed in grassland and mixed steppe regions in Western Asia, including the Middle Asian Mountains Temperate Forests and Steppe (Ecoregion 71), and Central Asian Sandy Deserts (Ecoregion 124), whereas Lesser Spotted Eagles breed in hilly mixed and deciduous forests, including Mediterranean Shrublands and Woodlands (Ecoregion 129). In Africa, these species have different food sources and feeding behaviours but again occur in important ecoregions, including dry Miombo (Ecoregion 99) and East Africa Acacia Savanna (Ecoregion 102) amongst others. For some species there is a closer association with specific ecoregions, e.g. Lesser Kestrel, a specialist insect feeder, is particularly associated with the Karoo in South Africa (Ecoregion 119) during winter. Most of the MSB species, particularly raptors but also storks and pelicans, are predators at the top of food chains in these Ecoregions and consequently, conservation of these species along the flyway contributes to efforts in Europe and West Asia and Africa to protect critical ecosystems and maintain their ecological integrity. Moreover, the birds are particularly vulnerable along the flyway and unless the threats these birds face during migration are addressed conservation efforts of their breeding and wintering ecosystems will be undermined (this applies to all 37 species that use the flyway, not only to the 8 threatened species).

7. Most MSBs (especially broad-winged raptors and storks) aim to complete the journey between wintering and breeding grounds as quickly as possible. This is particularly the case when crossing the hot and inhospitable deserts of the Middle East and North Africa. Many do not (or rarely) feed and drink during this passage, and only land to roost at night or during adverse weather conditions. Birds arriving at water-crossing points (e.g. Southern Sinai, Suez and Bab al-Mandab), will, on a few occasions, be forced to congregate until weather conditions and time of day are favourable, as the birds need sufficient time to make the crossing before night-fall. As a rule, migrating raptors will roost at night wherever they find themselves, although some species of MSB will show a preference for certain habitat types (e.g. storks, cranes at wetlands, pelicans at open water bodies, and some raptors amongst trees). Therefore timing, local weather conditions and people's attitudes (persecution) play a vital part in the vulnerability of MSBs at bottlenecks, and may be more important than habitat type or condition. It is because of these characteristics that a mainstreaming, rather than a site-based approach, is necessary. Although birds do tend to congregate and probably land more often at migratory bottlenecks, protection of isolated sites along the flyway is not an adequate approach for MSB conservation. Instead it is necessary to integrate flyway considerations into activities at a broad level along the flyway. For this reason the project is following the Strategic Priority II (BD2) mainstreaming rather than a site-based approach focused on protected areas.

8. Most of the MSB species, particularly raptors but also storks and pelicans, are predators at the top of food chains and hence play a crucial role in widespread terrestrial and freshwater ecosystems in their northern breeding and southern wintering zones. Many MSBs are also important in agricultural landscapes through their impact on pest populations, e.g. Steppe and Lesser Spotted eagles feeding on sousliks and other rodents. Removing these birds, by allowing threats to their populations to continue, would upset the balance of their immediate prey populations and other animal species further down the food chain resulting in significant adverse impacts on the ecosystems as a whole. In addition, MSBs are an integral part of threatened or high biodiversity habitats in their northern breeding grounds and southern wintering areas (including many WWF Ecoregions). For instance, Steppe Eagles breed or feed in grassland and mixed steppe regions in Eastern Europe and Western Asia, including the Middle Asian Mountains Temperate Forests and Steppe (Ecoregion 71) and Central Asian Sandy Deserts (Ecoregion 124), and in Africa they occur in dry Miombo (Ecoregion 99) and East Africa Acacia Savanna (Ecoregion 102) amongst others habitats. Consequently, conservation of MSB species along the flyway contributes to efforts in Europe, West Asia and Africa to protect critical ecosystems and maintain their ecological integrity (this applies to all 37 species that use the

[2] As described by WWF – see http://www.nationalgeographic.com/wildworld/terrestrial.html and http://www.worldwildlife.org/science/ecoregions/biomes.cfm

flyway, not only to the 8 threatened species). Furthermore, unless the threats these birds face during migration are addressed, conservation efforts in their breeding and wintering ecosystems will be undermined.

9. Socio-economic context: The total population of the 11 countries along the flyway exceed 271 million people. Economically, these countries are generally poor or very poor with per capita incomes in the Middle East being US$3,400-5,000[3] and in Africa considerably lower at US$800-1,300. However, this somewhat masks the fact that there are major discrepancies in income distribution and the proportion of the population below the poverty line is generally high. Populations are growing fast with all but Lebanon (1.26%) and Egypt (1.78%) over 2% per annum[4], and demographic profiles are heavily weighted towards the younger age classes suggesting that such rates are likely to continue in the medium-term – median age of population is between 16.54 years (Yemen) and 27.34 years (Lebanon). The poorer countries are still largely agrarian-based (percent GDP from agriculture: Ethiopia 47%, Sudan 39%, Syria 25%) while elsewhere the industrial base is well established (percent GDP from industry: Saudi Arabia 67%, Yemen 45%, Egypt 33%) but these agrarian-based countries also exhibit the fastest rates of industrial growth (Sudan 8.5%, Syria 7%, Ethiopia 6.7%). Levels of unemployment are moderate (10.9% in Egypt) to very high (20% in Syria, 25% in Saudi Arabia; 35% in Yemen, 50% in Djibouti). Health care is also variable – life expectancy is high in the more developed countries (76 (male)/81 (female) years in Jordan; 73/78 Saudi Arabia; 70/75 Lebanon) but remains low in the poorer ones (42/44 Djibouti; 48/50 Ethiopia; 51/53 Eritrea), and infant mortality similarly varies (1.324% in Saudi Arabia, 1.735% in Jordan but 9.532% in Ethiopia and 10.413% in Djibouti). Literacy rates show the same dichotomy (96% (male)/86% (female) in Jordan; 93%/82% in Lebanon; 90%/64% in Syria, but only 50%/35% in Ethiopia; 68%/47% in Egypt; and 70%/48% in Eritrea). Further socio-economic data is given in Annex 4.

10. These socio-economic factors – widespread poverty, burgeoning human populations, high unemployment, limited education and healthcare – all place pressures upon governments to prioritise development to raise living standards and improve basic services. Add to this the recent civil and ethnic unrest experienced by some countries, and major security concerns in others, national agendas are focussed on rural development, industrialisation, and economic growth. Conservation, although becoming a more important issue, is not a priority despite well-meaning statements contained in national biodiversity strategies and other policies. Bird migration issues have barely registered. The associated impacts of increasing levels of development, together with the general lack of conservation efforts in the region, are increasing the mortality of many globally threatened and vulnerable MSBs during their seasonal migration through the region. Four key sectors are seen as impacting MSBs along the Rift Valley/Red Sea flyway – hunting, energy, agriculture, and waste management – while a number of other sectors are considered to be of particular relevance in certain countries, e.g. tourism, urban development, industry and manufacturing, transport, fisheries, petroleum and gas, communications, and defence. The GEF will finance the incremental costs of lifting barriers to mainstreaming MSB conservation objectives into the production sectors that pose the greatest threat to the safe migration of MSBs – hunting, energy, agriculture, and waste management – while promoting activities that would benefit these birds, particularly ecotourism.

11. The human and economic costs, actual and potential, associated with the flyway are also considerable. For instance, the concentration of an extremely large number of birds in limited airspace creates a severe hazard for aircraft through bird strikes; particularly with medium and large size MSBs. In the Middle East, between 1972 and 1983, hundreds of accidents occurred and 74% occurred during migration months with losses in the tens of millions of dollars annually as well as substantial loss of human life. While the number of accidents has been cut by 81% and the costs by 88% through careful flight planning and raised awareness of the problem, costs associated with bird strikes in the region still exceed US$ 5 million per year. With the countries in the region developing quickly and passenger, cargo and military flights increasing, the potential for bird strikes remains huge. To date, globally, over 400 people have been killed and 420 aircraft destroyed through bird strikes during the decade 1990-99. The US Federal Aviation Administration estimates that US civilian aircraft sustained US$ 4 billion worth of damage and associated losses and 4.7 million hours of aircraft downtime due to bird strikes. Approximately 97% of these involved common, large-bodied birds or large flocks of small birds, and 70% involved gulls, waterfowl, and raptors (hawks and vultures).

[3] except Saudi Arabia at US$12,000

[4] at 3.45% per annum Yemen has the highest growth rate in the world

1.2 Sectoral Framework

12. MSB migration, while following relatively clear "flyways" and traversing critical "bottlenecks" (especially water crossings) is still unpredictable, in part because MSB behaviour depends largely on local weather conditions. MSBs are most at risk from anthropogenic activities when flying low, roosting, feeding or drinking. For instance, birds may come down to drink at wetland areas in the middle of a desert or in agricultural lands in hot weather, and there are even records of birds being forced down by a storm in the middle of urban areas. Consequently, it is difficult to accurately identify specific landscapes that represent major threats to MSBs. Rather than take a landscape approach; the project will focus on productive sectors that represent the greatest risk to MSBs all along the flyway. The PDF-B has identified these sectors within which lie the greatest threats to MSBs, from intentional persecution, including hunting and "protection" of livestock, to unintentional activities, such as collisions with energy sector structures, poisoning from agricultural pesticides, and ingestion of waste materials and waste water. By mainstreaming MSB considerations into the sector frameworks in each country and changing the way people behave, MSBs will be safer regardless of where they are on the flyway.

13. A review of the conservation legislation enacted in the 11 countries along the Rift Valley/Red Sea flyway reveals that while there are large variations between countries in the levels and nature of protection offered by the legislation, no country has legislation that relates specifically to MSBs in the productive sectors. In several countries, overall policies and strategies for biodiversity and wildlife conservation are well designed and could be strong mechanisms for directing MSB conservation efforts. However, the translation of such policy statements into effective national legislation has in many cases not happened or, where the legislation exists, the institutional capacity and resources for effective implementation are lacking. These are common problems across the entire region.

14. A detailed profile of each sector in each country was not possible within the limitations of the PDF-B phase. Moreover, given the project strategy of working in partnership with other national development projects (see paragraph 34.), it is not considered necessary since such analyses will have been undertaken by the national development projects. However, summaries of the four key target sectors into which MSB considerations will be mainstreamed by the project are given below:

- Hunting: has huge cultural and traditional in most countries in the region, and it remains prevalent along the Rift Valley/Red Sea flyway particularly in the Levant countries – Lebanon, Jordan, Palestine, Syria and Egypt – although much less so in the African states. Bird hunting tends to be excessive and indiscriminate in many countries with threatened protected species taken as well as common legal prey species. Raptors and storks are particularly vulnerable because being large and relatively slow-flying they make easy targets, and the daily passage of hundreds and even thousands of MSBs at bottleneck sites at predictable times and places presents hunters with an abundant good sport. Legislation is weak (laws and/or implementing regulations not yet enacted or incomplete; lack of recognition of important biodiversity and threatened species) and enforcement poor across the region. Lebanon, Palestine, and Saudi Arabia are not party to CITES and Syria has not formally declared national species lists, weakening attempts to implement national legislation. In Jordan, almost all hunting is carried out as a hobby of the rich where an estimated 4,000 licensed hunters spend an average of US$ 150 per person per month on hunting (estimated annual total of US$ 7.2 million), in Lebanon, as many as 600,000 people (17% of the population) are involved, with only a third of these having the necessary permit, although in Saudi Arabia, only the "traditional" hunting practices, using falcons and hunting dogs are permitted.
- Energy: The economies of the countries along the flyway are generally growing quickly with rates of GDP growth between 1.9% (Yemen) and 11.6% (Ethiopia). Much of this growth is through increasing industrialisation and annual industrial production growth rates are between 2.5% (Egypt) and 8.5% (Sudan). Such growth provides an increasing demand for power that is still met largely by fossil fuel power stations although hydroelectric sources, e.g. from the various Nile Valley dams, are also important for some countries. Wind energy is developing and being promoted, and one of the world's largest wind farms has been established at Zafarana along the Gulf of Suez, Egypt. In all cases, power needs to be transmitted, most commonly by overhead cables and these too are increasing, e.g. power generation capacity increased in Eritrea from <30 MW in 1991 to 150 MW in 2004, and the length of transmission lines from 800 km to 1,300 km.

- Agriculture: The poorer countries along the flyway have largely agrarian-based economies, e.g. agriculture contributes 47% of GDP in Ethiopia, 39% in Sudan, and 25% in Syria, and as such is a key sector in providing livelihoods for large proportions of the populations, e.g. 60%-70% of people in Eritrea rely on agriculture for income and employment. Increasing agricultural intensification is occurring across the region in response to rising populations, causing habitat destruction and degradation although this is not seen as a direct threat to MSBs, except perhaps to pelicans through the loss of wetlands. However, there is a significant increase in the area under irrigation and over-abstraction of freshwater or increased salinity due to salt water infiltrating aquifers in coastal areas have caused a decline in the availability of freshwater. In some countries in the region, e.g. Jordan and Lebanon, agriculture is responsible for 60 to 70% of the total national water demand. In most countries there is no requirement for EIA for land reclamation or irrigation, no SEA and no awareness of the likely ecological impacts of such schemes. With increasing intensification has come increasing use of agro-chemicals, particularly pesticides. These are now used widely across the region to control pests such as desert locust, army worm, Red-billed Quelea and rodents. Persistent organochlorine and mercury-based pesticides which are banned or restricted by the World Health Organisation and which are no longer in use in most developed countries continue to be manufactured and are still in widespread use in the region (e.g. DDT, Lindane, Paraquat in Palestine and other countries) along with other toxic alternatives such as organophosphates, carbamates and pyrethroid compounds. While some countries along the Flyway have banned the most toxic pesticides, such bans are often ignored or the regulation and enforcement mechanisms for their control are lacking. The problems are exacerbated by misuse and overuse due to lack of awareness and information as well as widespread illiteracy.
- Waste management: is becoming an increasing problem along the flyway as human populations rise and industrialisation increases. Waste management is generally poor with solid waste thrown into open pits, burned, or dumped into rivers and lakes, and waste water and effluents usually discharged directly into rivers without prior treatment. Municipal rubbish tips are usually poorly managed with large amounts of exposed waste, and toxic materials are often present. Where waste sites are designed and managed properly, especially open waste-water treatment plants, e.g. at Aquaba in Jordan, they can provide important and safe habitat for birds. Although efforts have been made to address the waste disposal issue in some countries, it is often only the aesthetic aspect of the problem that is addressed and ecological impacts are ignored.

1.3 Threats to the Rift Valley/Red Sea Flyway

15. The threat analysis is derived from problem reviews commissioned during the PDF-B from all 11 countries along the flyway. Annex 5 shows the problem tree constructed from these. The overall problem can be stated thus:

Populations of many globally threatened and vulnerable migratory soaring birds are threatened by anthropogenic activities during their seasonal migrations along the Rift Valley/Red Sea flyway.

Hunting

16. **Sport shooting and trapping, mostly illegal, kills many tens of thousands of MSBs along the flyway.** Impacts of hunting vary along the flyway according to national hunting practices and traditions and the degree to which legislation is respected and enforced. In Jordan, large numbers of raptors are hunted or caught along the Rift Valley margins, particularly in the southern part of the Jordan Valley in areas close to Karak and Tafileh. In Lebanon, where hunting is a social sport and hunters have no knowledge of or respect for species, season, timing, laws, private or protected land, or safety of others, practices include shooting, poisoning, capture and trapping using various mostly illegal practices (e.g. glue sticks, light equipment). MSBs such as eagles, vultures, ospreys, accipiters and falcons are all hunted despite protection under international law, particularly along the western slopes of Mt. Lebanon. In Palestine, despite hunting legislation and prohibition of weapons in the West Bank and Gaza Strip, trapping and netting continue unsupervised and killing of MSBs, particularly Honey Buzzard, Black Kite, Short–toed Eagle, and White Stork, is common throughout the Jordan Valley, but especially in Jericho District. In Saudi Arabia, hunting legislation prohibits use of fire-arms for hunting and only the “traditional” methods are permitted in specified areas and seasons, and no hunting is permitted in protected areas. However, Saudi hunting law is not comprehensively enforced and raptors are sometimes shot in the vicinity of falconry areas. In Yemen, hunting and trapping sites include Bab Al-Mandeb, one of the most important points for MSBs crossing the Red Sea into north-east Africa. In the deserts of northern Sinai, Egypt, trapping of falcons is widespread with high value falcons caught along with other bird of prey species which are used as decoys or sold as pets or for taxidermy. White Storks are

also hunted for food, generally by poorer communities along the Nile Valley. In Ethiopia, where laws are not enforced, wildlife is killed for subsistence and for commercial purposes and occurs in protected areas.

17. **Shooting of MSBs for sport** is considered the biggest single threat to MSBs at many bottleneck sites (see Annex 2) is a significant threat for many species. Although the shooting of all soaring bird species is generally illegal, huge numbers were routinely shot for trophies in the early 1990s in many countries, particularly in parts of the Middle East. Tens of thousands have been shot in the past in Lebanon, and foreign hunters in Syria were estimated to shoot 10,000 – 100,000 birds per year. Military personnel have also been recorded using migrating raptors for shooting practice in Syria and Yemen. Despite a lack of quantitative data, there is abundant anecdotal evidence that hunting of migratory raptors remains widespread and largely indiscriminate. Although not quantified for any species, the numbers shot annually are probably sufficient to have significant impacts on the populations of some species. In 2004, reports of raptors shot in Jordan included the globally threatened species Imperial and White-tailed Eagles along with Steppe Eagle, and Honey Buzzard; in Saudi Arabia an estimated 500 birds of prey are trapped annually at bottleneck sites, and in Yemen 500-1,000 birds are trapped annually. There is also a small trade in MSBs and illegal smuggling across borders, either live for the pet trade or stuffed birds for display. The situation is extremely bad in Syria where large numbers of birds are killed to support a thriving taxidermy trade. At sites (especially wetlands) where shooting is particularly prevalent, poisoning of MSBs due to discarded lead shot is believed to be an associated threat.

18. **Trapping of falcons** on migration to supply the demand for falconry in the Gulf States[5] is a particular concern in Syria, Egypt and Yemen. However, because it is known that falcons can fetch a high price on the market, other raptors are frequently caught in the misguided belief that they too will sell for falconry. In Saudi Arabia, illegal trapping of raptors is reported from Al Hada in the north and at Mugermah, a bottleneck site south of Jeddah, with an estimated 500 birds trapped annually. In addition, the by-catch of non-target species is high, and many birds are killed and maimed during the trapping process – such birds do not show up in the statistics on trapped/traded birds. Other reliable estimates include 30-40 large falcons (nearer 100 in a good year) in Egypt, and 100 Lanners in Yemen taken annually.

19. **Persecution of MSBs** has historically been a key factor causing population declines and range contractions in many raptors. While legal protection of most raptors in almost all developed countries has greatly reduced this, in the countries of the Rift Valley/Red Sea flyway legal protection is often poorly enforced and persecution is considered to have been one of the main causes of severe declines in many raptor populations in parts of the region over the past 50 years, including local extirpations of Greater Spotted Eagle *Aquila clanga*, White-tailed Eagle *Haliaeetus albicilla*, Lappet Faced Vulture *Torgos tracheliotus* and Lammergeier *Gypaetus barbatus*.

Energy

20. **Wind turbines, power lines and pylons present collision and/or electrocution risk to MSBs and injure or kill birds on the flyway**. Collision with power lines and associated structures is a major cause of death and injury to MSBs and major economic losses accrue from the ensuing power cuts. Large and less manoeuvrable species such as *Aquila* eagles, vultures, and storks are most susceptible. Quantitative data is largely lacking from the Rift Valley/Red Sea flyway but good data are available from the USA and Spain. A study along the Jordan Rift Valley showed that of 147 White Storks found dead between 1993-97, 87 (59%) had died after collision with power lines, and another 361 were counted with broken wings, legs or beaks attributed to similar collisions. Another study of White Storks fitted with transmitters showed that in 1995-98, 10 of 84 birds (12%) killed during their migration through Europe and Turkey, died after collision with power lines. Detailed calculations from the State of California published in 2005 suggest that the annual cost of wildlife-caused power cuts lie between US$32 million and US$317 million – a level of loss that developing countries can not afford to sustain. Other anecdotal evidence indicates that wildlife interactions with power lines can have other costs, e.g. a fire in 2004 triggered by a hawk colliding with a power line prompted the evacuation of 1,600 homes and charred 6,000 acres; in 2005 Los Angeles International Airport experienced three power cuts attributed to bird collisions within 10 days, delaying flights and threatening

[5] Falconry is a widespread and institutionalised sport in the Gulf States and depends on a supply of falcons of which the Peregrine Falco peregrinus, Saker F. cherrug and Lanner F. biarmicus are particularly favoured if wild-caught.

airport security; and the California Condor Recovery Team reported that nine of the 144 condors released into the wild since 1992 at a cumulative cost of nearly $40 million have died from electrocution from power equipment – a cost of US $2 million to the taxpayers. The most detailed quantitative bird data come from Spain where in the late 1990s 1% of the population of White Storks present during post breeding migration and 7% during pre-breeding migration and wintering season died due to power lines with annual mortality rates from collision of 3.9 birds/km and electrocution of 0.39 birds/pylon. Also in Spain, a large percentage of the country's Bonelli's Eagles are killed by electrocution and collision with power lines. Other species for which figures are available from a year's survey along a 100km length of power lines are[6]: Black Kite 82; Common Buzzard 35; Red Kite 15; Griffon Vulture 14; Kestrel 10; Booted Eagle 9; Short-toed Eagle 8; Bonnelli's Eagle 4; Egyptian Vulture, Goshawk and Peregrine 1 each. Elsewhere in the world, studies show that constant low-level bird mortality occurs. In South Africa, during three years of monitoring of an unknown length of power lines, 59 Blue Cranes, 29 Ludwig's Bustard, and 13 White Storks were found dead. In another study from South Africa, bi-monthly monitoring of a 10 km section of 132kV power line killed 0.36 White Storks per year plus other large cranes and bustards. Between 1968-98, the US Fish and Wildlife Service documented over 1,000 raptors electrocuted in the eight-state Mountain-Prairie region alone, and it is thought that the problem is much greater with hundreds or thousands of birds dying every year across the USA. Along the Rift Valley/Red Sea flyway, areas with existing or planned networks of pylons and wires of particular concern for MSBs include: Kfar Zabad in the Beka'a Valley, Lebanon, where new power lines are being constructed next to marshland; Ein Mousa and Ain Sukhna along the northern Red Sea, the El Qah plain of South Sinai, and very high pylons conveying power across the Suez Canal and River Nile in Egypt; power stations at Hodiedah, Mokha and Aden linked by a network of pylons along the Yemeni coast; Hirgigo and Asmera in Eritrea; and Merowe and Khartoum along the Nile Valley in Sudan.

21. Collision with wind turbines is an increasing threat for MSBs. The majority of studies indicate that while collision rates per turbine are low, mortality can be significant where wind farms comprise several hundred turbines, especially so for rarer longer-lived species. Evidence from the US suggests that this is a site-specific problem which does not affect wind turbines generally. In California, a comprehensive four-year study has shown that at the Altamont Pass Wind Resource Area, comprising 4,955 turbines (494MW), 1,766-4,721 birds are killed annually including 881-1,300 raptors, while another study at Solano County Wind Resource Area comprising 90 turbines (162MW), recorded 95 raptors killed annually. However, at Tehachapi Wind Resource Area comprising 3,591 turbines, early studies found low bird use and corresponding low fatality rates, although raptors still appear to be more susceptible to collision than other birds, and limited studies at wind sites in Minnesota where raptor activity is low report few or no deaths. High levels of mortality have been found at sites with smaller numbers of turbines in coastal locations with large concentrations of waterfowl, and it seems appropriate to use caution in siting wind projects in known areas of high migration. The Gulf of Suez and northern Red Sea coast have a high wind energy resource, and wind farms are being developed at Zafarana and planned for Gabel El Zeit in Egypt. There are also plans to develop wind farms at Rhaita, Ghahro, Haleb, Asseb Port, Beilul and Berasole along the Red Sea coast of Eritrea and Gizgiza in Eritrea, all of which pose a risk to *Aquila* eagles passing through these areas unless carefully sited.

Agriculture

22. **Toxic pesticides and untreated effluents may poison some species of MSB along the flyway**. Agriculture provides livelihoods for large proportions of the populations of most countries along the flyway. Intensification has brought about the increased use of agro-chemicals, particularly pesticides. As a result, mortality from pesticide poisoning through ingestion of prey or through drinking contaminated water while on migration may represent a significant threat to MSBs in the region. The extent of the problem has not been measured in most countries, but most national reports undertaken during the PDF-B cite this as potentially one of the most significant damaging impacts to MSBs. Extensive and intensive use of pesticides occurs throughout the region, and is of particular concern in the northern Jordan Valley; over much of the agricultural lands of Yemen; the Jericho District in the Palestinian Territories; state-controlled lands in northern, central and coastal lands in Syria where pesticides may be provided free by the government; in newly created farming lagoons and irrigation schemes in Saudi Arabia where intensive farming is promoted; in recently reclaimed desert lands in Egypt which traditionally use heavier pesticide loads than established agricultural lands; in Gezira and government-run lands in Sudan; and on the Hazomo plains in

[6] Numbers exclude those lost to scavengers

central Eritrea. Contaminated water, due to agricultural runoff, is a particularly high risk to MSBs in hot deserts, where thousands of birds could be affected in a single event.

23. Rodenticides, used to control outbreaks of rats and voles in agricultural areas, can be a particular problem to raptors, particularly anticoagulants, zinc phosphide and sodium fluoroacetate; whilst insecticides to control locusts (vast areas are frequently sprayed in the event of an outbreak) and other insects can affect migrating storks. Avicides, used in particular against Red-billed Quelea *Quelea quelea*, can also lead to indirect poisoning of raptors. The incidental (or sometimes deliberate) poisoning of scavenging birds of prey, such as vultures, kites and eagles, by carcasses laced with rodenticides laid as bait to kill wolves, jackals, foxes and feral dogs that are said to prey on sheep, chickens or other livestock, is also widespread over much of the Rift Valley/Red Sea flyway, although its impact has not been quantified. Poisoned baits are used because they are the cheapest way to control predators in livestock areas but the risks to other animals are not recognised by farmers. Sub-lethal doses of pesticides can also adversely affect survivability and reproduction. As above, the impact of pesticides is probably greatest for storks, pelicans, cranes, harriers and falcons, which frequently feed during stopovers rather than those that simply pass through the region.

Waste management

24. **Open land-fill sites and waste water treatment plants attract, injure, and kill MSBs.** Waste sites are generally poorly managed and large amounts of exposed waste attract scavenging birds including soaring raptors. Visiting birds can ingest toxic substances and frequently become entangled in plastic, wire, and other debris, or are injured by metal scrap or fire. Large numbers of MSBs often also die at poorly managed waste water treatment facilities (domestic and industrial) due to drowning, entrapment in sludge (due to inappropriate pond designs) or die or become sick from drinking contaminated water. Waste sites pose particular threats in desert environments where they represent an obvious and attractive source of food and water to MSBs. In a rare study, the 60-year old Betgiorgis land fill site on the eastern outskirt of Asmara, Eritrea, (at the top of the eastern escarpment, an important bottleneck) was shown to contain 546,000m^3 of solid waste increasing at a rate of 1.2%/year. Samples taken from the site showed a high concentration of heavy metals – lead, cadmium, mercury, zinc, and chromium – along with hydrocarbons, pesticides, dyestuffs, and radioactive substances. Many MSBs (and other wild animals, e.g. baboons) feed at the site and frequent deaths of MSBs have been reported by local people, though there is no quantitative data on mortality. Accidental poisoning of raptors at open rubbish tips from poison baits set to control scavenging foxes, jackals and feral dogs is a related problem in some areas of the Middle East. Such baits are the cheapest way to control predators at waste sites and risks to other animals are not recognised by, or are unimportant to, site managers.

25. Systematic and quantitative data relating to the problem along the flyway is again lacking, but sites where waste management is known to be a threat to MSBs include the River Hasbani in Lebanon, where domestic and industrial waste management are considered major problems; Taiz solid waste dump and lagoons in Yemen, where cement, pesticide and soap factories and livestock breeding facilities dispose of their waste and where thousands of storks and raptors feed; at Sharm el Sheikh in Egypt where White Storks congregate at rubbish tips; numerous tourist resorts along the Red Sea coast; and military camps, e.g. along the coast in Yemen and Djibouti. In Egypt and Sudan there are unregulated discharges of industrial effluents into the River Nile, Suez Canal and coastal areas, where much of both countries' industries are based, such as a manufacturing and industrial zone and port at Ain Sukhna, Suez, Egypt, which is a very important bottleneck for MSBs, and many other areas identified for future industrial development, e.g. El Qah Plain in Egypt[7].

[7] In Egypt, the proliferation of garbage has led to a dramatic increase in the Indian House Crow population at Suez and other sites along the Red Sea coast, estimated in the thousands to tens of thousand. Indian House Crows have been observed harassing migrating birds of prey flying through, and roosting in, the area and are thought to be a factor contributing to the declining numbers of MSBs migrating through Suez.

1.4 Barriers to Mainstreaming

26. The Rift Valley/Red Sea flyway is the second most important flyway for migratory soaring birds (MSBs) in the world with over 1.5 million birds comprising 37 species migrating along this corridor twice each year between their breeding grounds in Europe and West Asia and wintering areas in Africa. Between 50-100% of the global or regional populations of some of these species pass along this route and through narrow "bottlenecks" in the space of just a few weeks, which makes them highly vulnerable to human threats particularly from hunting, energy and waste management sector developments, and certain agricultural practices. Unfortunately, because migration movements are largely weather dependent it is difficult to predict where the birds will land and a traditional site-based approach to conservation of MSBs is neither practical nor feasible (or cost-effective). Conservation actions need to address the flyway as a whole, at a regional rather than at a national or site level. Therefore, the project seeks to address the threats to the birds through mainstreaming MSB considerations into the productive sectors that pose the greatest risk to the safe migration of soaring birds along the flyway. However, there are a number of barriers that currently handicap the use of the mainstreaming approach in this context which are detailed below:

- Ignorance of flyway concept and value of the birds: Very few people outside of the conservation sector understand the larger picture of bird migration, particularly the concept that their country is a link in a chain of countries through which the birds migrate i.e. that the flyway is a single unit and that actions taken in one country can have knock-on effects beyond its borders, and that there is therefore a joint responsibility for the conservation of these birds. Equally importantly, most are unaware of the potential economic benefits from protecting these birds along the flyway, such as the local and national benefits from ecotourism development at bottleneck sites, or the benefits to production sector companies in niche markets where consumers look for environmentally responsible producers. Similarly, there is a low appreciation of the potential costs of inaction, e.g. migrating birds hitting power lines can cause shortages and disrupt electricity supplies which can be very costly, or the ecological functions that some species perform, e.g. rodent and insect pest control, and therefore how protection of these birds can directly benefit farmers and other local land users. However, once individuals appreciate that they can directly benefit economically, socially, culturally environmentally and at a personal, community and national level from protecting the flyway and understand that this requires an international coordinated approach, support for conservation measures to protect MSBs will grow and individual behaviour and sectoral practices towards the birds will alter. This can be reinforced through generating a sense of pride in and responsibility for the birds that pass through their country.
- Difficulty in gaining sector entry: A major obstacle to mainstreaming MSB issues into productive sectors across the region is gaining entry to those sectors in the first place. MSBs are not a major issue for productive sector change as they currently have limited economic value in the region and do not drive sector markets, do not represent a traditional concern to the productive sectors' constituents, and their conservation is of a regional nature, and hence is generally not treated as a national priority. As a result, they have little intrinsic ability to act as a driver of sectoral change. Although there has been a shift among conservationists to dialogue and partnership with productive sectors, global initiatives are still largely led by multilateral or bilateral institutions, well-funded environment ministries or the largest of the international NGOs. It continues to be difficult for national NGOs (and indeed under-resourced environment agencies) to gain entry into national productive sectors where capacity levels on both sides are low and processes for policy setting and budget allocations have not traditionally been participatory and open for public scrutiny and comment.
- Difficulty in addressing change within complex sectors: Even assuming sector entry can be accomplished; leveraging the desired changes within the chosen sector presents a number of barriers. Firstly, sectors have to be addressed issue-by-issue, market-by-market, and country-by-country all along the flyway. There is no common market or regional policy mechanisms existing that allow MSB issues to be addressed at the flyway level. Secondly, sectors do not function as homogenous two-dimensional businesses with clearly defined counterparts representing the entire

sector. It is necessary to have a deep appreciation of the complex web of interests, levers and incentives as well as external influences that drive sectoral change and to work with these to design effective sectoral change mechanisms. Thirdly, the capacity to bring about change must be in place. The capacity to bring about sectoral reforms varies greatly both between the agencies and other stakeholders involved within a country, and between similar agencies in different countries leading to difficulties in coordinating necessary reforms across the flyway as a whole. Finally, all successful "agents of change" must convince the sector actors that the change is in their own interest. This is a two-fold process of building an appreciation of why the change is necessary and also of how economic benefits will accrue from the change. Mainstreaming the spectacle of MSB migration into eco-tourism sectors represents the best opportunity to demonstrate an economic value to countries along the flyway that mainstream MSB considerations into the threatening sectors.

- Shortage of technical information on which to base decision-making: It has become apparent during the PDF-B that there is a lack of quantitative information on whether and how some productive sectors are having an effect on populations of MSBs. This is a major barrier since it limits the design of appropriate responses. While experiences from other countries strongly suggest that certain issues should be considered as causes for concern and the precautionary principle should be applied (e.g. heavy use of organic pesticides, location of power lines and turbines along the flyway and particularly close to bottlenecks), actual data on the scale of the problem are poor. This is important since other experiences can differ in small but possibly crucial ways (e.g. the impacts of pesticides in raptors in the northern hemisphere in the 1950/60s came about from bioaccumulation through the food chain, but many soaring raptors appear to feed little or not at all during their migration so may by-pass this potential problem). The project will need to establish the real level of threat posed by some sectors and provide appropriate resources for the collection and dissemination of data on MSBs throughout the region.

1.5 Stakeholder analysis

27. Various participatory approaches were employed, as appropriate, in each of the 11 project countries during the PDF-B stage, to identify and involve project stakeholders (both beneficiaries/ supporters and those who may be opposed to the project or consider that it may have a negative impact on them). National stakeholder workshops were held in 8 countries (in most cases these dealt with the initial problem analysis for the project; in one case, Syria, the focus was on education and awareness and participants included representatives from education and other sectoral ministries including agriculture, electricity, tourism and others). In other countries (e.g. Egypt) aspects of project preparation, including the problem analysis, were carried out as desk exercises. In all countries, there was extensive consultation with relevant ministries, their agencies and other identified stakeholders at various stages of the project preparation (through bilateral meetings, circulation of draft national reports for review and comment, provision of relevant information and feedback on project development from key stakeholders). Due to the "mainstreaming" nature of the project, these consultations involved a very wide range of organisations and sectors, including productive sectors identified as having actual or potential negative impacts on MSBs (agriculture, hunting, energy, waste management) and sectors with potentially positive impacts on MSBs conservation (tourism, education). Project partners carried out national analyses, identifying for each stakeholder: their current role; priorities; expected or potential role in the project; nature of involvement in PDF-B phase; "readiness" and "power" to contribute; in some countries a ranking as "essential", "supporting" or possible "conflicting" relationship with the project. Capacity and training needs assessments were also carried out for each relevant sector. A Stakeholder Involvement Plan is provided in Section IV / Part IV.

1.6 Baseline Analysis

28. The countries of northern and eastern Europe have invested significant resources in the conservation of raptors and other MSBs on their breeding grounds. In eastern and southern Africa, countries have also invested heavily in conservation, and tourism, primarily ecotourism, now accounts for significant economic activity, e.g. in 2003 Kenya played host to over 1.1 million tourists earning US$339 million, its third largest source of foreign exchange, while in Botswana, tourism has become the country's second largest foreign exchange earner accounting for $240m a year (10% of the GDP). The weak link for MSBs in migrating between their breeding and wintering

areas is that conservation in the countries along the Rift Valley/Red Sea flyway is at best well intentioned and at worst absent. Without this UNDP-GEF intervention, the awareness of the need for conservation of MSBs will remain low, the requisite information upon which to base conservation measures will remain poor, conservation legislation will remain weak, the technical capacity for conservation activities and the resources committed to the enforcement of environmental regulations will remain inadequate, and the economic incentives necessary to encourage fundamental changes in human behaviour will remain unshaped. As a result, MSBs will continue to be shot in large numbers as they pass through Syria, Lebanon, Jordan and Palestine; collide with power lines and wind turbines at existing and new sites; and succumb to physical and chemical threats associated with waste and agriculture management.

29. The existing pressures upon MSBs that add significantly to the mortality rates experienced during naturally hazardous journeys – those of shooting, trapping, poisoning, and collision – will continue to increase as human population and industrialisation in the flyway countries continues to grow. In addition, without the necessary conservation measures, inadvertent destruction and degradation of key bottleneck sites along the route will escalate as agricultural, industrial, and tourism development continues to occur without knowledge of MSBs' requirements and hence with inadequate planning controls and environmental mitigation measures.

30. The 11 countries making up the Rift Valley/Red Sea flyway receive varying amounts of foreign assistance through bi-lateral and multi-lateral projects and programmes. These provide support for development and reform across the spectrum of productive and other sectors in an effort to help the countries reach their full potential. This level of assistance will continue in the absence of this proposed GEF project but will continue to have little or no beneficial effect on MSBs (and in some cases may inadvertently have negative impacts for them), and the opportunity available for them to act as vehicles of change for MSB issues will be lost. For example, although a USAID-funded project will promote sustainable tourism development along the Red Sea and include significant conservation actions, no specific opportunities to include MSB issues will be realised. Similarly, although efforts will be made to strengthen the enforcement of environmental legislation in Lebanon and Jordan through EU-funded projects, no specific attention will be given to MSB considerations in developing legislation, and no support will be provided to the application of environmental legislation with respect to MSBs. In Djibouti, a World Bank-funded project is seeking to stimulate development of renewable energy in the country through erection of a 2 MW wind farm at Ali-Sabieh and restructuring of the power sector, but no actions to include MSBs in the wind farm's design or in a renewable energy strategy are included.

31. In the business-as-usual scenario, a number of national and local conservation-based NGOs – particularly the national partners in the BirdLife network – will continue to promote the conservation needs of MSBs. However, these will mainly be small-scale interventions at the level of individual sites. They will also be more traditional conservation approaches – advocating site protection and management measures. The better run organisations will have some limited reach into Ministries of Environment and may be able to contribute to conservation policies, but this will be on an *ad hoc* basis and without any specific focus on MSBs. In the business-as-usual scenario those national organisations best placed to act as MSB "agents of change" within the threatening sectors will have virtually no contact with those productive sectors, except perhaps isolated farming communities. They will have no influence over decision-makers within the sectors and it is safe to conclude that MSB considerations will not be taken into account in any of the target sectors.

32. General tourism is a significant contributor to national economies throughout the region (e.g. US$1.3 billion in Lebanon in 1998). The World Tourism Organisation (WTO) estimates that "nature tourism" specifically generates 7% of all international travel expenditure and predicts that receipts from international tourism will climb by 6.7% a year over the next two decades. Nature travel is estimated to be increasing at an annual rate between 10% and 30%. Another global estimate is that 40-60% of all international tourists are "nature tourists" and that 20-40% are wildlife-related tourists (calculated differently). Governments recognise the potential benefits of ecotourism. At least 6 of the 11 project countries include ecotourism in national tourism or development strategies or are considering its inclusion as a specific sub-sector. In Palestine, for instance, there is a Wildlife Society/ Ministry of Tourism MOU to promote ecotourism. In Egypt the southern Red Sea coast has been declared an "eco-tourism zone". In the business-as-usual scenario, this zone would be developed without specific reference to the migration spectacles that occur at Suez and the Ras Mohammed/El Qa/Gebel El Zeit crossing. The Egyptian Tourism Federation has established an eco-tourism committee to oversee implementation of environmental regulations by the tourism industry, but while

the committee mandate does cover the issue of bird hunting tourism, there is no specific reference to managing this niche tourism with MSB migration.

33. Economic and social benefits can be derived from the spectacle of large soaring birds concentrated at migratory bottleneck sites (themselves often wild areas attractive for nature tourism, e.g. Wadi Dana in Jordan). Facilities and tours can be designed to ensure that local communities derive income and to raise awareness of the conservation needs of MSBs, as has occurred in other regions (e.g. US$ 31 million into the local economy at Cape May bottleneck site, New Jersey from more than 100,000 birdwatchers annually). Several flyway countries have established ecotourism industries (e.g. 63 "nature-based" tourism companies in Ethiopia; estimate of 15% of tourists in Yemen are "ecotourists"; nearly 2000 "ecotourists" including students each year using one tour operator in Lebanon) and "ecotourists" visit many bottleneck sites (e.g. Abijata-Shalla lakes in Ethiopia; Jordan Valley, many Red Sea sites). In Lebanon, the total recreational value of bird watching is estimated at US$ 1.65 million annually and Ministry of Tourism web sites list bird-watching as an activity at some bottleneck sites. The direct economic benefit from visitors to Al-Chouf Nature Reserve is estimated at US$ 50-70,000 a year (plus US$ 100-150,000 indirect benefit to the local community). However, in general, visits to such bottleneck sites in the region are not marketed as MSB tours, countries do not collate information on numbers of birdwatchers or reasons for visits, no specific attempts are made to raise awareness of MSBs conservation and few economic benefits are derived by communities local to the sites. There is huge potential to achieve both national and local economic benefits through more active promotion of the "MSBs experience" while also using this to achieve greater awareness of MSBs conservation needs.

PART 2: STRATEGY

2.1 Project Rationale

34. Threats to MSBs along the Rift Valley/Red Sea flyway will continue to grow over time. Although conservation actions are being taken by some of the countries involved, these are generally of a broad nature whose influence on MSBs will be peripheral. There is no indication that specific actions will be undertaken shortly, or in fact that they will occur at all. A number of barriers have been identified that work against the reform of productive sectors to assimilate MSB issues and this UNDP-GEF intervention is designed to remove these to facilitate cost-effective modification of people's economic and social behaviour by mainstreaming MSB issues into such sectors.

35. In GEF's Strategic Priorities, mainstreaming is used to refer to efforts to get biodiversity considerations included in productive sector programs. The traditional approach to mainstreaming involves building awareness, establishing effective relationships between the project and sector agencies and advocacy at high political and donor level to gain sector entry, and then building sufficient capacity and technical knowledge to ensure a shift in sector policy and practice. The advantage of any mainstreaming approach is that if it is done well to start with and the behavioural changes are put in place appropriately, those changes should keep going well after the project ends and there should be little or no ongoing costs for maintaining the changes. However, this approach generally has a lengthy 'start up' period – frequently several years – as it negotiates "sector entry", and is often very costly with the creation of new institutional structures and mechanisms (establishing a project unit within the line ministry, for example), and expensive staff appointments, and even then integration of the conservation message can still be poor. In addition, mainstreaming requires the actors in the productive sectors to agree to the changes and have some perception that the changes are in their best interest. If the changes are not put in place properly to start with, people will revert back to the behaviour they perceive to be in their best interest as soon as the project ends. The conclusion from the PDF-B phase was that, given the low intrinsic ability for conservation issues to drive change management or reform processes, particularly in the key productive sectors where the scale and political impact are large; the resources needed to achieve change; and the capacity and readiness of productive sectors to receive independent contributions from conservation NGOs, the traditional approach of using the GEF project as the vehicle of change – particularly for issues such as migratory birds – would have a high risk of failure and was considered unlikely to be successful here.

36. As an alternative, this UNDP-GEF intervention intends to use a new innovative approach by making partnership agreements with **existing or planned donor-funded development projects** termed "*vehicles*" (e.g. introducing reform processes, institutional, and sectoral strengthening programmes) to provide specified technical services on MSB issues to be mainstreamed through those vehicles. The term "*Double Mainstreaming*" has been

coined to describe this process, i.e. in order to mainstream MSB flyway issues into the key productive sectors, the project will mainstream MSB considerations into existing vehicles of reform or change management in those sectors. The double-mainstreaming approach will use these existing structures and relationships to deliver MSB content and tools directly into current mainstreaming processes, plans and projects, and as a result is believed to offer a greater reach and deeper penetration into the key sectors than a traditional approach that looks to "inject" mainstreaming messages from outside the sectors, often as add-on programmes managed by the environmental sector agencies. Consequently, the chances of success in overcoming the identified barriers and in producing effective and enduring change are envisaged to be much higher. In addition, project costs will be reduced because project management, capacity building and field operating costs will be largely shared with, or taken up by, the targeted vehicles; there will be less need for expensive demonstration sites; and, other than a Regional Flyway Facility (see below), no new institutional structures will need to be created. Furthermore, levels of co-financing from national and local government environmental agencies will be lower and consequently, more likely to be delivered. "Double mainstreaming" represents a reduced-risk and more effective alternative to the traditional approach, confirmed by the comments of the STAP Reviewer and UNDP-GEF's Peer Reviewer. It has also been endorsed by BirdLife International, leading migratory soaring birds experts, the World Bank and participating governments. It is already being replicated in Bulgaria in another MSB project with the support of RSPB. We know of no other GEF Biodiversity project that utilises the same modality.

37. Agreements between the project and each targeted 'vehicle' will specify that BirdLife national partners will act as service providers delivering technical content (e.g. technical advice, training courses, guidelines) on MSB and flyway issues into relevant activities to be undertaken by the vehicle. The project will fund this service provision while the vehicle will co-finance its delivery through its existing or planned activities. To this end, in principle agreements have already been reached with six sectoral programmes of different Governments and NGOs in four countries within the flyway, which are funded by the EU, World Bank, USAID, UNDP and RSCN (Jordan), to provide MSB technical content into these six vehicles. Full details are given in the next section.

38. Considerable time and effort has been expended on identifying appropriate "reform vehicles", and working with their project managers and donor agencies to determine where double mainstreaming could operate, what the Soaring Birds Project would provide to the reform "vehicle" in terms of content, tools, services and support, and how they will be integrated during Tranche I. Reform "vehicles" were chosen on the basis of: how successfully they could demonstrate the double mainstreaming approach during Tranche I; having a representative spread of projects funded by the primary donors in the region for the target sectors (EU, WB, UNDP, USAID – thus facilitating scaling-up and replication in Tranche II and beyond); and the possibility for expansion and development of new linkages during Tranche II.

39. Consideration was also given to the capacity of the national partners to undertake mainstreaming activities (although special capacity support measures have been provided for Egypt and Djibouti given the importance of the sectors and geographical locations) and to the nature of the "vehicle" – its predisposition to working with the project and ability to absorb the technical content. In addition, each reform "vehicle" had to have a focus on at least one of the target sectors and a focus in at least one country possessing either large numbers of bottleneck sites (e.g. Jordan and Lebanon) or with the key water crossings (Egypt and Djibouti) where biological impacts of the approach can be maximized. Given the severity of the threat to MSBs, there was also a focus on reform "vehicles" in countries where the hunting sector poses the greatest threat (Lebanon and Jordan, and Egypt for trapping and sale of live birds).

40. Initially the approach will be demonstrated through six pre-identified practical examples, which have been selected through extensive discussions between UNDP-GEF, UNDP Country Offices, the BirdLife national partners and the concerned programmes' stakeholders, resulting in principle agreement for all six. A summary of this analysis for the initial 6 project "vehicles" is shown in Annex 6 of the Pro Doc. Content delivery, and operational, financial and management arrangements will be formalised before CEO endorsement. The six selected projects to demonstrate the double mainstreaming approach are listed below[8]:

[8] Full details of these projects, the proposed double mainstreaming activities envisaged, and the costs and co-finacing estimates can be found in the Incremental Cost Analysis in Section II

- *Strengthening the Lebanese Judiciary System in the Enforcement of Environmental Legislation (SEEL), Lebanon* – funded by the EU. GEF-funded technical provision will include raising awareness of the impacts to MSBs from weak law enforcement in the target sectors; reviewing jurisprudence cases specifically related to birds; identifying MSB experts relevant for the database; developing MSB training modules and training experts and judges in flyway issues, including international law relevant to MSBs, and the impacts from the target sectors and legislative enforcement; reviewing environmental legislation materials relevant to MSBs; carrying out a needs assessment; and developing new modules relevant to MSBs for the Environmental Course to be introduced in the Institute of Judicial Training at the Ministry of Justice

- *Strengthening Environmental Enforcement, Jordan* –funded by the Royal Society for Nature conservation, Jordan. GEF-funded technical provision will include joint field patrols during migration seasons at critical bottleneck sites; MSB training needs assessed and training provided for environmental police department and wildlife liaison officers; linking regional cooperation to the regional flyway facility; monitoring of local markets for MSBs for sale; developing MSB sustainable hunting guidelines; working with hunters' groups to agree and apply sustainable hunting guidelines; promoting sustainable hunting at MSB bottleneck sites in Jordan; reviewing existing legislative and regulatory enforcement and incentive systems related to MSBs; assessing the efficiency of existing systems to support enforcement of MSB protection laws; identifying other legislation relevant to MSBs (eg. waste management) and developing training materials; training of experts and judges in international law relevant to MSBs; reviewing jurisprudence cases specifically related to MSBs; provide best practice MSB legislative models from USA and Europe; and BirdLife International establishing links to a RARE "Pride" campaign.

- *Building Capacity for Sustainable Hunting of Migratory Birds in Mediterranean Third Countries, Lebanon* – funded by EU LIFE. GEF-funded technical provision will include providing training on MSB identification and survey techniques to more effectively include MSBs in national data gathering arrangements, national reports and position papers; incorporating MSB considerations in the Guidelines for Sustainable Hunting and ensuring that the strategy paper reflects these; sharing the guidelines with other countries along the flyway; provision of a study tour to Lebanon for other countries on the flyway where hunting has been identified as a threatening sector; promotion of sustainable hunting at MSB bottleneck sites in Lebanon; establishing links to the RARE "Pride" campaign and provision of MSB-specific educational materials to hunters' groups; introducing specific MSB information to a general awareness campaign on responsible hunting; providing links to the SEEL project (above); providing best practice MSB legislation models from USA and Europe; reviewing incentives and mechanisms to complement enforcement and financial mechanisms to fund enforcement; supporting the enactment of hunting legislation; developing MSB modules for workshops to resolving conflict and building partnerships; and linking the regional action plan process to the Soaring Birds regional flyway facility; supporting production of the regional action plan and disseminating it to the project partner.

- *The Power Access and Diversification Project, Djibouti* – funded by the World Bank. GEF-funded technical provision will include provision of guidance on the micro-sitting of the individual turbines at Ali-Sabieh as this can be critical to MSBs (e.g. avoidance of wetland areas, use of concrete bases to prevent build-up of rodents which can attract birds); development and operation of a monitoring programme to determine mortality at the wind-farm and turbine levels (as per the recommendation of the WB EIA) including training of wind-farm staff in bird ID and mortality analysis, and feed results into the strategy to scale-up wind energy to 10MW; testing mitigation measures if mortality rates are high using schemes being tested in the US and Europe, e.g. factoring critical migration periods into the turbine operation schedule, painting blades with ultra-violet paints; training wind-farm managers in MSB issues, field surveys and monitoring techniques; awareness raising around the site of the wind-farm's bird mitigation efforts; development of a "flyway friendly" accreditation scheme to be used by the wind-farm and the electricity it sells; contribution of MSB data and considerations into any national wind-power generating strategy; and contribution to the choice of area in which the wind farms are sited, through: provision of national MSB data including migration data overlays for site selection and demarcation of critical bottleneck boundaries, and input into field surveys as part of the EIA.

- *Sustainable Economic Growth in the Red Sea Governorate, Egypt* – funded by USAID LIFE. GEF-funded technical provision will include ensuring that the ecotourism framework accounts for "flyway friendly" issues at regulatory, financial, marketing, and management support levels; including MSB concerns as part of

ecotourism branding; developing training modules and delivering training on MSB concerns for the ecotourism sector; including MSB concerns in solid waste management systems at the design and implementation levels; introducing "flyway friendly" considerations into Environmental Assessments of energy components of the project; undertaking capacity needs assessment and delivery of training related to MSB for concerned stakeholders; undertaking monitoring and surveys and establishing an MSB-related database; and awareness-raising related to MSBs

- *Agricultural Development Project, Lebanon* – funded by the EU. GEF-funded technical provision will include identifying experts on MSBs for provision of technical advice along with technical packs, newsletter and website information; introducing MSB concerns to and training of farmers' groups; researching links between pesticides and MSBs and monitoring the impact of pesticides on MSBs; assessing feasibility of "flyway friendly" markets for agricultural products; developing "flyway friendly" pesticide use and "flyway friendly" marketing material; piloting agreements ensuring promotion of "flyway friendly" products; developing niche "flyway friendly" products and adopting MSB bottlenecks as geographical indicators for territories and niches produce; developing "flyway friendly" practice guidelines for Good Agriculture Practice Charters; and providing MSB information material for awareness campaigns.

41. The project follows a tranched approach. The first Tranche will establish the environment required to initiate the double mainstreaming approach, including the creation of the Flyway concept and its application as a marketing tool in selected awareness campaigns, establishment of the Regional Flyway Facility, building the capacity of the BirdLife national partners to provide all aspects of the double mainstreaming approach, and the testing of the double mainstreaming approach in at least 6 pre-identified reform vehicles (see Annex 6). The second tranche of the project foresees a major expansion of the double mainstreaming approach to more participating flyway countries, and to additional sectors and reform "vehicles" in the first group of countries. Key to achieving this will be development of the RFF to support BirdLife national partners to identify and negotiate partnership deals with, appropriate donor-funded reform "vehicles" planned for their country. Such development of the RFF, and its associated running costs, will be funded primarily from co-financing raised by BirdLife during Tranche 1, supplemented by "vehicle" co-financing obtained during Tranche 2. Key to realising success will be assistance given in identifying services that can be provided to such "vehicles" and determining and agreeing the incremental costs and the level of co-financing applicable in their provision. A significant factor in negotiating a partnership agreement with a donor will be the degree of confidence afforded by the RFF as a backstopping resource when the donor is dealing directly with the BirdLife national partner. Confidence in this capacity will be generated directly from the RFF's track record in the successful management of double mainstreaming "vehicles" developed during Tranche 1, and is hence one of the triggers included for moving from Tranche 1 to Tranche 2 (see below). Building the capacity of the BirdLife national partners to provide all aspects of the double mainstreaming approach (Annex 7).

42. The second Tranche will commence on the satisfactory achievement of the following **triggers**:

- Successful execution of at least four of the six double mainstreaming pilots in Tranche I with at least one success in a country in the Middle East and one in Africa (individual PIRs will be prepared for each pilot double-mainstreaming vehicle, as a means of measuring and reporting progress towards the expected indicators set out in the LogFrame. This will be included in the signed statements from the project vehicle managers on successful partnerships).
- Commitment of a 1:3 GEF: co-financing ratio for Tranche II that would include altered baseline funding for the reform vehicles and 1:2 cash co-financing for the Flyway Facility (verification - written guarantees of co-financing).
- At least 5 BirdLife national partners achieving capacity markers that indicate their ability to provide double mainstreaming technical content. BirdLife has conducted a capacity needs assessment of its project partners to carry out mainstreaming work and identified how this can be built during Tranche I (see Annex 8). Entry into Tranche II will require the project partner to have achieved a score of at least 2 (scores range 0-3) for 9 principal capacity measures identified by the assessment. (Verification: through a follow-up partner assessment using the same agreed approach and methodology adopted at the PDF-B stage to be carried out during year 4).
- BirdLife national partners have identified and negotiated agreements with at least one new reform vehicle that is congruent with the Regional Flyway Facility's criteria and guidelines. The RFF and national partners will identify and review potential project vehicles throughout the first tranche in consultation with donor

agencies and UNDP Country Offices (verification - a written agreement between the project and reform vehicle).

- For moves into new target sectors, the establishment of material links between sector activity and bird mortality along the flyway and the establishment of baseline data against which impact indicators can be measured (verification – independent, peer-reviewed research reports showing impact of sector policies and activities on MSBs along the flyway, with further expert input from the technical committees and agreement from the PSC).

43. The second Tranche will establish the sustainability of the Regional Flyway Facility while a third phase would ensure the financially viability of the RFF as a mechanism that is able to offer technical mainstreaming services on a commercial basis and to recognised standards (such as a certification process or audit standards). It is expected that significantly less GEF funds would be required for the second Tranche owing to the co-financing triggers and the fact that the first Tranche includes start-up costs, particularly for the RFF – see cost estimates. To achieve this, the second Tranche will build upon the foundations laid by the activities of the first tranche, with the aim of developing the project in four areas outlined below.

i. **Increasing the number of "vehicles" in the key sectors that double mainstreaming is operating through**. Building on the experience gained with the pre-identified reform "vehicles" during the first tranche, project partners in Djibouti, Egypt, Jordan and Lebanon will be supported by the RFF to replicate their successes and expand their activities not only by increasing the number of "vehicles" in the sector with which they have experience, but also into those other sectors identified as key during the PDF-B, namely hunting, energy, agriculture and waste management, which are beyond their immediate experience but with which other first tranche BirdLife national partners have been working.

ii. **Increasing the number of countries in which double-mainstreaming is operating**. Using the capacity of the BirdLife national partners built during activities of the first tranche, directed by criteria and guidelines produced by the RFF, and incorporating the experiences gained and lessons learned from working with partner donors through the initial "vehicles", the double mainstreaming approach will be expanded to operate in the seven countries not included in the first tranche, i.e. Eritrea, Ethiopia, Palestinian Authority, Saudi Arabia, Sudan, Syria, and Yemen, concentrating initially upon the four key sectors that most impact MSBs, identified during the PDF-B. The criteria and guidelines for selecting vehicles and entering into co-financing agreements with them will be developed by the RFF in Tranche 1 and will be applied in Tranche 2, thereby ensuring that the transaction costs will be lower in Tranche 2. Furthermore, there will be a body of double mainstreaming content and approaches available to the expansion from Tranche 1 (e.g. training modules for certain sectors), which will also provide savings.

iii. **Increasing the range of sectors that MSB considerations are double mainstreamed into**. While the five sectors for which pre-identified "vehicles" have been included in Tranche 1 have been regarded as key, the PDF-B identified a number of other sectors which *may* impact MSBs on a wide geographic scale or that *do* impact MSBs but on a narrow geographic basis, e.g. petroleum sector along the Egyptian Red Sea coast and Gulf of Suez, Using the data collected and/or collated in the database established in the RFF during the first tranche, these additional sectors will be prioritised and the nature of the threats more closely established. With the assistance of the RFF, national project partners in all countries will be encouraged to identify reform "vehicles" and develop double mainstreaming partnerships that can be used to address these key issues affecting MSBs in these sectors.

iv. **Development of the Regional Flyway Facility to establish commercial services**. The long-term financial and institutional sustainability of the RFF will be dependent upon (a) its ability to promote "flyway friendly" services, products and incentives that are economically valuable to the private sector, and (b) in becoming a certification body for "flyway friendly" services and products for which it can make charges for services to the private sector and government and donor-driven projects. The underlying principle here is that the "flyway friendly" accreditation provided by the RFF will provide added value to (a) the commercial sector where economic advantage can be leveraged from incorporating MSB considerations into their activities, e.g. bird-oriented eco-tourism, organic food production, responsible hunting integrated into local livelihood systems; and (b) the donor/banking sector where there is a need to meet corporate environmental and social responsibility policies

demanded by their shareholders for funding projects, especially if they have signed up to the Equator Principles[9] or similar schemes. Feasibility studies will be undertaken during Tranche 1 but development of these capabilities will be undertaken during Tranche 2 when details of the certification process will be further developed. At present it is envisaged that the RFF would review an organisation's activities in relation to MSBs and make recommendations where necessary to negate adverse impacts. When such activities are either neutral or beneficial to MSBs, "flyway friendly" certification would be awarded. It may be necessary to undertake periodic audits to ensure continued compliance. Sustainability of the RFF will begin by raising co-financing for its running costs from those project "vehicles" that it develops partnerships with on behalf of the national project partners – both in new countries and in additional sectors in those countries already featuring in Tranche 1. From these first steps, and on the back of the development of the Flyway Concept and the technical content produced for foregoing project "vehicles", it will begin to identify commercial opportunities, develop services that fit market needs, and establish a visible niche within the region as a whole that will attract customers from national and local governments and the private sector.

Labelling and certification processes and schemes for 'flyway friendly' products and services associated with the target sectors will be developed in Tranche II and are not expected to be introduced until Tranche II is well underway (the focus in Tranche I will be on developing links to producers and strengthening understanding of impacts on MSBs). The project aims to establish a labelling or certification mechanism through the Regional Flyway Facility in collaboration with the national partners, with a clear written plan of action by the end of Tranche I (one of a series of targets the RFF should meet for project entry into Tranche II). During Tranche I, market analyses and economic feasibility studies will be undertaken for each sector through the RFF with a view to identifying specific products and services that would already qualify for or could be developed as 'flyway friendly'. The RFF will hold consultations with organisations running other certification schemes (e.g. Forest Stewardship Council, Marine Stewardship Council etc) to develop appropriate models and approaches. Success in certification also depends on linking the environmental benefits of adopting the scheme with economic or Corporate-Social-Responsibility benefits for operators, therefore consultations will also be held with 'producers' and their 'markets'.

Currently there is no independent certification process for flyway friendly activities in the target sectors. That is why the goal is to transform the Regional Flyway Facility into such an independent certifier. Labels and products may include: a Regional Flyway Facility (RFF) approved training course on integrating MSB issues into EIA processes for environmental consultancy companies; electricity generated from wind turbines that meet international 'best practice' designs as endorsed by the RFF; adoption by farmers of less toxic pesticides or integrated pest management that don't threaten raptors at bottleneck sites (again endorsed by the RFF); or endorsement of tour companies who look to build partnerships with local communities around bottleneck sites with increased ecotourism revenue flowing into addressing the threats to MSBs at these sites.

2.2 Project Goal, Objectives, Outcomes and Outputs/Activities

44. The overall project goal is to **ensure that globally threatened and significant populations of soaring birds that migrate along the Rift Valley/Red Sea flyway are effectively maintained**. The immediate objective is that **conservation management objectives and actions for MSBs are mainstreamed effectively into the hunting, energy, agriculture, waste management and tourism sectors along the Rift Valley/Red Sea flyway, making this a safer route for soaring birds**.

45. The initial phase of the project will have four components to deliver the expected outcomes – development of the Flyway concept to be used for "flyway friendly" promotion and double mainstreaming; building capacity of

[9] The "Equator Principles" form a banking industry framework developed by banks under guidance from the IFC in 2002 for managing social and environmental issues related to the financing of development projects. Currently 33 banks from over 15 countries have adopted the principles and will apply them globally to project financings in all industry sectors.

national partners and other agencies to effect double mainstreaming; the actual delivery of double mainstreaming to incorporate MSB issues into targeted sectoral programmes; and the monitoring and adaptive management of the approach.

Outcome 1: Raised awareness of the flyway and altered social and cultural behaviours among target groups that threaten MSBs in the key sectors, decision-makers and the general public

46. Multi-sectoral and multi-stakeholder partnerships will be developed at regional, national, and local levels to effect long-term changes to the perception, value, and sustainable management of MSBs along the flyway leading to three Outputs.

Output 1.1: Concept of MSB Flyway established and promoted

47. The development of the Flyway concept is critical to the success of the project. It will articulate why MSB considerations are important and reinforce the position that flyway considerations have a value and are worth mainstreaming into the target productive sectors. The aim is to lift the barriers to sector change. It will create a "brand" upon which a common approach can be based all along the flyway that simply and creatively expresses the aim of the project – to have the needs of MSBs mainstreamed into the targeted productive sectors. This will provide the foundation for the development of a marketing strategy, a logo, presentational materials (leaflets, fact sheets, PowerPoint presentations) and other standardised project materials that can be applied across the project, both for awareness-raising and authenticating productive sector actions as "flyway friendly". Regional stakeholder workshops will be held during the inception stage to develop the Flyway concept, a project communication strategy prepared and a professional marketing company engaged to advise on logo design and branding of project materials.

Output 1.2: Regional "Flyway Facility" established to promote mainstreaming of MSB considerations

48. A regional "Flyway Facility" will be established that will help overcome the barrier of lack of information. It will allow content providers and recipients to communicate and share knowledge throughout the flyway acting as an interactive repository for all issues connected to MSBs and the double mainstreaming process. This will be provided through the Facility staff themselves and targeted additional technical services; project services and products. It will provide a source of MSB and flyway concept materials, including details of training courses and guidelines, manuals, information sheets; links to funding sources for local mainstreaming initiatives and other relevant data sources. It will establish partnerships, especially with relevant actors in the MSBs' breeding and wintering grounds (e.g. EU conservation programmes).

49. The Facility will develop eligibility criteria for double mainstreaming (which sectors to mainstream into, what sort of "vehicles" are acceptable, what instruments will measure benefit) and review and facilitate the maintenance of content standards along the flyway. The Facility will also develop delivery systems and incentive schemes for mainstreaming MSB issues into the key sectors. For instance, during the Tranche II the Facility will develop a certification system for 'Flyway Friendly' services and products that promote conservation of MSBs, and establish links to eco-labelled markets.

50. The Facility will include staff experienced in marketing and business development, communication and advocacy as well as technical issues relating to MSBs and their conservation.

Output 1.3: Targeted awareness campaigns on MSB flyway issues designed and carried out

51. National studies undertaken during the PDF-B highlighted the lack of awareness of threats facing MSBs and solutions to these among key sector groups, such as hunters, decision-makers and the general public. National partners will use the Flyway concept as a central element of awareness campaigns targeting the general public in order to build a constituency for change, and decision makers within the key sectors, groups and communities around bottleneck sites with a direct role in the management or use of bottleneck sites.

52. Once the Flyway concept has been developed, awareness of it and the project's aims will be promoted at the national level by each of the BirdLife International national partners involved. This will be complemented on the

ground at three bottleneck sites (one each in Lebanon, Jordan and Egypt) by subcontracting RARE[10] to undertake a Pride Campaign concentrating on the issues of hunting and trapping. A Pride campaign, RARE's flagship programme, focuses on turning a charismatic flagship species into a symbol of local pride, and through a combination of grassroots and mass-marketing techniques generates broad-based support for ecosystem protection on a regional or national level.

Outcome 2: Increased national and regional capacity to effect double mainstreaming and application of flyway concept

53. The second component will target the "agents of change" in seeking to overcome the barrier of bringing about sectoral change. Nationally-based activities will seek to facilitate mainstreaming by strengthening the capacity of key institutions and partners to address MSB issues and through increasing co-operation and co-ordination between stakeholders leading to two Outputs.

Output 2.1: Capacity of national partners strengthened to develop and promote concept of Flyway, respond to new opportunities, and monitor content standards

54. It is apparent from the PDF-B that not all national partners currently have the capacity to deliver high quality content consistently into reform and change management processes. It is critical that capacity is built to address this since the "double mainstreaming" approach will fail if the recipients of the flyway content question its technical standard or added value. Upholding the Flyway "brand" will be important – ensuring that content standards are maintained, creating content development methodologies, creating networks and opening up access to BirdLife International best practice worldwide, and building BirdLife International national partner capacity to identify new opportunities for providing content (i.e. flyway business development). In order to achieve this, the project will provide training, resources and support to national BirdLife International partners through, or coordinated by, the RFF with support of outside consultancies as required, based on capacity needs assessments undertaken during the PDF-B and further refined at the inception stage. This training and support will focus on the means to (a) identify double mainstreaming opportunities, (b) conclude successful negotiations to include MSB issues into such vehicles, and (c) produce and deliver the technical content necessary to achieve effective double mainstreaming.

55. BirdLife International will ensure the technical quality of the targeted and tailored content developed for the six pre-identified demonstration in Tranche I. This will be ensured through expert input, application of BirdLife International best practice, and peer review of content using the technical expertise from its world wide networks. Two regional workshops (Middle East and Africa) will be held on the mainstreaming "flyway friendly" practices, standards and methodologies, key sectors and identification of double mainstreaming opportunities, negotiating sector entry, and producing and delivering technical content to ensure national partners function as effective "agents of change". Key individuals in project partners will also receive training and support in the following: effective communication and awareness-raising; advocacy and negotiation; marketing and business development; networking and partnership building; and project management and financial administration. Building partner capacity will draw on the lessons learned from the UNDP-GEF/BirdLife African NGO-Government Partnerships for Sustainable Biodiversity Action Project to develop the most effective modalities for building partner capacities.

56. A National Project Manager will be appointed to manage project activities in those countries with vehicles during Tranche I (Lebanon, Jordan, Djibouti and Egypt), with support from a secretary/assistant and support from the Project Officers of the RFF as needed. All partners will receive financial resources during Tranche I to identify and develop links to promote mainstreaming of MSB concerns into both the public and the private sector, e.g. to give presentations at trade fairs and business seminars, briefings to government-led committees, work with ministries on policy and planning reviews.

[10] RARE is a conservation charity founded 30 years ago whose mission is to protect wildlands of globally significant biodiversity by enabling local people to benefit from their preservation. RARE's approach is based on the recognition that people are the key to lasting change. Since 1988, RARE's partnerships with leading NGOs, e.g. The Nature Conservancy and Conservation International, have led to 66 successful projects in ecologically significant regions around the world.

Output 2.2: Capacity of national government and private sector institutions strengthened to promote "flyway friendly" practices

57. The capacity of recipients to be able to deliver MSB content through their vehicles will also need to be built through additional training and support. A full capacity needs assessment for each vehicle will be undertaken upon agreement between the project and vehicle task manager. Key individuals within the project vehicle will be identified for training along with the resources needed to deliver project content into the vehicle.

58. At a national level, training seminars on MSB issues, including information on sensitive sites and sector impacts, relevant sector legislation, the double mainstreaming process, integrating MSB concerns into EIA and economic opportunities associated with MSBs, along with manuals and other training literature, will be offered to relevant government and private sector institutions.

59. The project will also support national efforts to positively promote MSBs and the flyway. For example, efforts to include bird-watching at bottleneck sites in eco-tourism strategies and eco-tour packages. These efforts will be consistent with the flyway "brand" created under output 1.1 so that the eco-tourism initiatives positively reinforce the project's awareness raising efforts. They will also contribute to the lifting of the sector change barrier by emphasising the potential benefits from making the flyway safer. The project will also identify and test other incentive mechanisms for "flyway friendly" alternative practices.

Outcome 3: Content and tools to enhance flyway friendly practice developed, delivered, and mainstreamed effectively into sector processes and programmes

60. Regional and nationally-based activities will provide high quality technical materials to be integrated into existing vehicles of change management (reform processes, institutional and sectoral strengthening processes) to achieve the desired changes leading to a single Output.

Output 3.1: Technical content developed and integrated into appropriate reform vehicles

61. The provision of content is at the heart of delivering double mainstreaming – the application of BirdLife-developed information concerning MSBs into existing vehicles of reform, i.e. other projects and initiatives already developed for the productive sector in question. This approach has two significant advantages. First, it overcomes the barriers associated with sector entry since the existing vehicle of reform will already operate within the sector. Second, it is an extremely cost-effective method of achieving the necessary changes since a double mainstreaming project will be co-financed by the existing reform vehicle and there will be a much reduced need for independent project management and implementation structures thereby making significant savings.

62. There are numerous ways that MSB content may be added to programmes, such as: additional analysis of MSB impacts when EIAs and SEAs are being undertaken; provision of information to decision-makers on cause-effect relationships between sector actions and MSB impacts; identification of specific and targeted policy opportunities; development of innovative incentive mechanisms; additions to training manuals, courses, workshops, and guidelines; additional complementary workplan activities, particularly at the site level; and complementary demonstration activities, some of which will take place at bottleneck sites. The content will be tailored to the needs and circumstances of the partnership. Although the details of the first 6 practical examples of "double mainstreaming" will be set out in service agreements to be finalised before CEO endorsement, a summary of the technical content, costs and co-financing is provided in Annex 6.

63. Reform "vehicles" were chosen on the basis of: how successfully they could demonstrate the double mainstreaming approach during Tranche I; having a representative spread of projects funded by the primary donors in the region for the target sectors (EU, WB, UNDP, USAID – thus facilitating scaling-up and replication in tranche II and beyond); and the possibility for expansion and development of new linkages during Tranche II. Consideration was also given to the capacity of the national partners to undertake mainstreaming activities (although special capacity support measures have been provided for Egypt and Djibouti given the importance of the sectors and geographical locations) and to the nature of the "vehicle" – its predisposition to working with the project and ability to absorb the technical content. In addition, each reform "vehicle" had to have a focus on at least one of the target sectors and a focus in at least one country possessing either large numbers of bottleneck sites (e.g. Jordan and Lebanon) or with the key water crossings (Egypt and Djibouti) where biological impacts of the approach can be

maximized. Given the severity of the threat to MSBs, there was also a focus on reform "vehicles" in countries where the hunting sector poses the greatest threat (Lebanon and Jordan, and Egypt for trapping and sale of live birds).

64. Partnerships with these vehicles will pave the way for future cooperation not only with the concerned Government or NGOs implementing the project, but also with the donors funding these vehicles. UNDP programmes will also be targeted as potential vehicles, because of the ease of access through UNDP country offices (CO), the common financial systems, and the additional advantage that the transaction costs involved in UNDP facilitating the mainstreaming of MSB content into its programmes could be paid by a transfer of funds from the project through the UNDP CO.

Outcome 4: Learning, evaluation and adaptive management increased

Management procedures adopted at all levels of the project will lead to three Outputs.

Output 4.1: Project management structure established

65. The Project Management Unit/Regional Flyway Facility office will be established in Amman, Jordan. Project staff will be recruited with the senior positions advertised internationally.

Output 4.2: Project monitoring, evaluation, reporting, and dissemination systems and structures established and operational

66. Project progress will be monitored according to the Monitoring and Evaluation Plan (see Part 4) with an adaptive management framework feeding monitoring results and risk reviews back into the Workplan (Section III) and Logframe (Section II/ Part II). This is especially important for the activities associated with double mainstreaming where progress is in part dependent on how well the project vehicle itself is progressing. Progression to Tranche 2 (inclusion of the other partner countries and expansion into new vehicles and sectors) will be dependent on meeting predefined triggers.

Output 4.3: Establishment of appropriate monitoring schemes to assess impact of mainstreaming interventions, strengthen impact indicators, and assess other potential target sectors

67. Monitoring schemes and field research will be established to assess the impact of the mainstreaming interventions. This will include the collection of outstanding data at the start of the project or during Year 1 to provide a baseline for project impact assessment (see Logframe in Section II / Part II). A system of data gathering will also be established as part of the project's adaptive management framework to ensure the routine measurement of progress towards the impact indicators.

68. The degree of threat to MSBs from activities in some sectors, such oil pollution and contamination, identified during problem analysis workshops conducted during PDFB could not be fully established and will therefore form an area for further investigation during Tranche I. If activities in sectors other than hunting, energy, agriculture and waste management are found to pose a significant threat to MSBs these will be targets for action during Tranche II (see triggers for Tranche II above).

2.3 Policy Conformity

69. The project's focus on addressing barriers in key production sectors to the uptake of measures for the conservation of MSBs along the Rift Valley/Red Sea flyway is consistent with GEF Operational Programme 1 on Arid and Semi-arid Zone Ecosystems, and Operational Programme 2 on Coastal, Marine, and Freshwater Ecosystems – the two main groupings of ecosystems present along the flyway. The project's objectives and activities have been designed to conform fully to GEF's Strategic Priority BD2 – *Mainstreaming Biodiversity in Production Landscapes and Sectors* – by mainstreaming conservation management actions specifically for MSBs into key productive sectors – hunting, agriculture, energy, and waste management – within the 11 countries along the flyway, to make this route safer for soaring birds. In doing so, it has adopted the guidance provided by the *UNDP-GEF Biodiversity Advisory Note on GEF Biodiversity Strategic* Priority 2 issued on 9 March 2005 by mainstreaming within a distinct geographical area (the Rift Valley/Red Sea flyway) as well as specific sectors, and incorporated the design elements included therein, thus: (i) strengthening sectoral policies and policy making

capacities to take account of biodiversity; (ii) integrating biodiversity conservation objectives into sectoral and spatial planning systems; (iii) building broad-based awareness in the production sectors of the relationship between biodiversity and sector performance; (iv) promoting and adopting "flyway friendly" practice in different productive sectors through partnerships, technical assistance, and demonstration activities; and (v) reforming supply chains to better take account of biodiversity friendly production practices (e.g. certification schemes). The project has built on the concept that mainstreaming is a process, hence, its design stresses its catalytic function in transforming systems primarily through raising awareness and altering social and cultural behaviours among target groups in the key sectors, as well as the general public – by increasing national and regional capacity to achieve the required changes; and by developing and delivering the tools necessary to enhance flyway-friendly practices. The GEF Secretariat Information Paper on "Strategic Priorities in the Biodiversity Focal Area" dated March 2003[11] states that: "Given the broad character of mainstreaming, the operational emphasis will be flexible to allow for the development of tailored activities based on understanding of country context, biodiversity conservation problems, opportunities and demand." The project has been designed with full cognizance of this need for operational flexibility, not least because of the wide range of vehicles and country contexts that will be encountered in double mainstreaming activities along the Rift Valley/Red Sea Flyway.

2.4 Project Indicators, Risks and Assumptions

Risks and Mitigation

70. The main project risks and their significance, as well as the ways in which the project aims to mitigate these risks are outlined in Table 2 below.

Table 2: Project Risks

Risk	Rating*	Risk Mitigation Measure
Existing reform vehicles do not accept, or choose not to implement, MSB technical content.	H	Vehicles will be targeted carefully so that MSB technical content complements their own work and contributes to their objectives (see paragraph 63 for rationale and criteria on selection of reform "vehicles"). Input will be tailored to their needs, following their formats and procedures and they will receive world-class technical input *pro bono*. BirdLife can also provide existing relationships with many stakeholders, access to local communities, NGO "credibility", etc. Added value of the content will be highlighted and, as the project progresses, examples of successful double-mainstreaming project (initial list of 6 "vehicles") will be promoted. Relevant donor-agency (USAID, EU, UNDP, WB) staff will be kept informed of project progress by the project Director and other staff of the RFF and invited to attend project demonstrations.
Markets for "flyway-friendly" services and products are too small to be sustainable and/or do not develop sufficiently within the timeframe of the project to sustain interest or are affected by a global economic downturn.	H	Eco-friendly products and services are still a relatively small but rapidly growing component of the world economy and recent market analyses suggest this is set to continue (recently put at 6.5%/year for tourism as a whole with some estimates putting "nature tourism" at 40-60% of all international tourists). During the first phase of the project, financial and technical resources will be allocated to identifying markets, building capacity of producer groups and relevant stakeholders, and promoting "flyway-friendly" services and projects nationally, regionally and internationally, to address this issue. The project will promote bird-watching at the bottleneck sites (within carrying capacity), and thereby ecotourism generally to the region, through the BirdLife network and partnerships with the private sector and local

[11] "Emerging Directions in Biodiversity Under GEF 3: Information Document for the May 2003 GEF Council", GEF Secretariat, 25 March 2003.

Risk	Rating*	Risk Mitigation Measure
		NGOs, and link the certification of "flyway-friendly" products with other certification systems and eco-friendly markets.
Recipients of flyway content question technical standard or added value of content provided by project because project is testing a new approach (double mainstreaming)	M	The project will ensure the technical quality of the targeted and tailored content by: strengthening national partners in the areas of professional service, business management, partnership building, etc; having the Regional Flyway Facility providing quality control on technical content with additional expert input, application of BirdLife best practice, and peer review of content using the technical expertise from its world wide networks; and, establishing capacity benchmarks before moving to Tranche III
Government contributions (finances, counterpart staff) and co-financing contributions are not forthcoming in a timely manner.	M	The Project assumes a six-month start-up phase (3 months hiring and 3 months inception periods) to bring all staff, partners, governments and co-financiers on board. Co-financing commitments with reform vehicles will be detailed and confirmed before CEO endorsement as part of a service contract between the project and vehicle donor. Co-financing will be confirmed once specific negotiations have taken place between BirdLife, UNDP-COs and the Project Donors as to the nature of technical content they are able willing to receive. Additional co-financing commitments, e.g. for the Flyway Facility will be confirmed prior to and as a pre-condition for commencement of Tranche II of the project.
Amendments to legislation and regulations modifications are not officially approved or enacted in a timely fashion.	M	The double mainstreaming approach, with MSB activities set within existing mainstreaming projects and processes, is likely to facilitate and speed the adoption of measures to better protect MSBs through the greater influence and lobbying capabilities of the two sets of partners (this project and the mainstreaming vehicle).
Failure to secure legal protected status for bottleneck sites not fully protected undermines attempts to protect MSBs along the flyway.	L	Many MSBs, particularly raptors, do not use regular roost or feeding sites or habitat types while on migration with weather conditions playing a bigger role in dictating landings. Furthermore, although the birds travel the same route, they do not stop at all 23 bottleneck sites. Many pass through at height and consequently the air space above the bottleneck is more important than the habitats on the ground, although these habitats may generate good thermals for soaring at these sites. (Indeed, the Important Bird Area criteria that define a "bottleneck" relate to the number of birds sighted, not the numbers resting or roosting). Consequently, strengthening the protection of all 23 sites would have questionable effectiveness and failure to secure legal protected status for bottleneck sites not fully protected does not pose a major risk. Rather it is landscape and production sector activities, such as hunting and wind farm developments, that occur along the whole flyway that need to be addressed, which is why the project has taken a mainstreaming (BDII) rather than a protected area (BDI) approach.
Regional projects frequently consist of countries with different priorities and degrees of interest, which can make project management and administration difficult and progress slow. The current project is particularly ambitious given it comprises 11 countries spanning two regions with differing cultures and at	L	The successful completion of the PDF-A and PDF-B against severe constraints and deadlines demonstrates that the countries along the flyway are willing and able to work together and that the political will to implement the full project exists. However, during the PDF-B phase capacity issues were identified as a limitation to full project implementation in some countries. This will be addressed through a phased approach with project partners in Djibouti, Egypt, Jordan and Lebanon undertaking the full suite of activities during Tranche I, while the other project partners (and relevant collaborating institutions) in Eritrea, Ethiopia, Palestine, Saudi Arabia, Sudan, Syria, and Yemen

Risk	Rating*	Risk Mitigation Measure
different stages of social, economic and scientific development. Consequently there is a risk that some countries may not be able to deliver on project activities.		will undergo capacity building to enable them to participate fully and effectively during Tranche II. Many of the project partners – in Egypt, Ethiopia, Jordan, Lebanon, Palestine, Saudi Arabia, Sudan and Yemen – are BirdLife Partners or Affiliates within the Middle Eastern or African Partnerships and therefore have experience of working together on large regional or global projects.
There is significant difficulty in being able to demonstrate biological impacts in breeding and wintering grounds as a result of the project interventions because the flyway is an open system subject to greater external influences than are inherent in the flyway itself – namely breeding success and wintering mortality.	L	The project has no alternative but to accept this as a likely outcome. The current monitoring techniques lack the sensitivity to identify the results of project interventions at a population level, but the monitoring system will do its best to come up with meaningful indicators. Quantifiable indicators for threat reduction and mainstreaming will be determined and achieved instead.
The pool of educated English-speaking government, NGO and private sector staff is limited in many of the 11 countries, where Arabic or French are the predominate languages. The project may have difficulty recruiting sufficiently experienced, multi-lingual personnel as project staff in some countries.	L	During the first two years the project will train native-speaking trainers to provide the capacity building inputs so as to reduce this risk as far as possible. BirdLife has an extensive network of contacts in the region that it can draw upon to help identify suitable project staff in countries where recruitment may be a problem.

** Risk rating – H (High Risk), M (Modest Risk), and L (Low Risk).*

2.5 Expected global, national and local benefits

71. The project will realise a number of environmental benefits. At the global level, these will involve safeguarding MSBs including five globally-threatened and three near-threatened species during their migration across the Middle East and along the Red Sea. Significantly lowered mortality of these species, during an already arduous journey, will provide the last link in the chain of protection covering their annual cycle and help maintain their populations in both their European breeding grounds where they are aesthetically highly valued by people (e.g. storks breeding on houses) and in their African wintering grounds where they are one of the attractions for a highly valuable eco-tourist industry. National environmental benefits will accrue through increased awareness at all levels of a major natural system running through each participating country with knock-on effects for wider conservation issues in each country and increased cooperation between neighbouring states. The main benefits at the national and local level would be an increased protection for certain important sites; strengthening of the conservation ethic within government legislative, policy and economic machinery; enhanced institutional mechanisms for collaboration between sectors and institutions for dealing with environmental problems e.g. government, NGOs and the private sector (seriously weak in all the African countries concerned); and capacity development for institutions and individuals that would "spill-over" to other sectors and help enhance efficiency of key institutions and potential benefit in terms of income to individuals and whole regions through ecotourism.

72. Local environmental benefits include safe-guarding of key agricultural habitats and wetland sites, for example by helping to minimize the use of pesticides and herbicides. This is a major problem at some key sites e.g. in Egypt. This in turn would safeguard food production systems and fresh water fisheries (local and national benefit). National-level institutionalization of environmentally friendly practices would also "spill-over" into other sectors and practices benefiting local environments. The potential economic benefits from ecotourism, noted above, would profit local people throughout the flyway, and especially at sites of MSB concentration. Enhancing biodiversity-development linkages in this way helps reinforce local incentives for conservation measures. Enhanced

access to national decision making processes for local communities through project structures and processes (e.g. EIA) will be a further local benefit, helping to ensure that developments reflect local environmental concerns.

2.6 Country eligibility and drivenness

GEF Eligibility

73. The following countries ratified the *Convention on Biological Diversity* (CBD) on the dates given and are eligible for technical assistance from UNDP: **Djibouti** on 1 September 1994; **Egypt** on 2 June 1994; **Ethiopia** on 5 April 1994; **Jordan** on 12 November 1993; **Lebanon** on 15 December 1994; **Syria** on 4 January 1996; **Sudan** on 30 October 1995; **Yemen** on 21 February 1996; while **Eritrea** acceded to the CBD on 21 March 1996 and **Saudi Arabia** acceded on 3 October 2001. Under paragraph 9 (b) of the Instrument and according to GEF-CEO letter of 2 August 1996 to GEF Executive Council Members, the **Palestinian Authority** is eligible for GEF financing through regional or global projects.

Country Drivenness

74. Migratory birds are recognised as key priorities for biodiversity conservation by governments and other stakeholders in the region. Nine of the 11 project countries have **National Biodiversity Strategy and Action Plan**s (NBSAPs) and/or **National Environmental Action Plans** (NEAPs) with biodiversity elements relevant to the conservation of MSBs. Some make specific reference or include Action Plans relating to migratory birds (e.g. Egypt), species at risk outside protected areas (Jordan) or habitats used by MSBs including protected areas, Important Bird Areas (IBA) and bottleneck sites (Egypt, Ethiopia, Syria). Some national conservation policies (e.g. Jordan Parks Policy, Ethiopia Wildlife Policy) pay specific attention to the conservation needs of migrants or the creation and protection of habitat corridors along which species can migrate and several countries have afforestation/ reforestation policies (e.g. Eritrea, Jordan) or coastal/ marine strategies (Jordan, Lebanon, Saudi Arabia, Yemen) incorporating species or habitat conservation measures at bottleneck sites and other key areas on the migratory flyway. Of the 23 bottleneck sites along the flyway, identified by the project, eight have some level of protection and 15 are unprotected (see Annex 2). Despite their priority status, there is a general lack of awareness of the impacts of productive sectors on MSBs and their conservation needs among sector players, although this has been recognised by some governments, NGOs and other stakeholders (e.g. Syrian Education Ministry commitment made at PDF-B stakeholders' meeting to introduce MSBs concerns into the curriculum review process). Eight project countries have ratified either or both the CMS[12] and AEWA[13], which commit the Parties to action to conserve migratory species and their habitats, including concerted action between Range States. AEWA specifically covers several MSBs (storks, pelicans, cranes) and Resolution 7.5 of the 7th COP[14] of the CMS details potential negative impacts of wind turbines on migratory birds and calls on Parties to take action (identifying areas where migrant birds are vulnerable, strengthening impact assessments).

75. In addition, the project is consistent with three articles of the **Convention on Biological Diversity** (CBD) and guidance provided by recent Conferences of the Parties (COPs) of the CBD. Article 6 (b) of the CBD calls on Contracting Parties to 'integrate, as far as possible and as appropriate, the conservation and sustainable use of biodiversity into relevant sectoral or cross-sectoral plans, programmes and policies'. In Decision VI/21, the COP of the CBD further adopted an annexed contribution to the World Summit on Sustainable Development in which it urged Member States and all relevant stakeholders to make further efforts to incorporate and mainstream the objectives of the Convention into relevant national sectoral or cross-sectoral plans, programmes and policies and to recall that the conservation and sustainable use of biodiversity is a cross-cutting issue.

76. The project also addresses Article 14 of the CBD on 'Impact Assessment and Minimising Adverse Impacts on Biodiversity' as well as Article 22 which deals with the 'Relationship with other International Conventions'. In Decision VI/7, the CBD COP approved the guidelines for incorporating biodiversity-related issues into environmental impact assessment legislation and/or processes and urged Parties, other Governments and organisations to apply the guidelines. The guidelines recommend that EIA procedures should refer to the policy

[12] UN ("Bonn") Convention on the Conservation of Migratory Species of Wild Animals
[13] African-Eurasian Waterbird Agreement (under CMS)
[14] 7th Meeting of the Conference of the Parties to the CMS, Bonn, 18-24 September 2002

documents of other biodiversity-related Conventions of which the Convention on Migratory Species was specifically mentioned.

77. Similarly, Decision VI/20 of the CBD Conference of the Parties endorsed a joint work programme between the CBD and the CMS and recognized that the conservation and sustainable use of migratory species need to be undertaken in their migratory range and through cooperative action. Furthermore it invited the CBD Secretariat to generate guidance for the integration of migratory species into the national biodiversity strategies and action plans. The joint work programme (Document UNEP/CBD/COP/6/INF/15 of 14 March 2002) details specific activities to be carried out jointly by the CBD and the CMS and covers several areas relevant to this project including: the biodiversity of dry and sub-humid lands; the ecosystem approach: indicators, identification and assessment and monitoring of biodiversity: impact assessment and minimising adverse impacts: public education and awareness: sustainable use of biodiversity and sustainable tourism: and national strategies, plans and policies. One particularly important activity listed in the work programme is the inclusion of migratory species considerations in guidelines for the integration of biodiversity considerations in impact assessment procedures.

78. NGO interest in MSBs conservation in the region is strong and increasing. In most countries, this is led by national NGOs or institutions that are BirdLife Partners, and both the Middle East and African Regional Programmes of the BirdLife Partnership (both 2004-2008) highlight mainstreaming of migratory bird conservation into policies and legislation, monitoring of traded and migratory species, and the need to work with national governments to conserve bird migration flyways. Stakeholder input in the PDF-B project stage has been wide-ranging, with representation and feedback from ministries and other government agencies across all relevant sectors (environment, agriculture, hunting, waste management, energy, tourism, education, sustainable development and others), universities, the private sector, and NGOs. Key stakeholders were represented at the two Project Steering Committee meetings held during the PDF-B phase and have been involved with design of the Full Project proposal (See Institutional Framework, Stakeholder Analysis and Stakeholder Implementation Plan).

2.7 Linkages with UNDP Country Programme

79. The project is consistent with UNDP's framework cooperative strategy in the participating countries, aimed at enhancing national-local capacity and human resource development to achieve environmental protection and sustainable human development. This includes poverty eradication, pro-poor policies, governance, sustainable livelihoods, empowerment of women, and protection and regeneration of the environment. By demonstrating double mainstreaming opportunities within UNDP Country Programmes (such as the UNDP Environmental Legislation project in Lebanon), the project will not only create direct links between national development processes and global environmental benefits, but build direct links between UNDP core commitments and GEF financing. It is expected that this demonstration will be replicated across more UNDP Country Offices in Tranche 2.

80. The project will also coordinate with UNDP's Regional Programme for the Arab States, 2006-2009. The environmental focus of the Regional Programme is water governance and there will be opportunities to contribute MSB considerations into UNDP's water governance work in the region. UNDP also supports the Mediterranean Environmental Technical Assistance Program (METAP), which has been identified as one of a number of potential double mainstreaming "vehicles" and initial discussions were held during the PDF-B stage.

2.8 Linkages with GEF-financed Projects

81. The current proposal builds on the lessons and experiences of a number of important GEF-funded projects in the region. These lessons will continue to be applied during project implementation and the RFF team will be provided with copies of their evaluation reports during the Inception Phase. In particular, evaluation results have been studied from the following projects:

- **African NGO-Government Partnerships for Sustainable Biodiversity Action – UNDP/BirdLife 1997-2003:** This project aims at enhancing biodiversity conservation in Africa through local and national NGO-government partnerships in the Important Bird Areas Process. Using birds as biodiversity indicators, national teams identify sites, known as IBAs, agree on priorities for action and advocate and monitor their conservation. Regional coordination among the 10 African countries and sharing of skills will be enhanced, and the institutional base and sustainability consolidated to permit the expansion and replication of the process.

- **Conservation of Wetlands and Coastal Ecosystems in the Mediterranean Region (MedWetCoast) – UNDP/ GEF 1999-2004:** This project aims at conserving globally significant flora and fauna in key wetland habitats along the Mediterranean shorelines of six countries: Albania, Egypt, Lebanon, Morocco, Palestine Authority, and Tunisia. In Lebanon, the project has worked at the Ammiq wetlands site in the Bekka Valley, one of the most important wetlands along the flyway (see the Data Sheet for Ammiq in Jordan, Annex 2).

- **Socotra Conservation and Sustainable Use Project, Yemen - UNDP/GEF 1996-2001:** This project was instrumental in providing participatory examples in sustainable management and development of natural resources. It has successfully developed conservation development plans and strategies and completed baseline ecological inventories related to all components of biological diversity including the ecosystem of the archipelago. A second phase MSP project is aimed at enhancing protected area management capacity in a demonstrative nature protectorate of the island.

- **Dana Azraq Project – UNDP/GEF 1993-1996; 1996-1998:** This project is one of the pioneer GEF projects that have addressed nature conservation in the context of protected area management, building on sustainable use and management of biological resources. Good practices in reserve management, income generation, legislation enforcement, learning and awareness raising, and networking could be transferred from this pioneer project and applied in the context of the proposed initiative. Similar to this project is the **Lebanon Protected Area Project,** which provided a good example of national NGO-academic-governmental and private partnerships for conservation and sustainable management of biological diversity in three protected areas: Arz-Ashouf, Palm islands and Horsh Ehdain.

- **Implementation of the Strategic Action Program (SAP) for the Red Sea and Gulf of Aden (Red Sea SAP) – UNDP/UNEP-IBRD/GEF 1997-Ongoing:** Participating countries are: Djibouti, Jordan, Saudi Arabia, Egypt, Somalia, Sudan and Yemen. The project will develop and implement a Strategic Action Program and regional conservation plans for key marine species and coastal habitats including coral reefs, seagrasses mangroves and seabirds. The region's capacity in habitat assessment, monitoring and management will be strengthened. A regional programme on marine protected areas will be established focused on effective and efficient management of protected areas and to ensure exchange of experience among countries of the region.

- **Egypt-Red Sea Coastal and Marine Resources Management – World Bank/GEF 1995-2000:** The project was initiated to assist in ICZM, EIA and Coastal and Marine Protected Areas (CMPA) capacity building. It sought to develop effective conservation mechanisms to maintain the ecological functioning of significant biodiversity for coastal and marine ecosystems along the Red Sea shorelines, with emphasis on coral reefs, mangroves, sea-grasses and wadis.

82. In addition, links have been established with the following on-going GEF projects during the PDF-B (including participation in PDF-B Steering Committee meetings, sharing of information and validating scientific data):

- **Enhancing Conservation of the Critical Network of Wetlands Required by Migratory Waterbirds on the African/Eurasian Flyways – GEF/Wetlands International 2005-ongoing:** The project works in more than 12 countries in Eurasia and Africa to support the improvement of conservation status of African/Eurasian migratory waterbirds, by enhancing and coordinating the measures taken by countries to conserve the critical network of wetland areas that birds require to complete their annual cycle.
- **Integrated Ecosystem Management in the Jordan Rift Valley Project – GEF/World Bank:** PDF signed in 2002, Expected to start June 2006, four stages with five years duration: The five components for the project have been endorsed by the PSC, including the: Integrated Ecosystem Management (IEM); Community Development; New Nature Reserves (4 + plus improvements at Mujib NR); Capacity Development; and Conservation Finance. The project will be designed to focus on the **mainstreaming of biodiversity** and nature conservation activities into integrated ecosystem management (including land-use planning) processes. A complementary program of **community development** and job creation related to nature conservation (with poverty alleviation benefits) will be included as a second principal component of the mainstreaming activity. IEM and biodiversity

conservation mainstreaming will be undertaken at three levels including: national policy and regulatory reform, institutional reform, agency by agency; and local demonstration projects in IEM pilot areas. There will be seven IEM demonstration sites in the project. The project will address the combined **Capacity Development** needs and will address a long-term program for **Conservation Finance** focusing on the sustainability of the new nature reserves and related nature-based business developments in the Jordan Rift Valley. The GEF core budget will provide for a Community Development Fund and a Enterprise Development Fund.

- **Development of a Wetland Site and Flyway Network for the Conservation of the Siberian Crane and other Migratory Waterbirds in Asia - UNEP/GEF Project GF 2712-03-4627**. The project aims to improve the ecological integrity of a network of globally important wetlands that are of critical importance for migratory waterbirds and other wetland biodiversity, using the globally threatened Siberian Crane as a flagship for this effort. The project works at three main levels: addressing threats to the sixteen selected project sites through a wide range of activities aiming to strengthen protection and improve management capacity; national level activities in support of wetland and waterbird conservation that will strengthen site protection; and international activities to develop wetland site networks along the concerned flyways and build capacity for coordination of flyway level activities. The project focuses on flyways in Western/Central Asia (Russia, Kazakhstan, Iran) and East Asia (Russia and China), through the participation of the governments of these four countries (National Executing Agencies) under the overall coordination of the International Crane Foundation (International Executing Agency) in cooperation with the Convention on Migratory Species.

Coordination Plan for the AEWA and Siberian Crane GEF Flyway Projects

83. The project team will establish coordination mechanisms with relevant GEF-funded projects in the region during the inception phase. The most relevant projects are the following (see previous section):

- Implementation of the Strategic Action Program (SAP) for the Red Sea and Gulf of Aden (Red Sea SAP) – UNDP/UNEP-IBRD/GEF 1997-Ongoing but very close to completion
- Enhancing Conservation of the Critical Network of Wetlands Required by Migratory Waterbirds on the African/Eurasian Flyways – UNEP/GEF/Wetlands International 2005-ongoing
- Integrated Ecosystem Management in the Jordan Rift Valley Project – GEF/World Bank (PDFB stage)
- Development of a Wetland Site and Flyway Network for the Conservation of the Siberian Crane and other Migratory Waterbirds in Asia - UNEP/GEF Project GF 2712-03-4627

84. The Project Director will liaise with his counterparts on other GEF projects to determine the most effective mechanisms for coordination. The Project Director and other members of the Regional Flyway Facility will also work closely with the relevant national Project Managers and contact points within national executing organisations to ensure effective coordination at national level.

85. The UNEP/GEF/WI flyway project 'Enhancing Conservation of the Critical Network of Wetlands Required by Migratory Waterbirds on the African/Eurasian Flyways' is the project which offers the most significant opportunities for collaboration. Opportunities exist in relation to the following (the possibilities of coordination have been discussed with Wetlands International during the PDFB stage, and will be developed during project inception):

- ***Component 1: Rational basis for conservation activities strengthened through development of a comprehensive, flyway scale, and critical site network planning and management tool.*** **Under this component possibilities exist for collaboration in relation to sites used by pelicans. Although most migrating soaring birds are not specific about roosting sites (see below), pelicans do require wetlands.**
- ***Component 2: Establishing a basis for strengthening decision-making and technical capacity for wetland and migratory waterbird conservation.*** **This component concerns production and implementation of a transferable model framework - Training and Awareness Raising Programme - for developing wetland and waterbird conservation capacity. The content of this training programme is still being developed (by Wetlands International). However, modules are likely to include relevance and implementation of the CMS and its Agreements, as well as a general introduction to migratory bird species, their ecology and**

the threats they face. These elements are of equal relevance to MSB conservation, providing opportunity to coordinate.

- ***Component 3: Enhanced availability and exchange of information through improved communications capacity and resource provision;*** **Outcome 3.2: Mechanisms for governments and NGOs to communicate between themselves and with each other strengthened. Although the two projects address a significantly different set of species and adopt different strategic approaches, there is potential to coordinate and share experiences of effective communications technologies across flyway countries.**

86. However, it is also important to recognise that there are significant differences between the two projects. For example, soaring birds migrate along relatively narrow 'flyways', and mostly at high altitude once height has been gained. Water birds migrate on a much broader front, and fly much closer to the ground. The two groups also have significantly different requirements whilst on migration. Raptors rarely feed whilst on migration, and tend to be non-specific about roosting sites, coming to ground wherever they find themselves at nightfall or when adverse weather conditions prevail. For most MSBs, key sites are those which provide thermals to enable soaring, and those points where the flyway crosses large water bodies or mountains. Given the tendency for MSBs to roost wherever they find themselves, the flyway system is of key importance and needs to be treated as a whole. Waterbirds, on the other hand, need wetlands for roosting and feeding even when on migration, consequently conservation of a network of the principal wetland sites is a critical conservation measure for these birds. Because of these differences, MSBs and Waterbirds are exposed to different threats, and suffer different impacts from the productive sectors. In addition, although both projects are operating in a number of countries they only have one country in common (Yemen). Therefore whilst there are opportunities for coordination (noted above), the projects are also clearly differentiated

Review of potential links to "Development of a Wetland Site and Flyway Network for the Conservation of the Siberian Crane and other Migratory Waterbirds in Asia" project.

87. As with the African/Eurasian Flyway project, this project involves a different geographic region, and birds with different ecological requirements from raptors (the majority of the MSBs using the Rift Valley/Red Sea flyway). However, cranes are MSBs, and the nature of the project does provide opportunities for coordination and exchange of lessons. Discussions with the ITA of the Siberian Crane project have identified the following as potential areas of coordination, which will be explored further during the inception phase:

Output 1.3: External threats to sites reduced through off-site activities. This output recognises that wetlands are highly susceptible to external influences, which will be addressed by linking site management concerns to regional water management policies, plans, and programmes. The project experience to date (as of 19 September 2005) has been in NE China, where water supply is a critical issue for the wetlands. Here the project is making progress in linking site water management plans to long term regional water distribution plans, and securing emergency water supplies to sustain wetlands. Experience here may be relevant to the mainstreaming approach.

Output 1.6: Capacity of staff of relevant agencies strengthened to ensure effective implementation of site management plans. *Training provided will include issues of common relevance such as monitoring and integrated management, conservation biology, and conflict resolution. Opportunities for sharing capacity-strengthening materials will be explored.*

Output 2.1: Improvements made to national and sectoral legislation, policies, plans, and financial mechanisms in support of the conservation of migratory waterbirds and wetland biodiversity. This output includes activities on legislation harmonization and strengthening of national programmes on wildlife and natural resource management. Relevant work to date includes: in Russia, harmonizing federal and regional legislation; in Iran, Department of Environment (DOE) has increased penalties for illegal killing of Siberian Cranes; and in Kazakstan, the project NEA (the Forest & Hunting Committee of Min Agriculture) has been actively working towards membership of CMS (a bill has been prepared for Parliament). Lessons learned will be applied to sector policy in the MSB flyway countries.

*Output 2.2: Wetland biodiversity input to provincial land use planning, water resource management and coastal zone management through baseline surveys, monitoring and improved inter-sectoral cooperation***.** The project has made limited progress in West Asia to date, but is working in Iran to ensure the DOE is represented on local Administrative Councils which make development decisions. This output has relevance to the sectoral, mainstreaming approach for MSB conservation, and coordination will ensure that any relevant experience is shared.

Output 2.4: Measures undertaken at national level to enhance international cooperation. This output addresses the capacity of NEAs to implement their obligations under international agreements, including through improved networking and access to relevant information. Lessons learnt will be shared.

Output 2.6: Environmental education and public awareness measures undertaken at national level. The project will undertake both site level and national environmental education and public awareness activities. Experiences relevant to the Soaring Birds awareness campaigns will be shared, e.g. the Crane Day activities may have some parallels for migrating raptors.

Output 3.1: Regional flyway networks developed in Western/Central Asia and Eastern Asia, and a programme of regional activities undertaken within the framework of adopted conservation plans for cranes. This output will build capacity for flyway coordination and wetland site network development, including the establishment of a Regional Coordination Centre. A recent development is the approval of the Western/Central Asian Site Network for the Siberian Crane (and other waterbirds) under CMS in June 2005. Activities are covered by the CMS MoU on the Siberian Crane, linked to the biennial Conservation Plans. So far, 21 sites have been identified by the Range States, and the official nomination, review and approval process will soon be starting for proposed network sites. The Siberian Crane Flyway Coordinator (Elena Ilyashenko) is based at Moscow Zoo, and links CMS, the GEF project and the Crane Working Group of Eurasia. Already a lot of work is being done on "Crane Day" celebrations at sites in several countries using education materials prepared by Elena. There is an email network for sharing news on migrating Siberian Cranes. In East Asia, the main emphasis is to strengthen the existing NE Asia Crane Site Network. The project also plans to deploy satellite transmitters on birds in East population in 2006. Experiences will be of relevance to networking and communications within the MSB flyway, and to the establishment of the Regional Flyway Facility.

Output 3.2: Results of project disseminated for the benefit of the global conservation community. Lessons learnt on the most effective tools for dissemination will be shared and the two projects could link websites (www.birdlife.org and www.scwp.info)

88. Crawford Prentice, the International Technical Advisor also notes 'We have two raptor experts working on our project – Evgeny Bragin at Naurzum Nature Reserve (one of the world's largest concentrations of breeding Imperial Eagles) and Alexander Sorokin at ARRINP in Moscow (he oversees a raptor collection at the institute and is a government expert on Russian raptors as well as Siberian Cranes). So there may be a human dimension to the connection between the projects. There is interest in establishing an international research station at Naurzum, and Tom Katz from the US National Aviary is thinking about conducting some genetic research on breeding raptors at Naurzum. These raptor studies are not directly related to our project, but there may be some indirect links.'

Financial allocations to ensure coordination

89. Given the regional nature of the project, coordination is most likely to be efficient and cost-effective if carried out through the regular sharing of project reports, and by keeping in touch on issues of most direct relevance through regular e-mail and telephone communication. This will ensure that costs are minimised. However, whenever the project team is travelling and visiting a country where a relevant GEF project is being implemented the opportunity will be used to organise face-to-face meetings. Visitors to Jordan will also be encouraged to arrange meetings with the RFF (to be based in Amman). In addition, the RFF has a travel budget which will allow members of the project team to travel to meetings to ensure effective coordination, should this be considered necessary.

Coordination with World Bank

90. UNDP-GEF and WB-GEF have established good working relations in the Arab States region and have held recent discussions not only regarding this project but other opportunities for collaboration in the region. The

Djibouti "Power Access" program was suggested by the WB-GEF Regional Coordinator as a good double-mainstreaming candidate. Discussions have since taken place with the WB Task Manager.

91. WB-GEF and UNDP-GEF Regional Coordinators have agreed to regularly share GEF pipelines, with the aim of identifying potential future double mainstreaming opportunities. The WB will also be invited to sit on the regional steering committee for the Soaring Birds Project and as the Regional Flyway Facility develops its own capacity, direct coordination between the WB and the RFF is anticipated.

2.9 Sustainability

92. As indicated above, this project has built on the concept that mainstreaming is a process; hence its design stresses its catalytic function in transforming systems primarily through raising awareness and altering social and cultural behaviours. The innovative technique of double mainstreaming is believed to offer a greater reach and deeper penetration into the key sectors than a traditional approach that looks to "inject" mainstreaming messages from outside the other key sectors; as a result its chances of producing enduring change are envisaged to be much higher. Since the ultimate reach of the technique will in part be determined by the reform vehicles that it is able to partner, determining how far the mainstreaming process will go is difficult to determine. However, as the Biodiversity Advisory Note[15] states "*a project may launch a mainstreaming process but does not need to conclude it*", but the changes brought about by the project are intended to be permanent and irreversible as successful mainstreaming requires.

93. Environmental sustainability: will be achieved by:

a) *Mainstreaming "flyway friendly" practices* – Traditional bird conservation initiatives that focus on injecting large interventions at small sites have often faced sustainability crises. By taking a mainstreaming approach the immediate ecological returns may be less (i.e. the aim is to modify people's behaviour, not eliminate it), but the chances of sustainability are higher. If people understand why they should modify their behaviour and the value of making the change, there is, *prima facie*, no reason to suggest they should revert once the project ends.

b) *Monitoring of impact indicators* – The impact indicators in the logframe have been designed to measure the project's environmental sustainability. A regional programme for monitoring of key bottleneck sites will provide a mechanism to check and verify the ecological status of individual sites along the flyway and allow information to be fed back to governments, NGOs, conventions and other relevant agencies so that appropriate action can be taken quickly.

94. Social sustainability: will be achieved by:

a) *Local and national participation* – The project will enhance participation of local stakeholders, the private sector and NGOs in conservation programmes. It has been designed using a collaborative approach, involving consultations with a wide range of NGOs, local and national government authorities, and local communities, as well as UNDP Country Office staff, to ensure that stakeholder interests and needs have been incorporated and to seek feedback on the emerging design. This participatory approach will continue through multi-stakeholder mechanisms.

b) *Empowering local communities* – Training in natural resource management and the development of markets for flyway friendly goods and services will bind stakeholders to sustainable and economically viable systems that will control actions not in their shared interest. The stakeholder groups at the double mainstreaming vehicles' demonstration sites will be encouraged to participate in relevant workshops and events increasing their capacity to address the underlying causes of biodiversity loss in these areas. Training and participation will also allow local stakeholders to identify needs and then request and access resources from national sources.

[15] UNDP-GEF Biodiversity Advisory Note on GEF Biodiversity Strategic Priority 2 issued on 9 March 2005.

c) *Building political will* – National, local and provincial government authorities and institutions will be involved from the start of the project in the capacity building and education activities which will increase awareness and experience of the importance of MSBs and flyway friendly practices as factors in decision-making processes and help build political will in government institutions.

d) *Wide national constituency supporting soaring bird conservation* – The project's branding, marketing, certification, and education and awareness-raising components will build local, national and regional constituencies that are aware of the issues and supportive of conserving MSBs, creating a favourable political and social environment for sustaining project processes.

95. Institutional sustainability: will be achieved by:

a) *Government commitment* – Most of the countries involved in the project have national policies and strategies containing elements of relevance to soaring bird conservation, e.g. NBSAPs, NEAPs (see Annex 3). By reviewing existing policy and legislation, and supporting efforts to fill 'gaps' where soaring bird conservation is concerned, the project will help to create policy frameworks that support soaring bird conservation after the end of the project.

b) *Use of existing structures* – Working through existing national and local structures and institutions and donor-funded programmes, for project execution, management and coordination, will help ensure institutional sustainability. Apart from the Flyway Facility, no new institutional structures will be created specifically for the project, but those already in existence will be strengthened. This will ensure that when the project ends, the structures (skills and experience) to continue project processes remain in place.

c) *Implementation by NGOs and CBOs* – The project will be implemented through a partnership between government, NGOs and CBOs, and private businesses (e.g. environmental consultancy groups, waste management companies, energy providers and tour companies), with each organization carrying out activities for which their mandate and resources make them most suited. This will help to ensure the sustainability of project processes. In addition, working through NGOs and CBOs is a cost-effective way of achieving conservation because of the lower overheads usually associated with these types of organization, and engagement of the business community offers opportunities for raising awareness through customers and shareholders and potentially corporate sponsorship further embedding the project's message within national populations.

d) *Increased capacity of stakeholders* – The development of systemic and institutional capacities of governments, NGOs and other stakeholders, through a strong focus on training personnel (for research, planning, management, education), legislation and policy and building new partnerships between the public and private sectors, will help to secure biodiversity conservation in the long term. The engagement of key sector agencies will contribute to integration of bird friendly measures within broader development activities in the agriculture, energy, urban development and environmental sectors.

e) *Benefits of double mainstreaming* – The project's 'double mainstreaming' approach means that project activities at the national level will be carried out largely within existing or approved future donor-funded mainstreaming initiatives that are consequently already embedded within country driven development strategies and programmes, and allow for shared management, planning and costs, bringing added value to both initiatives.

f) *Sustainability of Flyway Facility* – The Project Management Unit (PMU)/Regional Flyway Facility will become a certification body for "flyway friendly" services and products. It will be institutionalised within BirdLife International, based at BirdLife International's Middle East Regional Office in Amman, and is expected to become self-sustaining upon termination of the project financially through charges for services to the private sector and government and donor-driven

projects, as well as being part of BirdLife International. The groundwork for making the RFF financially sustainable will be laid during Tranche 1 and continued and developed further in Tranche 2 when it will be required to raise co-financing for its running costs from those project "vehicles" that it develops partnerships with – both in new countries and in additional sectors in those countries already featuring in Tranche 1. By the third phase (beyond the lifespan of this project) it will have become a viable commercial operation providing technical services and accreditation in return for fees.

g) *Continuing local community involvement* – The project will support community involvement in MSB planning and management to strengthen local conservation efforts and community livelihood activities, building upon existing initiatives and strengthen existing committees at the demonstration bottleneck sites wherever possible. A feasibility study will be undertaken in Tranche 1 to assess the possibility of mainstreaming MSB considerations into national GEF Small Grants Programmes along the flyway. For example, it may be possible to replicate the double mainstreaming approach for Small Grants awarded for communities living near bottleneck sites.

h) *Knowledge management* – The knowledge gained by the project will be shared with other practitioners working on MSBs conservation, environmental education and awareness, and eco-product promotion and certification (so encouraging replication), through provision of reports, training, and best practice manuals, accessed via the project's website.

i) *RARE campaigns* – In addition, RARE Pride campaigns are specifically designed around the concepts of long-term sustainability and targeted conservation impact and use appropriate tools, particularly social marketing, that allow organisations to produce long-term or permanent changes in attitudes and behaviours among target groups and to replicate the successes to other projects and areas. They also build sustained capacity in the partner themselves, including project development and fundraising. For instance, an ongoing study of 26 of RARE's earliest Pride campaigns shows that more than 80% of campaign managers are still using their skills in outreach and education, sometimes more than a decade later, and several Mexican organizations which started implementing Pride campaigns in 1999 and 2000 are on their fifth and sixth generation of campaigns.

96. Financial and economic sustainability: will be achieved by:

a) *Development of flyway friendly products and services* – The project will promote economic sustainability through the development and promotion of 'flyway friendly' services, products and incentives that are economically valuable, e.g. bird-oriented eco-tourism, organic food production, responsible hunting, which will be integrated into local livelihood systems through demonstration activities at key bottleneck sites. As these activities will be linked to (and in some cases dependent on) conservation of migrating soaring birds, local communities will promote the protection of these sites.

b) *Reduced costs through economies of scale* – As a largely capacity building and awareness-raising and demonstration project, one-off costs will be incurred in testing ideas, undertaking training and developing tools and strategies. However, the focus on working with existing programmes and institutions, and across 11 countries many of which share languages and similar social and political conditions, will reduce the scale of recurring costs to finance MSB conservation and 'Flyway Friendly' activities, fostering financial sustainability.

c) *Involvement of private sector* – Although many of the countries along the flyway have a well-developed private sector, there is a poor awareness of the marketing advantages and advertising opportunities that corporate sponsorship of environmental programmes can bestow. The PDF-B has made initial investigations into private sector finance for MSB conservation in some countries as part of the sectoral reviews. Previous conservation programmes by some of the project partners, e.g. SPNL in Lebanon, have been successful in raising private sponsorship, particularly education and awareness raising projects, and this means of financing will be developed further by the Flyway Facility during the lifetime of the project.

Building fund-raising capability of project partners for MSB projects – The Flyway Facility will review the financial status, funding needs and opportunities for the project partners within the project, produce recommendations for improving fund-raising and financial allocation mechanisms and offer training and capacity building in sustainable financing for MSB conservation projects.

2.10 Replicability

97. Replication of the project approach is at the heart of the project strategy and design, and the replication strategy aims at ensuring that lessons learnt are distilled and actively disseminated to inform similar initiatives elsewhere. The project does not expect to achieve complete transformation throughout the region but looks to achieve direct, measurable and sustainable impact largely through existing programs (vehicles) to promote replication elsewhere.

98. The Project has been designed to integrate MSB issues into existing or planned mainstreaming programs in the target sectors (the 'double mainstreaming' approach). Six existing programs in Djibouti, Egypt, Jordan and Lebanon have been identified as project vehicles during Tranche I of the project. If successful, the project will target additional project vehicles in each of these countries as new vehicles develop and the project approach will be replicated in Eritrea, Ethiopia, Palestine, Saudi Arabia, Sudan, Syria and Yemen during Tranche II. Furthermore, mainstreaming vehicles in other sectors, e.g. transport, oil and gas production, will be targeted during Tranche II if field and monitoring studies planned for Phase I show that they pose a significant threat to MSBs along the flyway ('horizontal' mainstreaming). In addition, the project will achieve 'vertical' mainstreaming by scaling up from demonstrations and other activities at bottleneck sites and trickling down from national policy level work.

99. If proved successful, the double mainstreaming approach will be directly applicable to other mainstreaming projects in other parts of the flyway to the north and south. As an example, a UNDP-GEF PDF-A in Bulgaria has already decided to apply the double mainstreaming approach to its flyway issues as a result of this proposal. Indeed, double-mainstreaming could provide a cost-effective model for integrating wider biodiversity concerns into productive and landscape sectors in many other regions of the world.

100. The project has a strong emphasis on raising awareness of the flyway concept and MSB issues among the general population of the region as well as communities around bottleneck sites and decision makers in the key sectors. This will help build constituency for addressing wider biodiversity conservation concerns at the political level. The awareness campaigns piloted in Jordan, Lebanon and Egypt during Tranche 1 will be replicated to other project countries during Tranche 2, and, given that they will be tailored to the regions cultural and social conditions, will be applicable to other parts of the Middle East or north-east Africa.

101. Similarly, the capacity building element of the project will support the replication of the project approaches and tools at other sites important for MSBs and use in other conservation projects. For instance, the positive focus on building capacity for sustainable ecotourism, specifically birdwatching, at key bottleneck sites during Tranche 1, will be replicated at other bottleneck sites during Tranche 2, if it can be shown to benefit local communities.

102. Specific products of the project will inform and guide the conservation of MSBs in other countries in the region and beyond through the transfer of knowledge and techniques. These include the Guidelines on Responsible Hunting and Code of Conduct for hunters that will provide an important resource for developing a response to illegal shooting of MSBs in the North African and Southern European countries where hunting has be shown to have a major impact on migrating bird populations. Lessons learned on the siting, design and management of waste site, wind farms and power lines will be similarly available to inform the design of similar development in other countries along the Africa-Eurasia flyway important for MSBs, such as Spain, Morocco, Italy, Tunisia, Bulgaria and Turkey, particularly where developments are planned near bottleneck sites.

103. Key approaches to facilitate replication include knowledge transfer tools to support management and mainstreaming such as best practice guidelines, training manuals, presentations to the private sector, attendance of key staff at symposia at the local, national, regional and international levels, and a high quality project website. In addition, the development of a 'flyway friendly' labelling or certification system for hunting reserves, tour companies, agricultural produce, etc, in selected countries during Tranche 2, linked to market analysis, support and promotion, has considerable potential to be replicated in other countries in the region if it is shown to bring

economic gains to local communities.

2.11 Lessons Learned

104. The project builds on the lessons learnt during the implementation of the PDF-B and those derived from other national and regional conservation programmes (see Table 3). The project will use participatory and adaptive management processes with planning process closely linked with monitoring and evaluation, in order to ensure that the learning is integrated into project plans and implementation.

Table 3: Lessons Learned

Lesson	Design Feature
Mainstreaming projects have been shown to require long timeframes in order to build national constituency and ownership. It provides new challenges to traditional conservation projects.	A timeframe of ten years and two phases has been selected for project implementation. Emphasis has been placed upon collaborative approaches, multi-stakeholder decision-making and coaching people as they undertake project activities themselves. "Branding" has also been suggested to facilitate mainstreaming.
Lack of capacity among some regional partners in the participating countries has caused delays in providing information and implementing national outputs in these countries.	The project will run in two tranches. During the first Tranche double-mainstreaming activities will be implemented in those countries that have shown a strong mobilization of resources and capacity to deliver PDF-B outputs. In the remaining countries, capacity will be built to the levels required to implement double mainstreaming during Tranche II.
The area covered by the project is vast and includes 11 countries. There was variability within these countries on priority sectors where intervention is targeted.	A regional consensus has been built on the sectors included. This has been largely influenced by availability of data and resources.
Threats to MSBs while they are migrating can be different to threats in their breeding or wintering grounds. Deeply held beliefs about what threatens MSBs during migration may not be supported by evidence.	The PDF-B spent consideration effort testing assumptions – even those held by recognised experts. The project has been designed without relying on these assumptions and where uncertainty remains, further monitoring will be undertaken during project implementation
Bird data are incomplete and because of the difficulties in counting MSBs they are not useful for measuring project impact.	The project will not spend significant funds on expensive survey training and counting programmes. Alternative indicators have been developed that do not rely entirely on count figures. MSB identification training will focus on key actors within the productive sectors (hunters, wind-farm operators, etc)
The participatory process and advocacy are not well-understood in all countries and for all partners.	Facilitation in the participatory process will be one of the skills desirable of RFF and managers and staff. Training will be given to those stakeholders or organisations requiring it.

Several changes were made to the project design during the PDFB phase as a result of lessons learned; consequently some elements of the original project design set out in the PDFB application were eliminated or modified. These changes are detailed in Table 4.

Table 4: Comparison of Expected Outputs in PDF-B and in Full Project Document

Outcomes and outputs in Full Project Document	Related outcomes (objectives) defined at PDF-B stage	Explanatory Notes
Outcome 1: Raised awareness of the flyway and altered social and cultural behaviours among target groups that threaten MSBs in the	**Immediate objective 2: Awareness and constituency building**	Basically unchanged at objective level, although more detail provided at PDF-B stage.

Outcomes and outputs in Full Project Document	Related outcomes (objectives) defined at PDF-B stage	Explanatory Notes
key sectors, decision-makers and the general public • Concept of MSB Flyway established and promoted • Regional 'Flyway Facility' established to promote mainstreaming of MSB considerations • Targeted awareness campaigns on MSB flyway issues designed and carried out	• Key stakeholders sensitised and made aware • Availability and resourcing of specialist facilities for environmental education • Cultural traditions • Number and/or strength of environmental NGOs • Cultural and religious ethics relevant to conservation • Indigenous knowledge	The 'targeted awareness campaigns' (Full Project Document) will research and build on cultural traditions, religious ethics and indigenous knowledge (included in PDF-B) in the design of their 'message' etc. There will be three RARE-led programmes targeted at the hunting sector in Lebanon, Jordan and Egypt with a focus on one or more bottleneck sites in each country. The most significant change was the removal of outputs related to specialist facilities for Environmental Education. Such facilities were felt to be inappropriate within the context of a 'mainstreaming' project.
Outcome 2: Increased national and regional capacity to effect double mainstreaming and application of Flyway concept • Capacity of national partners strengthened to develop and promote concept of Flyway, respond to new opportunities and monitor content standards • Capacity of national government and private sector institutions strengthened to promote "flyway friendly" practices	**Immediate objective 6: Capacity Building** • Resources committed for MSB conservation • Number of people with relevant skills • Status of conservation-related careers • Expertise on soaring birds transferred from expatriates to nationals	Basically unchanged.
Outcome 3: Content and tools to enhance flyway friendly practice developed, delivered and mainstreamed effectively into sector processes and programmes • Technical content developed and integrated into appropriate reform "vehicles"	**Outputs for immediate objective 4: Sustainable management and socio-economic development** • Information available • Demonstration models (to include production of guidelines on critical issues affecting soaring migratory birds [such as for wind-farms, sewage treatment plants, waste landfills etc.] that take soaring bird conservation into consideration with regards environmental management aspects). • Land tenure issues	Given the poverty of many people in the region, the PDF-A workshops identified a need to link conservation measures to programmes of socio-economic development. At the beginning of the PDF-B stage the focus was on a spread of initiatives which would demonstrate best practice in integrating MSB conservation into key sectors. With the improved understanding of mainstreaming and the recognition of the

Outcomes and outputs in Full Project Document	Related outcomes (objectives) defined at PDF-B stage	Explanatory Notes
	• Management plans for specific priority sites • Participatory programmes of socio-economic development and income generation (including ecotourism) **Immediate objective 1: Policy, planning and legislation** • National policies and plans • Legislation and policy measures • Mechanisms for the mediation of conflicts of interest • Network of protected areas	limited potential for soaring birds to drive sectoral reform, the emphasis shifted to a focus on mainstreaming soaring birds within existing projects and programmes in the relevant sectors, rather than on establishing new, stand-alone demonstrations. As noted above, it became apparent during the early months of the PDF-B that soaring birds would not have enough leverage to bring about sectoral reform or to carry through changes in national policy or legislation. With an improved understanding of the root causes and factors driving the threats to the MSBs and the mainstreaming approach gained during the course of the PDF-B, the inclusion of outputs linked to a network of protected areas was removed. Whilst legislative protection at bottlenecks would probably add to conservation measures for soaring birds at some sites, it was felt inappropriate to mix protected area (BD1) and mainstreaming (BD2) approaches within the same project.
Outcome 4: Learning, evaluation and adaptive management increased • Project management structure established and operational • Project monitoring, evaluation, reporting and dissemination systems and structures established and operational • Establishment of appropriate monitoring schemes at selected sites to assess impact of mainstreaming	**Immediate objective 5: Co-ordination, cooperation and communication** • Information network mechanisms • Mechanisms for storage, archiving and dissemination of data • Increased capacity of personnel **Immediate objective 3: Information**	Basically unchanged. The key change here is the removal of a region-wide programme for monitoring of soaring birds. There are two reasons for this: (i) the nature of soaring bird migration means that data (at least in the short to medium-term) would not reliably measure the effect of mainstreaming measures along the flyway; (ii) to establish such

Outcomes and outputs in Full Project Document	Related outcomes (objectives) defined at PDF-B stage	Explanatory Notes
interventions, strengthen impact indicators and assess other potential target sectors	• National-level expertise required to collect and analyse data • Systems for storage and dissemination of information • Facilities and equipment required for research and monitoring • Methodologies	a region-wide scheme would be very expensive and was not considered a cost-effective use of GEF resources

PART 3: MANAGEMENT ARRANGEMENTS

3.1 OVERALL MANAGEMENT ARRANGEMENTS

105. The proposed organizational arrangements for implementation of the project are illustrated in Figure 1. UNDP will be the GEF Agency for the project. The project will be executed through a combination of management arrangements in Atlas (NEX and NGO national Executions Modalities). It will be NGO Executed by BirdLife International at a regional level, as the main Implementing Partner, but through UNDP-COs in the double-mainstreaming countries as either National Execution or national NGO Execution. BirdLife International (BLI) will provide overall management and accountability through establishment of the Regional Flyway Facility (RFF) in Amman to act as Project Management Unit supported by its regional offices in Amman and Nairobi and through signing Memoranda of Understanding (MOUs). Signed MOUs with national partners will be considered as an important part of the project document signed between the national partner and UNDP-CO. The national Responsible Parties (Implementing Agents (IA)) will be the BirdLife Partner organizations (e.g. Royal Society for the Conservation of Nature in Jordan) or, where no BirdLife Partner exists or capacity is judged too low, another suitable national NGO or government institution, private contractor or BirdLife Regional Office (to be agreed at the inception stage). UNDP country offices in each participating country will also have specific project execution responsibilities. One project document is prepared with different signature pages to be signed between participating UNDP COs, BLI and respective governments.

106. The project will undertake three types of activity:

a) Regional activities (e.g. development and promotion of the Flyway concept) will be undertaken directly by the Regional Flyway Facility, with assistance from the National Implementing Agents (NIA) as appropriate.

b) National activities separate from the vehicles (e.g. opportunities to mainstream MSB considerations directly into the national private sector) will be undertaken by the NIAs working with assistance from the Regional Flyway Facility (RFF).

c) National activities directly through the vehicles (i.e. provision of technical content and services) will be undertaken by the national implementing agents (NIAs) working through the relevant UNDP-CO.

The overall project will be executed by BirdLife International through a Regional Flyway Facility (RFF) established in an office in Amman, Jordan, within the first three months of project commencement. BirdLife will institutionalize and operate the RFF ensuring standardisation of the Flyway concept and quality control of national project activities and products, including reports to UNDP.

3.2 REGIONAL PROJECT MANAGEMENT ARRANGEMENTS

107. BirdLife International, through the Regional Flyway Facility supported by BirdLife International's Middle Eastern and Africa Regional Offices, with the Cambridge Secretariat providing cross-regional coordination and technical guidance will manage regional activities and provide overall technical project management. National

Execution will be through separate national arrangements (see next section). Project management will be in accordance with standard UNDP operational, financial guidelines and procedures. BirdLife, and other Implementing Partners, will be accountable to UNDP (the GEF Agency) for the delivery of agreed outputs as per agreed project work plan schedules.

UNDP through its Lead Country office for this Project in Jordan will enter into a project cooperation agreement with BirdLife International as the Implementing Partner. The project will be NGO executed in accordance with the established UNDP procedures, funds will be disbursed through direct payments modality, and BLI will be responsible for keeping record of payments.

108. The key management responsibilities and functions of institutions are summarised below:

1. UNDP-Jordan (Amman)

109. The UNDP CO in Amman shall be designated as the lead country office responsible for the overall supervision and monitoring of the project by all other UNDP COs and implementing partners.

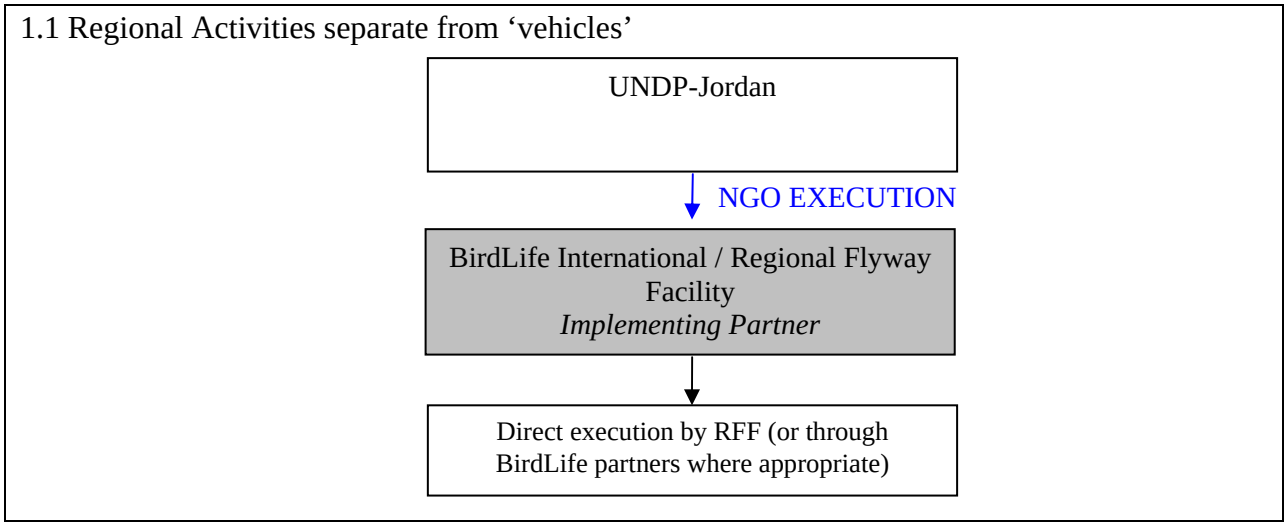
1- On behalf of UNDP/GEF, the Principal Project Resident Representative (PPRR) shall sign the project document with BirdLife International and the government of Jordan.
2- UNDP Jordan shall assign a dedicated UNDP Coordination Officer and a Finance Assistant to oversee and monitor the implementation of the project, approve budgets certified by the RFF and ensure overall coordination among and between partners in support to the role of the RFF.
3- Coordinate with other UNDP COs, RFF, UNDP-GEF, and BirdLife International throughout the duration of the project to ensure submission of high quality and timely reports as per the standard UNDP procedures.
4- In collaboration with the RFF, and in consultation with UNDP-COs, establish the Project Steering Committee and represent UNDP GEF.
5- Authorize and process payments based on submitted work plans and proper documentation
6- Monitor financial transactions by COs and National and regional partners in terms of delivery, meeting targets and expenditure.
7- Ensure in consultation with the RFF that all five-year work plans and annual work plans have been prepared in consultation with constituents and that measurable indicators have been developed and submitted for the approval of the Project Steering Committee.
8- Facilitate and participate in the inception workshop ensuring that all stakeholders have attended and that project is put on track.
9- Call for TPR meetings on annual basis. TPR meetings could be held back-to-back with annual project steering committee meetings.
10- Prepare with the RFF and input from the different components, PIRs/APRs as requested by UNDP/GEF.
11- Ensure that mid-term and final evaluations are conducted and that recommendations are followed up.
12- Ensure that annual audits are conducted based on UNDP's standard procedures.
13- Liaise with UNDP COs to harmonize and simplify procedures and processes used for the implementation of the project taking into account the different execution modalities.
14- Facilitate the signature of project documents with governments and national implementing partners as appropriate.
15- Oversee and facilitate the signature of MOUs between the RFF and the NIA.
16- Ensure that the Terminal TPR is held and a final project progress report is submitted at least 6 months before the end of the project and ensure the implementation of its recommendations.
17- Establish a network among UNDP CO focal points to discuss and monitor implementation at the national level and contribution to the regional project.
18- Review TORs of short-term consultants prepared by RFF and participate in the evaluation, selection and recruitment of individual experts or sub-contracted private companies or NGOs to perform specific tasks as needed by the project.
19- Perform all functions as a UNDP-CO pertaining to the national component to be implemented in Jordan.

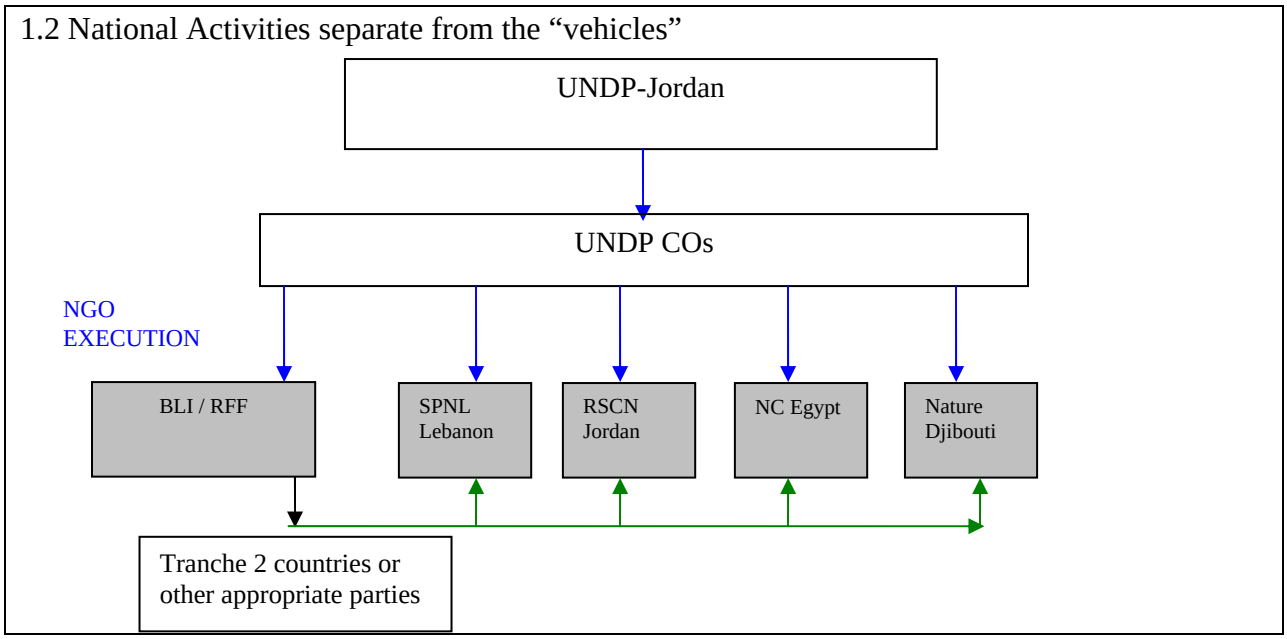
2. BirdLife International

110. BirdLife International through the Site Action Unit (SAU), Regional Flyway Facility (RFF) and Regional Offices will undertake the following:

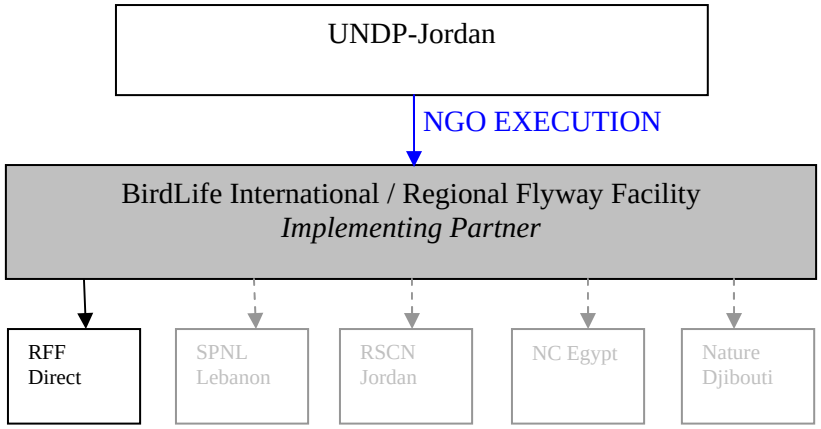
a) Establish the RFF and ensure its adequate staffing and operations in order to institutionalize RFF within the BirdLife Secretariat management structure.
b) In consultation with the UNDP lead office and according to the established UNDP procedures, appoint a Project Director and Assistant Project Director in the RFF (see ToRs below);
c) SAU will be responsible for providing the overall cross-regional coordination and management support to RFF and Regional offices. Represented in the project PSC.
d) RFF and Regional Offices shall be responsible for ensuring the implementation of regional activities as indicated in Figure 1.
e) RFF shall prepare Memorandum of Understanding to be signed between RFF and NIAs and attached to the project document(s) signed between UNDP/CO and the NIAs.
f) RFF shall certify budgets and narrative/financial reports annually from NIAs/Vehicles and coordinate with UNDP-Amman to disperse funds.
g) Regional Offices shall coordinate implementation through the BirdLife network and institutionalise the flyway approach within BirdLife International. There will be strong linkages to BirdLife Partner and Affiliate organisations in participating countries, providing a network for influence, exchange, support, and capacity-development and knowledge management.
h) In consultation with the UNDP lead office and according to the established UNDP procedures, appoint two RFF Flyways Officers, one to be placed in the RFF/Middle East Office, and one in the Africa regional office, and ensure adequate time is set aside by HoDs and other staff to coordinate RFF activities at the regional level.
i) Appoint RFF support staff for efficient management of the RFF (see TORs, Section IV, Part II).
j) BirdLife International shall ensure that the management arrangements, coordination and interaction between the different regional offices and the RFF is adequate and effective and serves to the utmost benefit of the project. The proposed regional coordination is presented in figure 2.

Figure 1 Diagram of implementation arrangements

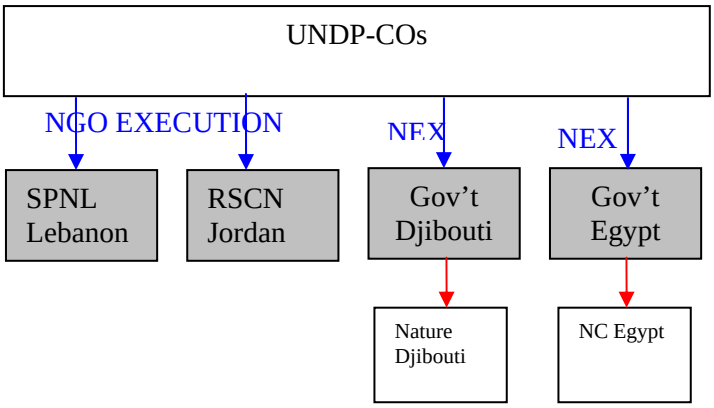




Double mainstreaming activities
1.3a Regional support to “vehicles”

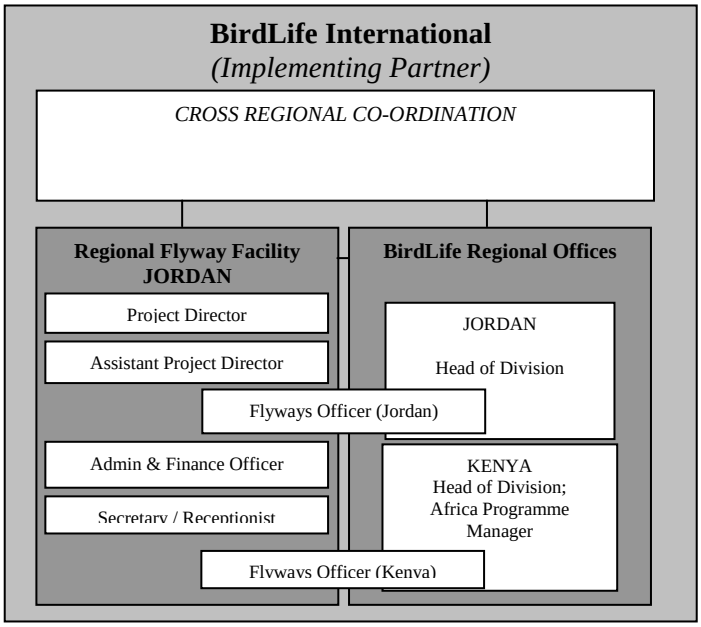


1.3b. National support to “vehicles”



Blue arrows are UNDP Agreements
Black arrows are BirdLife Agreements (dashes represent “where appropriate”)
Red arrows are specified relationships between Government and preferred partner
Green arrows are signed Memorandum of Understanding between RFF and IAs
Shaded boxes are Implementing Agent / Responsible Party

Figure 2: BirdLife International Management Arrangements



3. UNDP country Offices

a) Convene national Tripartite Review Meetings to monitor/evaluate national project implementation and provide management support and advice.
b) Disburse funds for national implementation based on approved contract and payment schedules and on receipt of progress reports and workplans as verified by BirdLife
c) Provide financial management and procurement services as appropriate, for more details, please see section III.

Table 5. Summarizes the implementation arrangements

Institution	Role	Relationship	
		Responsible to	Responsible for
UNDP Jordan	Lead UNDP executing agency responsible for reporting, contracting, procurements and disbursements of funds.	UNDP/GEF	BirdLife, UNDP Country offices, National implementing agents in Jordan
BirdLife Lead office	Responsible for technical project delivery through the RFF, reporting, M&E	UNDP Jordan	Regional Flyway facility, BirdLife regional offices
Regional Flyway facility	Responsible with UNDP COs for project delivery by the national Partners capacity development of national Partners, quality control of national outputs, management support to national implementing agents, clears national reports and annual proposals to UNDP, produces regional syntheses, support national implementing agents in delivering some outputs where needed. Development of technical	BirdLife Lead office	National implementing agents

	content, marketing, certification, fund-raising for sustainability.		
BirdLife regional offices	Responsible for coordinating implementation through the BirdLife network and institutionalise the flyway approach within BirdLife International. Draw strong linkages to BirdLife Partner and Affiliate organisations in participating countries, providing a network for influence, exchange, support, and capacity-development and knowledge management.	BirdLife lead office	External vehicle projects
UNDP Country offices	Organize and facilitate UNDP M&E procedures, disburse funds, support procurement of goods and services Support to national-level policy processes and regional coordination (through UNDP country offices) Oversight of double mainstreaming vehicles (especially those executed through UN agencies)	UNDP-Jordan	National implementing agents
National implementing agents	Implementation of national activities, developing capacity for double mainstreaming, identifying new vehicles.	BirdLife regional offices and UNDP Country offices	National Activities

Table 6 identifies coordination mechanisms

UNDP-Jordan	Develops project cooperation agreement with BirdLife International
BirdLife Lead office	Develops cooperation agreements with National Implementing Agents. Signs off on reports to UNDP-Jordan, makes recommendations for disbursement based on delivery of project components.
BirdLife regional offices	Delegated by the BirdLife Lead office to supervise project implementation in the region, signs off on reports to BirdLife Lead Office
Regional Flyway Facility	Line managed by the BirdLife Lead office. Main contact to Partners and vehicles through the regional offices
UNDP Country offices	Provide disbursement and procurement support to national implementing organizations.
National Implementing Agent	Negotiates a MoU with the vehicle project, facilitated by UNDP Country office and BirdLife Secretariat /RFF.

4. The Regional Flyway Facility

111. The RFF will be institutionalised within the BirdLife International management structure and will be headed by a Project Director (PD). The PD will be assisted by: one Assistant Director based at the RFF office; two Flyways Officers (one based in the RFF/BirdLife Amman office, and the other based in the Africa Regional Office – outposting the Africa Flyway Officer is critical to achieving the coordination necessary within the region) with appropriate technical skills and knowledge of the regions concerned; and a small support team including a financial and administrative officer and secretary/receptionist, along with specialist consultants as needed (See ToRs attached, section IV, part II). Existing regional BirdLife International staff will also be key to the success of institutionalising the flyway concept into the BirdLife partnership. RFF staff will be recruited within the first three months of project commencement.

112. The Regional Flyway Facility will help to build the capacity of the national partners to enable all of them to

participate in Tranche II, at which time project partners will be expected to develop relationships with a wider range of stakeholders to achieve double mainstreaming. The RFF will be supported in day-to-day management by the BirdLife International Middle East office, also located in Amman, Jordan, and it is proposed that the RFF is located within the BirdLife office. Additional support will be provided through the regional offices of the BirdLife Secretariat in Cambridge and Nairobi. Through the BirdLife network there will be linkages to BirdLife Partner and Affiliate organisations in participating countries, providing a network for influence, exchange, support, capacity development and knowledge management. Working in association with the BirdLife Partnership, the flyways officers will be expected to deliver most of the regional components of the project and to oversee initiation and coordination of the national-level activities.

3.3 NATIONAL MANAGEMENT ARRANGEMENTS

113. National management arrangements will be based on one of the following mechanisms (see Figure 1)

- National Government Execution arrangement between UNDP-Country Office and the national Government, with a separate agreement between the Government and the national implementing agent;
- National NGO Execution arrangement between UNDP-Country Office and the national implementing agent / implementing partner;

114. UNDP-Country Offices will sign memorandum of understanding NIAs / responsible parties, in each country to implement the project at a national level in each participating country according to this structure. Funds disbursements to the National Implementing Agents will be direct from UNDP Country Offices for Tranche 1 countries as indicated or via BirdLife for other partners. These disbursements will require BirdLife (i.e. RFF, regional offices and SAU) recommendation before disbursement/procurements can take place.

115. Two types of Memoranda of Understanding will be signed. The first between the RFF and NIAs for the execution of activities as described above and the second between NIAs and "vehicle" projects' management agency to guide the collaboration facilitated by the UNDP-CO and BirdLife Secretariat.

116. The national implementing agents will appoint a national project manager to cover the following main functions:

- Project coordination and management
- Implementation of mainstreaming activities, awareness raising and research
- Financial management and reporting

117. The national implementation strategy and the engagement of stakeholders will be coordinated through the National Advisory Committee (NAC), which will include representatives from UNDP-CO, the national implementing agency, the vehicle project, RFF, government representative if the NIA is an NGO and other stakeholders. This committee will meet after the submission of each quarterly progress report by the national project manager who shall act as secretary to the NAC. The national advisory Committee will review progress reports and proposed work plans, review project compliance to implementation strategy, harness the engagement of other stakeholders and identify more opportunities for mainstreaming.

118. Detailed 5-year national work plans and budgets will be developed by the national implementing agency, approved by the national advisory committee, UNDP CO and RFF director, on behalf of BirdLife International and forwarded to UNDP-CO.

119. Every year, annual work plans and budgets will be developed by the national implementing agency, approved by the national advisory committee, UNDP CO and the Director of the RFF and forwarded to UNDP-CO with recommendations for disbursement/procurement. Similarly progress reports will follow through the same process of review before being submitted to UNDP-CO for review and approval.

120. Financial Agreements will be scheduled according to the UNDP reporting guidelines and national agreements.

121. Engagement of the vehicle project will be through the national implementing agency, guided by the MoU. Their contribution to project work plans and reports will be sought and incorporated in the documents to be presented to the national advisory committee.

122. In summary the NIAs will:

a) Be contracted by UNDP to undertake national activities.
b) Sign an MOU with BirdLife International to coordinate overall project activities according to the established results based work plans.
c) Coordinate with UNDP country offices and RFF to establish National Advisory Committee
d) Ensure adequate financial and narrative reporting to RFF.
e) Participate in technical or liaison groups powered by RFF.
f) Implement national activities directly through the vehicles (i.e. provision of technical content and services), working through the relevant UNDP-CO.
g) Implement National activities remote from the vehicles (e.g. opportunities to mainstream MSB considerations directly into the national private sector) working with assistance from the Regional Flyway Facility.
h) Each national implementing organization of countries with one or more "vehicles" in Tranche I will appoint a full-time Project Manager according to established UNDP guidelines and procedures.

PART 4: MONITORING AND EVALUATION PLAN AND BUDGET

4.1 Introduction

123. Project monitoring and evaluation will be conducted in accordance with established UNDP and GEF procedures and will be provided by the project team and the PPRR with support from UNDP-GEF. The Logical Framework Matrix (Section II/ Part II) provides performance and impact indicators for project implementation along with their corresponding means of verification. These will form the basis on which the project's Monitoring and Evaluation system will be built.

124. The following sections outline the principle components of the Monitoring and Evaluation Plan and indicative cost estimates related to M&E activities. The project's Monitoring and Evaluation Plan will be presented and finalized in the Project's Inception Report following a collective fine-tuning of indicators, means of verification, and the full definition of project staff M&E responsibilities.

125. An important finding of the PDF-B phase was that data on MSBs on migration (as compared to data from breeding and wintering grounds) is poor and unreliable. Moreover, meaningfully quantifying the biological impact of the project's interventions on the migration path is virtually impossible because the migration path is just one part of an open flyway system. There are several reasons why it is impossible to directly assess the biological impact of the project's intervention:

Gains made by the project on the migration section of the flyway can be offset by threats in the breeding or wintering grounds.

It is very difficult to attribute increases in population numbers to a particular intervention. Gains may be perceived to be a result of interventions on the migration path but may actually be due to good breeding seasons.

Survey/count data is not sensitive enough to detect changes attributable to any particular intervention.

Count data are notoriously variable and even when available over long time periods (10 years) are useful only for predicting trends. This is due to:

a) The extreme difficulty of counting MSB species passing over head at height (1,000-5,000 feet) and in large numbers;
b) The variability from one counter to the next;
c) The effect of time, weather and location on count data;
d) The need for expert ability to identify MSBs accurately;
e) Flyway paths are not fully understood and MSBs do not always follow the same path.

There is no time-series data of sufficient duration (it would need to be approx. 30 years) to screen out the variables statistically.

126. As a result, the project does not pretend to be able to measure any impact at the population level. Instead, at the objective level, it will focus on measures of reduction in threat. More important will be the actual measures of impact at the Outcome level, where we aim to measure the level of mainstreaming achieved by the intervention.

127. The proposal will work to better understand the threat levels during Tranche I. Ground-truthing will commence in the Inception Phase to develop baselines particularly in the hunting and energy sectors. Further investigation of threat levels in other sectors will also be undertaken. In some cases the lack of quantified data may suggest that established views even within the ornithological community must be questioned and tested.

4.2 Monitoring and Reporting

Project Inception Phase

128. The inception phase will take place during the first three months of project implementation. It is designed to:

- Fully staff the project.
- Ensure the project team (the executing agency, the project staff in the Regional Flyway Facility and national partners) fully understands UNDP financial and administrative rules and requirements and the project has the necessary financial and reporting systems in place;
- Ensure the project team fully understands the GEF measures of success and reporting requirements;
- Detail and agree the project's workplan, adaptive management framework and monitoring indicators;
- Finalise the project's implementation arrangements including the composition of the Project Steering Committee and National Committees, review their TORs, hold an inception workshop and first Tripartite Project Review (TPR);
- Establish coordination mechanisms with relevant GEF-funded projects in the region.

129. A Project Inception Workshop will be conducted with the full Regional Flyway Facility team, relevant government counterparts, co-financing partners, UNDP Country Offices and representation from the UNDP-GEF Regional Coordinating Unit, as well as UNDP-GEF (HQs) as appropriate. A fundamental objective of this Inception Workshop (IW) will be to assist the project team to understand and take ownership of the project's goals and objectives, as well as finalize preparation of the project's first annual work plan on the basis of the project's logframe matrix. This will include reviewing the logframe (indicators, means of verification, assumptions), imparting additional detail as needed, and on the basis of this exercise finalize the Annual Work Plan (AWP) with precise and measurable performance indicators, and in a manner consistent with the expected outcomes for the project. Additionally, the purpose and objective of the IW will be to: (i) introduce project staff with the UNDP-GEF expanded team which will support the project during its implementation, namely the PPRR, COs and responsible Regional Coordinating Unit (RCU) staff; (ii) detail the roles, support services and complementary responsibilities of UNDP-CO and RCU staff vis-à-vis the project team; (iii) provide a detailed overview of UNDP-GEF reporting and monitoring and evaluation (M&E) requirements, with particular emphasis on the Annual Project Implementation Reviews (PIRs) and related documentation, the Annual Project Report (APR), Tripartite Review Meetings, as well as mid-term and final evaluations. Equally, the IW will provide an opportunity to inform the project team on UNDP project related budgetary planning, budget reviews, and mandatory budget re-phasings.

130. The IW will also provide an opportunity for all parties to understand their roles, functions, and responsibilities within the project's decision-making structures, including reporting and communication lines, and conflict resolution mechanisms. The Terms of Reference for project staff and decision-making structures will be discussed again, as needed, in order to clarify each party's responsibilities during the project's implementation phase.

Monitoring responsibilities and events

131. A detailed schedule of project review meetings will be developed by the project management in consultation with project implementation partners and stakeholder representatives and incorporated in the Project Inception

Report. Such a schedule will include: (i) tentative time frames for Tripartite Reviews, Steering Committee Meetings (or relevant advisory and/or coordination mechanisms) and (ii) project related Monitoring and Evaluation activities.

132. Day to day monitoring of implementation progress will be the responsibility of the Project Director based on the project's Annual Work Plan and its indicators. The Regional Flyway Facility Team will inform the PPRR of any delays or difficulties faced during implementation so that the appropriate support or corrective measures can be adopted in a timely and remedial fashion.

133. The relevant UNDP Country Office will be responsible for monitoring the double mainstreaming service contracts in each country. This will include normal financial oversight (including audits), reporting and quality assurances.

134. The Project Director will fine-tune the progress and performance/impact indicators of the project in consultation with the full project team during the Inception Phase with support from UNDP Country Offices and assisted by the UNDP-GEF Regional Coordinating Unit. Specific targets for the first year implementation progress indicators together with their means of verification will be developed at this period. These will be used to assess whether implementation is proceeding in the right direction and at the intended pace and will form part of the Annual Work Plan. The local implementing agencies will also take part in the Inception Workshop in which a common vision of overall project goals will be established. Targets and indicators for subsequent years will be defined annually as part of the internal evaluation and planning processes undertaken by the project team.

135. Periodic monitoring of implementation progress will be undertaken by the PPRR and UNDP-COs through quarterly meetings with the project proponent, or more frequently as deemed necessary. This will allow parties to take stock and to troubleshoot any problems pertaining to the project in a timely fashion to ensure smooth implementation of project activities.

136. UNDP Country Offices and UNDP-GEF RCUs as appropriate, will conduct yearly visits to projects that have field sites, or more often based on an agreed upon scheduled to be detailed in the project's Inception Report / Annual Work Plan to assess first hand project progress. Any other member of the Project Steering Committee (PSC) or National Committees may also accompany these visits. A Field Visit Report will be prepared by the CO and circulated no less than one month after the visit to the project team, all PSC members, and UNDP-GEF.

137. Annual Monitoring will occur through the Tripartite Review (TPR). This is the highest policy-level meeting of the parties directly involved in the implementation of a UNDP-GEF project. The first such meeting will be held within the inception phase period. The TPR has the authority to suspend disbursement if project performance benchmarks are not met. Benchmarks will be developed during the Inception Phase, based on delivery rates, and qualitative assessments of achievements of outputs.

138. The project proponent will prepare an Annual Project Report (APR) and submit it to the PPRR and the UNDP-GEF regional office at least two weeks prior to the TPR for review and comments. The APR will be used as one of the basic documents for discussions in the TPR meeting. The project proponent will present the APR to the TPR, highlighting policy issues and recommendations for the decision of the TPR participants. The project proponent will also inform the participants of any agreement reached by stakeholders during the APR preparation on how to resolve operational issues. Separate reviews of each project component may also be conducted if necessary. Efforts will be made to schedule subsequent TPRs so that the PIR format can also be used for the APR (see below).

Terminal Tripartite Review (TTR)

139. The terminal tripartite review is held in the last month of project operations. The project proponent is responsible for preparing the Terminal Report and submitting it to UNDP-CO and UNDP-GEF's Regional Coordinating Unit. It shall be prepared in draft at least two months in advance of the TTR in order to allow review, and will serve as the basis for discussions in the TTR. The terminal tripartite review considers the implementation of the project as a whole, paying particular attention to whether the project has achieved its stated objectives and contributed to the broader environmental objective. It decides whether any actions are still necessary, particularly in relation to sustainability of project results, and acts as a vehicle through which lessons learnt can be captured to feed into other projects under implementation or formulation.

Project Monitoring Reporting

140. The Project Director in conjunction with the UNDP-GEF extended team will be responsible for the preparation and submission of the following reports that form part of the monitoring process. Items (a) through (f) are mandatory and strictly related to monitoring, while (g) through (h) have a broader function and the frequency and nature is project specific to be defined throughout implementation.

(a) Inception Report (IR)

141. A Project Inception Report will be prepared immediately following the Inception Workshop. It will include a detailed First Year Annual Work Plan divided in quarterly time-frames detailing the activities and progress indicators that will guide implementation during the first year of the project. This Work Plan will include the dates of specific field visits, support missions from the UNDP Country Offices or the Regional Coordinating Unit (RCU) or consultants, as well as time-frames for meetings of the project's decision making structures. The Report will also include the detailed project budget for the first full year of implementation, prepared on the basis of the Annual Work Plan, and including any monitoring and evaluation requirements to effectively measure project performance during the targeted 12 months time-frame.

142. The Inception Report will include a more detailed narrative on the institutional roles, responsibilities, coordinating actions and feedback mechanisms of project related partners. In addition, a section will be included on progress to date on project establishment and start-up activities and an update of any changed external conditions that may effect project implementation. When finalized the report will be circulated to project counterparts who will be given a period of one calendar month in which to respond with comments or queries. Prior to this circulation of the IR, the PPRR and UNDP-GEF's Regional Coordinating Unit will review the document.

(b) Annual Project Report (APR)

143. The APR is a UNDP requirement and part of UNDP's Country Office central oversight, monitoring and project management. It is a self-assessment report by project management to the CO and provides input to the country office reporting process and the ROAR, as well as forming a key input to the Tripartite Project Review. One overall APR for the regional project will be prepared on an annual basis prior to the Tripartite Project Review, to reflect progress achieved in meeting the project's Annual Work Plan and assess performance of the project in contributing to intended outcomes through outputs and partnership work.

144. The format of the APR is flexible but should include the following:

An analysis of project performance over the reporting period, including outputs produced and, where possible, information on the status of the outcome;

The constraints experienced in the progress towards results and the reasons for these;

The three (at most) major constraints to achievement of results;

AWP other expenditure reports (ERP generated);

Lessons learned; and,

Clear recommendations for future orientation in addressing key problems in lack of progress

(c) Project Implementation Review (PIR)

145. The PIR is an annual monitoring process mandated by the GEF. It has become an essential management and monitoring tool for project managers and offers the main vehicle for extracting lessons from ongoing projects. Once the project has been under implementation for a year, one overall regional Project Implementation Report must be completed by the PPRR together with the project. The PIR can be prepared any time during the year (July-June) and ideally prior to the TPR. The PIR should then be discussed in the TPR so that the result would be a PIR that has been agreed upon by the project, the executing agency, PPRR and the concerned UNDP-GEF Regional Coordination Unit.

146. The GEF M&E Unit provides the scope and content of the PIR. In light of the similarities of both APR and

PIR, UNDP/GEF has prepared a harmonized format for reference.

(d) Quarterly Progress Reports

147. Short reports outlining main updates in project progress will be provided quarterly to the local UNDP Country Office and the UNDP-GEF regional office by the project team.

(e) Periodic Thematic Reports

148. As and when called for by UNDP, UNDP-GEF or the Implementing Partner, the project team will prepare Specific Thematic Reports, focusing on specific issues or areas of activity. The request for a Thematic Report will be provided to the project team in written form by UNDP and will clearly state the issue or activities that need to be reported on. These reports can be used as a form of lessons learnt exercise, specific oversight in key areas, or as troubleshooting exercises to evaluate and overcome obstacles and difficulties encountered. UNDP is requested to minimize its requests for Thematic Reports, and when such are necessary will allow reasonable timeframes for their preparation by the project team.

(f) Project Terminal Report

149. During the last three months prior to the independent Final Evaluation the project team will prepare the Project Terminal Report. This comprehensive report will summarize all activities, achievements and outputs of the Project, lessons learnt, objectives met or not achieved, structures and systems implemented, etc., and will be the definitive statement of the Project's activities during its lifetime. It will also lay out recommendations for any further steps that may need to be taken to ensure sustainability and replicability of the Project's activities.

(g) Technical Reports (project specific - optional)

150. Technical Reports are detailed documents covering specific areas of analysis or scientific specializations within the overall project. As part of the Inception Report, the project team will prepare a draft Reports List, detailing the technical reports that are expected to be prepared on key areas of activity during the course of the Project, and tentative due dates. Where necessary this Reports List will be revised and updated, and included in subsequent APRs. Technical Reports may also be prepared by external consultants and should be comprehensive, specialized analyses of clearly defined areas of research within the framework of the project and its sites. These technical reports will represent, as appropriate, the project's substantive contribution to specific areas, and will be used in efforts to disseminate relevant information and best practices at local, national and international levels.

(h) Project Publications (project specific- optional)

151. Project Publications will form a key method of crystallizing and disseminating the results and achievements of the Project. These publications may be scientific or informational texts on the activities and achievements of the Project, in the form of journal articles, multimedia publications, etc. These publications can be based on Technical Reports, depending upon the relevance, scientific worth, etc. of these Reports, or may be summaries or compilations of a series of Technical Reports and other research. The project team will determine if any of the Technical Reports merit formal publication, and will also (in consultation with UNDP, the government and other relevant stakeholder groups) plan and produce these Publications in a consistent and recognizable format. Project resources will need to be defined and allocated for these activities as appropriate and in a manner commensurate with the project's budget. UNDP and GEF logo policies will be respected for all project publications.

4.3 Independent Evaluation

152. The project will be subjected to at least two independent external evaluations as detailed below:-

Mid-Term Evaluation

153. An independent Mid-Term Evaluation will be undertaken four years from the Inception Workshop. The Mid-Term Evaluation will determine progress being made towards the triggers for Tranche 2. It will focus on the effectiveness, efficiency and timeliness of project implementation, will highlight issues requiring decisions and

actions, and will present initial lessons learned about project design, implementation and management. Findings of this review will be incorporated as recommendations for enhanced implementation during the last year of Tranche 1. The organization, terms of reference and timing of the mid-term evaluation will be decided after consultation between the parties to the project document. The Terms of Reference for this Mid-term evaluation will be prepared by the PPRR based on guidance from the UNDP-GEF Regional Coordinating Unit. The independent evaluation team will be contracted directly by the PPRR. UNDP may call for independent adaptive management reviews at any time during the project.

Final Evaluation

154. An independent Final Evaluation will take place three months prior to the terminal tripartite review meeting. The requirements of the Final Evaluation are set out in guidance provided by the independent GEF M&E Unit and also from UNDP-GEF. Priority emphasis must be put on the first three elements, i.e. assessment of the project achievements, sustainability of the project and strength of the project's M&E system. The Final Evaluation should also provide recommendations for follow-up activities. The Terms of Reference for this evaluation will be prepared by the PPRR based on guidance from the UNDP-GEF Regional Coordinating Unit. The independent evaluation team will be contracted directly by the PPRR.

Audit Clause

155. The Implementing Partner will provide the Resident Representative with certified periodic financial statements, with an annual audit of the financial statements relating to the status of UNDP (including GEF) funds according to the established procedures set out in the Programming and Finance manuals and in accordance with the Project Cooperation Agreement. The Audit will be conducted by a commercial auditor engaged by the Implementing Partner.

4.4 Learning and Knowledge Sharing

156. Results from the project will be disseminated within and beyond the project intervention zone through a number of existing information sharing networks and forums. In addition:

The project will participate, as relevant and appropriate, in UNDP-GEF sponsored networks, organized for Senior Personnel working on projects that share common characteristics; and,

The project will identify and participate, as relevant and appropriate, in scientific, policy-based and/or any other networks, which may be of benefit to project implementation though lessons learned.

157. The project will identify, analyze, and share lessons learned that might be beneficial in the design and implementation of similar future projects. Identification and analyzing lessons learned is an on-going process, and the need to communicate such lessons as one of the project's central contributions is a requirement to be delivered not less frequently than once every 12 months. UNDP-GEF shall provide a format and assist the project team in categorizing, documenting and reporting on lessons learned. To this end a percentage of project resources will need to be allocated for these activities.

4.5 Indicative Monitoring and Evaluation Work plan and corresponding Budget for Tranche 1

Table 7: Monitoring & Evaluation workplan & budget

Type of M&E activity	Responsible Parties	Budget US$ *Excluding project team Staff time*	Time frame
Inception Workshop	▪ Regional Flyway Facility ▪ PPRR ▪ UNDP GEF	20,000	Within first two months of project start up (i.e. once regional flyway facility staff are

Type of M&E activity	Responsible Parties	Budget US$ *Excluding project team Staff time*	Time frame
			recruited)
Capacity Assessment	▪ UNDP-Jordan ▪ UNDP-GEF	15,000	before GEF CEO endorsement
Inception Report	▪ Project Team ▪ PPRR	None	Within one month following Inception Workshop
Measurement of Means of Verification for Project Purpose Indicators	▪ Regional Flyway Facility will oversee the hiring of specific studies and institutions, and delegate responsibilities to relevant team members	To be finalized in Inception Phase and Workshop. Indicative cost 10,000	Start, mid and end of project
Measurement of Means of Verification for Project Progress and Performance (measured on an annual basis)	▪ Oversight by Project GEF Technical Advisor and Project Coordinator ▪ Measurements by regional field officers and local IAs	To be determined as part of the Annual Work Plan's preparation. Indicative cost 40,000	Annually prior to APR/PIR and to the definition of annual work plans
APR and PIR	▪ Project Team ▪ PPRR ▪ UNDP-GEF	None	Annually
TPR and TPR report	▪ Government Counterparts ▪ PPRR ▪ Project team	None	Every year, upon receipt of APR
Steering Committee Meetings	▪ Project Director ▪ PPRR	25,000	Following Project IW and subsequently at least once a year
Periodic status reports	▪ Project team	10,000	To be determined by Project team and UNDP CO
Technical reports	▪ Project team ▪ Hired consultants as needed	50,000	To be determined by Project Team and UNDP-CO
Adaptive Management Reviews	▪ Project team ▪ UNDP- CO ▪ UNDP-GEF Regional Coordinating Unit ▪ External Consultants (i.e. evaluation team)	40,000	At the mid-point of project implementation
Mid-term Evaluation	▪ Project team, ▪ UNDP-CO ▪ UNDP-GEF Regional Coordinating Unit ▪ External Consultants (i.e. evaluation team)	100,000	At the end of project implementation
Lessons learned	▪ Project team ▪ UNDP-GEF Regional Coordinating Unit (suggested formats for documenting best practices, etc)	15,000 (average 3,000 per year)	Yearly
Audit	▪ UNDP-CO ▪ Project team	20,000 (average $5,000 per year)	Yearly
Visits to participating countries	▪ Project management team ▪ UNDP Country Offices	25,000 (average one visit per year)	Yearly

Type of M&E activity	Responsible Parties	Budget US$ *Excluding project team Staff time*	Time frame
	▪ UNDP-GEF Regional Coordinating Unit (as appropriate) ▪ Government representatives		
TOTAL INDICATIVE COST FOR TRANCHE I (5 YEARS) *Excluding project team staff time and UNDP staff and travel expenses*		US$ 370,000	

158. In order to accord proper acknowledgement to GEF for providing funding, a GEF logo should appear on all relevant GEF project publications, including among others, project hardware and vehicles purchased with GEF funds. Any citation on publications regarding projects funded by GEF should also accord proper acknowledgment to GEF. The UNDP logo should be more prominent -- and separated from the GEF logo if possible, as UN visibility is important for security purposes.

PART 5: LEGAL CONTEXT

162. This Project Document shall be the instrument referred to as such in Article I of the Standard Basic Assistance Agreement (SBAA) between the Authorities of the Government of Jordan and the United Nations Development Project (UNDP), signed by the parties on 12 January 1976. The Government Implementing Agency shall, for the purpose of the Standard Basic Assistance Agreement, refer to the Government Cooperating Agency described in the aforementioned agreement.

163. The UNDP Resident Representative in Jordan is authorized to effect in writing the following types of revisions to this Project Document, provided that s/he has verified the agreement thereto by the UNDP – GEF Unit and is assured that the other signatories to the Project Document have no objections to the proposed changes:

a) Revisions of, or addition to, any of the annexes to the Project Documents;

b) Revision which do not involve significant changes in the immediate objectives, outputs or activities of the project, but are caused by the rearrangement of the inputs already agreed to or by cost increases due to inflation;

c) Mandatory annual revisions which re-phrase the delivery of agreed project inputs, or increased expert or other costs due to inflation, or take into account agency expenditure flexibility; and

d) Inclusion of additional annexes and attachments only as set out here in this Project Documents.

SECTION II: Strategic Results Framework and GEF increment

PART 1: INCREMENTAL COST ANALYSIS

A. project background

164. Bird migration is an energetically costly activity and places the birds under considerable physiological stress. Many large broad-winged birds e.g. raptors, storks, cranes, pelicans, conserve energy while migrating by soaring in thermals. These thermals do not form over large areas of water or tall mountain ranges, which restricts these birds to traditional routes or 'flyways'. These migratory soaring birds (MSBs) are particularly vulnerable on migration because a large proportion of their global or regional populations become concentrated at a small number of bottleneck sites at predictable times of the year where they can be disproportionately susceptible to localised threats.

165. The Rift Valley/Red Sea flyway, which includes 11 countries, is the second most important flyway for MSBs in the world and the most important route of the Africa-Eurasia flyway system. Over 1.2 million birds of prey and 300,000 storks migrate along this corridor between their breeding grounds in Europe and West Asia and wintering areas in Africa each year. In total, 37 species of soaring birds (raptors, storks, pelicans and some ibis), five of which are globally threatened, regularly use the flyway. While these birds are relatively well conserved in Europe and valued in east and southern Africa as part of the game park experience, they receive practically no conservation attention during their migration. Yet this is where the MSBs are the most physiologically stressed and between 50-100% of the global or regional populations of 7 species pass along the route and through flyway "bottlenecks" (strategic points where soaring birds are funnelled, either to make water crossings or to maintain flying height) in the space of just a few weeks. As a result, MSBs are at their most vulnerable during the migration along the Rift Valley/Red Sea flyway. These large, highly visible slow-moving birds are susceptible to localised threats during migration, such as hunting and collision with wind turbines (particularly when they fly low or come in to land), and poor agricultural and waste management practices, which could have severe impacts on global populations. These represent the target productive sectors into which the project seeks to mainstream MSB considerations.

166. Most MSBs are predators at the top of their food chain and occur across a wide range of habitats. Removing these birds, by allowing threats to their populations to continue, would upset the balance of prey populations and disrupt the assemblage of species in the critical ecosystems of both Europe-West Asia and Africa. Unfortunately, the characteristics of the MSBs migration (it is difficult to predict where the birds will come down because their migrations are dependent upon weather conditions) make it unfeasible to improve the safety of the flyway simply through the protection of key sites. Consequently, conservation actions need to address the flyway as a whole, at a regional rather than national level and not through the traditional site site-based approach. Therefore, the project aims to mainstream MSB considerations into the productive sectors along the flyway that pose the greatest risk to the safe migration of soaring birds.

B. incremental cost assessment

Baseline

167. In the baseline no mainstreaming of MSB considerations would be made into the target productive sectors of agriculture, energy, hunting and waste management. As a result, very few – if any – "flyway friendly" activities would exist and the flyway would continue to become less safe for MSB as population growth, development and economic expansion continue to drive increased activity in the productive sectors. The decrease in flyway safety and the fact that large proportions of world MSB populations pass through the flyway at the same time would increase the chances of a localized threat having a catastrophic effect on MSBs. This in turn would affect species assemblages in critical ecosystems in east and southern Africa (wintering grounds) and northern Europe (breeding grounds).

168. Without this UNDP-GEF intervention, the awareness of the need for conservation of MSBs will remain low, the requisite information base upon which to base conservation measures will remain poor, conservation legislation will remain weak, the technical capacity for conservation activities and the resources committed to the enforcement of environmental regulations will remain inadequate, and the economic incentives necessary to encourage fundamental changes in human behaviour will remain unshaped. As a result, MSBs will continue to be shot in large numbers as they pass through Syria, Lebanon, Jordan and Palestine; collide with powerlines and wind turbines at existing and new sites; and succumb to physical and chemical threats associated with agriculture and waste management.

169. The 11 countries making up the Rift Valley/Red Sea flyway receive varying amounts of foreign assistance through bi-lateral and multi-lateral projects and programmes. These provide support for development and reform across the spectrum of productive and other sectors in an effort to help the countries reach their full potential. This level of assistance will continue in the absence of this proposed GEF project but will continue to have little or no beneficial effect on MSBs (and in some cases may inadvertently have negative impacts for them), and the opportunity available for them to act as vehicles of change for MSB issues will be lost. The six identified "vehicles" will be implemented in the business-as-usual scenario, delivering national benefits valued at $35,238,476. In addition, many more potential "vehicles" will be developed and implemented without considering the possibility of mainstreaming MSB issues.

170. In the business-as-usual scenario, a number of national and local conservation-based NGOs – particularly the national partners in the BirdLife network – will continue to promote the conservation needs of MSBs. However, these will mainly be small-scale interventions at the level of individual sites. They will also be more traditional conservation approaches – advocating site protection and management measures. Some of the better run organisations will have some limited reach into Ministries of Environment and may be able to contribute to conservation policies. However this will be on an ad hoc basis and without any specific focus on MSBs. In the business-as-usual scenario those national organisations best placed to act as MSB "agents of change" within the threatening sectors will have virtually no contact with those productive sectors, except perhaps isolated farming communities. They will have no influence over decision-makers within the sectors and it is safe to conclude that MSB considerations will not be taken into account in any of the target sectors.

171. The tourism sector and the eco-tourism segment are expected to grow in the baseline. However there is unlikely to be a significant increase is revenues from MSB tourism and certainly few mechanisms to ensure those involved in the destructive sectors receive benefits. For example, in Egypt the Red Sea tourism zone would be developed without specific reference to the migration spectacle across Ras Mohammed/El Qa/Gebel El Zeit and across the Suez. The Egyptian Tourism Federation has established an eco-tourism committee to oversee implementation of environmental regulations by the tourism industry. While the committee mandate does cover the issue of bird hunting tourism, there is no specific reference to managing this niche tourism with MSB migration.

Global Environmental Objective

172. The global environmental objective of the project, inscribed in the GEF Project Objective, is to mainstream conservation of MSBs into the hunting, energy, agriculture, waste management and tourism sectors along the Rift Valley/Red Sea flyway, making this a safer route for soaring birds.

173. The project will help conserve significant populations of globally threatened soaring birds that migrate along the Rift Valley/Red Sea flyway. Notably, the project will address threats to 37 species of birds, including 5 globally threatened and 3 globally near-threatened species, many of which are top-of-the-food chain predators and keystones species, along a stretch of their migration route where birds suffer a variety of threats and where conservation actions have been minimal. The majority of these species breed in Europe (largely Eastern Europe and western Asia) and winter in southern or eastern Africa, so high anthropogenic mortality along the flyway can have a significant impact on ecosystems, including agricultural areas where raptors and storks feed on pests, over an enormous area in Europe and Africa. In some cases, the majority of a species' world population, e.g. Lesser Spotted Eagle (*Aquila pomarina*), Levant Sparrowhawk (*Accipiter brevipes*), or western palearctic population, e.g. Short-toed Eagle (*Circaetus gallicus*), Booted Eagle (*Hieraaetus pennatus*), Egyptian Vulture (*Neophron percnopterus*) and White Stork (*Ciconia ciconia*), pass along this migration corridor.

174. The project will conserve the populations of these birds by supporting transformation of the hunting, energy, agriculture, waste management and tourism sectors. The project will address threats from the first four of these sectors by supporting the development and adoption of 'flyway friendly' practices, tools and incentives that seek to integrate conservation of MSBs into sector policies plans and practices, in both the public and private sectors. The project will also promote the 'flyway friendly' tourism, particularly ecotourism that includes bottleneck sites that will help to support local economic development.

175. By conserving the MSBs along their migration path, the project will be making an indirect contribution to the conservation of important ecosystems in east and southern Africa (MSB wintering grounds) and in northern Europe (MSB breeding grounds). Most of the MSB species are predators at the top of food chains and hence play a crucial role in widespread terrestrial and freshwater ecosystems in their northern breeding and southern wintering zones. Many MSBs are also important in agricultural landscapes through their impact on pest populations, e.g. Steppe and Lesser Spotted eagles feeding on sousliks and other rodents. Removing these birds, by allowing threats to their populations to continue, would upset the balance of their immediate prey populations and other animal species further down the food chain resulting in significant adverse impacts on the ecosystems as a whole. In addition, MSBs are an integral part of threatened or high biodiversity habitats in their northern breeding grounds and southern wintering areas (including many WWF Ecoregions). Consequently, conservation of MSB species along the flyway contributes to efforts in Europe, West Asia and Africa to protect critical ecosystems and maintain their ecological integrity. Furthermore, unless the threats these birds face during migration are addressed, conservation efforts in their breeding and wintering ecosystems will be undermined.

Alternative

176. A number of approaches were considered to address the threats to MSBs from productive activities along the flyway. A site-based approach was quickly discounted. Due to the characteristics of the migration and its vulnerability to the vagaries of local weather conditions, soaring birds do not regularly make predictable stops at any particular habitat type along the flyway. They are therefore vulnerable to anthropocentric threats at any point along the flyway. The most effective response is to alter the threatening behaviour at the sector level so that MSB issues are considered along the flyway. It is not easy

to change actions that are undertaken to earn a living (agriculture), have strong cultural and historical links (hunting), are designed to deliver developmental benefits (energy) or are considered to be of little consequence (waste). It is a costly and time consuming exercise to develop an appreciation of the sector, the factors that influence and drive the sector, to establish mechanisms to mainstream the global environment issues and to build working relationship with those within the sector who can bring about the change. Experience suggests that it takes a compelling global environmental issue to capture the attention of a productive sector and drive the necessary change.

177. In response to the potential difficulties of trying to drive a process of change into the target sectors led by the issue of MSBs, the project development team came up with the alternative idea of "double mainstreaming".

178. *Double mainstreaming* is an innovative approach to facilitate cost-effective entry of MSB issues into productive sectors by making agreements with existing or planned vehicles of reform to provide specified technical services enabling MSB issues to be mainstreamed through those vehicles. It is an extremely cost-effective method of achieving the necessary changes since, despite the anticipated payment of transaction costs, it will be co-financed by each partner reform vehicle and will have no need to set up independent project management and implementation structures thereby making significant savings. The intervention will establish a mechanism that can replicate the double mainstreaming approach along the flyway and across any number of targeted sectors, so that eventually all relevant practices can be declared responsive to MSB issues ("flyway friendly"). This is anticipated to take at least 10 years to achieve so the project will be implemented in two tranches over the period, with the possibility of a follow-up project providing a third phase. The first Tranche will establish the enabling environment required to initiate the double mainstreaming approach and. It will also apply it in a number of pre-identified practical examples (called double mainstreaming "vehicles"). This will involve establishment of the Flyway concept and its application as a marketing tool to raise awareness; establishment of a Regional Flyway Facility to act as a coordinating unit; as well as capacity building of national and regional content providers and recipients to effect double mainstreaming and provide the technical content necessary to deliver it in practical examples of the double mainstreaming approach. The second Tranche will establish the sustainability of the Flyway Facility and expand the application of the double mainstreaming approach to more participating flyway countries once adequate capacity has been built, and to additional sectors and reform vehicles in the first group of countries. The third phase would seek to leverage the Flyway marketing tool, the expertise of the regional Flyway Facility, and the double mainstreaming experiences into a financially viable mechanism that is able to offer technical mainstreaming services on a commercial basis and to recognised standards. Endorsement of the second Tranche by the CEO would be subject to the satisfactory achievement of triggers detailed in the Project Document.

Systems Boundary

179. The project's geographic boundaries are set by the relatively narrow "flyway" routes (or branches or streams) in the 11 participating countries (see Map in Annex 1 to the Project Document). While the Great Rift Valley is obviously much larger than the 11 countries selected, these countries represent the portion of the flyway where MSBs can be said to be mainly on migration. The 11 countries are included because they represent the section of the flyway where the migration routes are most apparent (these routes are particularly clear over parts of Lebanon, Jordan and Egypt). Beyond Syria to the north and Ethiopia to the south, the MSBs fan out en route to different breeding or wintering grounds (although some of these birds do over-winter in Ethiopia). Although the specific widths and paths of these routes are not well known, an estimation of the land area has been made for the GEF Tracking Tool (Annex 9 of project Document) of 545,000 km^2. The flyway name "Rift Valley/Red Sea Flyway" was agreed upon by the national partners

and includes all the main flyway routes. The Rift Valley here includes the Bekka Valley in Lebanon and the Jordan Rift Valley, as well as the Rift Valley in Ethiopia.

180. The overall timeframe is expected to be in excess of 10 years, split into two tranches of five years each. The aim of the project is to initially (first 10 years) concentrate on the key routes to maximize impact and cover the most vulnerable sections of the flyway. This will also help provide some control over the choice of double mainstreaming vehicles, by limiting them to those that operate within or affect the flyway routes. The thematic boundaries are the target productive sectors - agriculture, hunting, energy and waste management. In addition, opportunities to mainstream MSBs into eco-tourism activities, especially at bottlenecks, as a means of demonstrating MSB values, are also included in the system boundaries.

Summary of Costs

181. In response to the STAP Expert review an additional table is provided to demonstrate the project's benefits and summarise costs. The baseline is being funded by the double mainstreaming vehicles. However, when working in collaboration with the Soaring Birds project some of the actions of the double mainstreaming vehicles will result in support for global benefits. These are termed "shared benefits" and represent realigned baseline. In this regard, they are included as co-financing.

182. The project has used a very conservative estimation of incremental costs and co-financing. It could be argued that the entire cost of the double mainstreaming vehicles could be included as co-financing because under the double mainstreaming approach these vehicles are essential to the achievement of the GEF objective. However, only the realigned baseline components of the vehicles have been included as co-financing. Similarly, not all of the shared benefits have been counted as incremental costs. Only $3,065,739 of the $4,845,204 has been counted. This is because the remaining $1,779,465 shared benefits would accrue regardless of whether the GEF funding happens or not.

Summary of Benefits

	Global Benefits	**Shared Benefits**	**National Benefits**
Outcome 1	GEF $1,967,500 Rare $100,000 BirdLife $113,967	$329,201	$0
Outcome 2	GEF $563,000 BirdLife $244,728	$708,227	$0
Outcome 3	GEF $2,745,000	$3,065,739	$35,238,476
Outcome 4	GEF $967,743 BirdLife $256,673	$742,037	$0
Total	$6,958,611	$4,845,204	$35,238,476

Table 8: Incremental Cost Matrix

Cost/Benefit	Baseline (B)	Alternative (A)	Increment (A-B)
Domestic Benefits	• National development benefits in-line with the objectives of the 6 double mainstreaming "vehicles", leading to sectoral reform, improved infrastructure and management capacity	• Enhanced institutional mechanisms for collaboration between productive sectors and environmental organisations • Strengthened sustainable agriculture markets • Some increase in ecotourism income	• No material additional benefits in the increment
Global Benefits	• No material global benefits in the double mainstreaming "vehicles" • BirdLife International and national partners will carry out small scale bird conservation measures, primarily at the site level or working with environment constituents	• Realignment of double mainstreaming activities to take into account MSB considerations	• Rift Valley/Red Sea flyway provides safer passage for MSBs • MSBs contribute to the functioning of critical ecosystems, from northern Europe to southern Africa • Mainstreaming of global environmental benefits into the reform and development of productive sectors along the flyway
Outcome 1 Raised awareness of the flyway and altered social and cultural behaviours among target groups that threaten MSBs in the key sectors, decision-makers and the general public	$329,201	$2,600,668	RARE cash co-financing: $100,000 In-kind BLI re-orientated baseline: $113,967 In-kind national partners $90,729 GEF: $1,967,500 **Total** **$2,272,196**
Outcome 2 Increased national and regional capacity to effect double mainstreaming and application of flyway concept	$708,227	$1,543,955	In-kind BLI re-orientated baseline: $244,728 In-kind national partners $60,020 GEF: $563,000 **Total** **$867,748**

Cost/Benefit	Baseline (B)	Alternative (A)	Increment (A-B)
Outcome 3 Content and tools to enhance flyway friendly practice developed, delivered and mainstreamed effectively into sector processes and programmes	$0	$300,000	In-kind national partners $61,989 GEF: $300,000
Lebanon Sustainable Hunting (EU Life 3rd Country)	$73,200	$811,065	In-kind re-orientated baseline: $277,865 GEF: $460,000 **Total** **$737,865**
Lebanon Agricultural Development (EU)	$14,020,000	$15,275,000	In-kind re-orientated baseline: $620,000 GEF: $635,000 **Total** **$1,255,000**
Lebanon Support to Judiciary System (EU Life 3rd Country)	$537,276	$973,150	In-kind re-orientated baseline: $215,874 GEF: $220,000 **Total** **$435,874**
Jordan Wildlife Enforcement	$108,000	$790,000	In-kind re-orientated baseline: $452,000 GEF: $230,000 **Total** **$682,000**
Egypt Red Sea Sustainable Growth	$10,900,000	$12,600,000	In-kind re-orientated baseline: $1,100,000 GEF: $600,000 **Total** **$1,700,000**
Djibouti Power Access (WB)	$9,600,000	$10,300,000	In-kind re-orientated baseline: $400,000 GEF: $300,000 **Total** **$700,000**
Outcome 4 Learning, evaluation and adaptive management increased	$742,037	$1,848,453	In-kind BLI re-orientated baseline: $256,673 In-kind national partners $496,387 GEF: $967,743 **Total** **$1,720,803**
Cost Totals	**$37,017,941**	**$47,042,291**	**Co-financing:** **$4,490,232** **GEF** **$6,243,243** **Total** **$10,733,475**

PART 2: LOGICAL FRAMEWORK ANALYSIS

Introduction

Choice of indicators

Three main sets of impact indicators are employed in the project, focusing on:

1. Measuring changes in the degree of specific threats to the birds, as a surrogate to direct indicators measuring population changes (see below) e.g. number of MSBs traded (dead or alive) at known markets, mortality rates from wind turbines and transmission lines;

2. Measuring changes in awareness of MSB issues among key sector players and the general public, e.g. number of hunters and tour guides able to identify specific soaring birds and name activities that threaten them operating at selected bottleneck sites, number of government and private sector requests to project for 'flyway friendly' guidelines, best practice, and related materials; and,

3. Measuring achievement of mainstreaming and double mainstreaming, e.g. number of sector policies incorporating MSB issues approved by national governments, number of new private sector projects and schemes incorporating MSB concerns in each target sector, number of existing and planned mainstreaming "vehicles" into which flyway content and tools are mainstreamed in each country.

Although considerable effort has been made to identify robust, quantified, impact-oriented indicators for each outcome, the nature of the biological system on which the project operates and the developmental and socio-economic history of the region have imposed several limitations on the choice of indicators. Particular problems were:

i. Absence of suitable baseline data. For some of the most appropriate outcome indicators suitable baseline data against which to evaluate progress was either absent or weak. This particularly applies to measures of specific threats at known bottleneck or other relevant sites, and the level of awareness of MSBs issues among key sector players and the general pubic. Where this is the case baseline data will either be collected or improved during the inception phase and will include GEF BD2 tracking tool score, number of hunters and tour guides aware of MSB issues, number of hunted MSBs recorded for sale (live and dead) at specific markets in region, data for existing wind turbine and transmission lines.

ii. Cost-effectiveness of some indicators. Identification of soaring birds and the monitoring of their populations, especially raptors, can be problematic and requires intensive training and extensive resources. Many species are difficult to differentiate in the field, especially when silhouetted against the sky, so observer error can be significant; birds usually fly high when passing through the region so are often out of sight and go unrecorded; during peak periods large (often mixed) groups may pass overhead and numbers can only be estimated; migration streams are heavily influenced by weather conditions, especially wind strength and direction; counting conditions, particularly the intense heat and bright sunlight, affect observers' concentration and birds can be missed; and to undertake a comprehensive count at any site would require observation for the entire migration season for at least 8 hours a day which is generally unfeasible and prohibitively expensive. Consequently, there are no indicators reliant on MSB population counts (estimates) as baseline.

iii. Migration systems. The project addresses the threats to soaring migratory birds along the Rift Valley/Red Sea flyway; it does not address threats in the breeding areas in Europe/West Asia or the wintering areas in central-east and southern Africa and so does not cover the whole range of these species.

Consequently, it would not be possible to state that positive (or negative) changes in the populations of the birds passing through the region are due to the project interventions, as the changes could be due to conservation efforts or increased or decreased threats to the north or to the south. Therefore the project does not employ measures of population change as impact indicators, but rather looks at measures of threat reduction and indicators that demonstrate uptake of activities that promote conservation of MSBs. However, while it is difficult to measure the impact in an open system, the project will have a positive impact and contribute to the conservation of MSBs (and associated ecosystems) in their breeding and wintering grounds, where population change is easier to demonstrate.

iv. Indicators relating to impacts from planned developments in certain key sectors In cases where the indicators in the logframe relate to impacts from planned developments in the key sectors of hunting, energy, waste management and agriculture, such as the number of planned waste management projects at bottleneck sites or along the flyway, or wind turbine and transmission lines developments, information was either poor (no project or planning document) or not specific enough to identify impacts at particular bottleneck sites and will need further research at the inception stage to better define project targets. In other cases, e.g. % increase in number country sector policies (hunting, energy, agriculture and waste management) incorporating MSB issues approved by national governments over the 10 years of the project, it is not known how many sector policies or plans are expected ahead of time and consequently a target number cannot be given (although a target % can).

ii. Outcomes and Outputs in Tranche I and II

The project envisages three stages, the first two – Tranche I and II - supported by GEF funds. Each Tranche has a different set of associated Outcomes and Outputs, which are indicated in the logframe.

Outcome 1 and outputs 1.1-1.3 are concentrated in the first Tranche since they relate to preliminary work to promote the Flyway concept across all the participating countries, to establishing the Regional Flyway Facility that will coordinate and direct the project activities and provide technical guidance to national partners and project "vehicles", and to undertaking flyway-wide awareness-raising programmes.

Outcome 2 and outputs 2.1 and 2.2 will be achieved over both tranches. The capacity building of national partners to develop and promote the Flyway concept, respond to new opportunities, and monitor content standards will be built during the Tranche I so that all countries can participate in double-mainstreaming activities with relevant national (and possibly regional) "vehicle" projects in Tranche II. It is envisaged that at the end of Tranche I there will be no significant need for capacity building of the project partners, who will then all be engaged with content delivery. However, there will obviously be a continued need to build capacity of the national government and private sector institutions and project "vehicles" to promote "flyway friendly" practices as new 'vehicles" (and possibly additional sectors) join the project so this activity will continue throughout tranches I and II.

Outcome 3 and Output 3.1 relate to the development, delivery and mainstreaming of MSB content and tools to enhance flyway friendly practices into sector processes and programs largely through the project "vehicles' but also as other relevant opportunities arise (e.g. input into national legal, policy and planning review processes for the key sectors) and consequently will occur throughout Tranches I and II.

Outcome 4 and outputs 4.1-4.3 relate to project management, monitoring and evaluation, lesson learning and adaptive management systems which are required throughout the life of the project and therefore included in both Tranche I and II.

iii. Triggers for entry into Tranche II

Triggers for project and partner entry into Tranche II are discussed in the text (paragraph 15). In the logframe they are presented under Outcome 4: Learning, evaluation and adaptive management.

Table 9: Logical Framework and Objectively Verifiable Impact Indicators

Project Strategy (showing relevant outcomes and outputs according to Tranche)	**Objectively verifiable indicators**
Goal	**Globally threatened and significant populations of soaring birds that migrate along the Rift Valley/Red Sea flyway are effectively maintained**

	Indicator	***Baseline***	***Target (Tranche I)***	***Target* (Tranche II)**	**Sources of verification**	**Risks and Assumptions**
GEF Project Objective: Conservation management objectives and actions for MSBs are mainstreamed effectively into the hunting, energy, agriculture, waste management and tourism sectors along the Rift Valley/Red Sea flyway, making this a safer route for soaring birds	Number of new and revised country sector policies (hunting, energy, agriculture, waste management and toruism) incorporating MSB issues approved by national governments	0 policies at start of year	A total of at least 6 sector policies approved (one from each pilot reform "vehicle") by end of year 5	A total of at least 20 sector policies approved from the 11 countries by end of year 10	- Government sector policy documents	Stable political and socio-economic environment in region External pressures on MSBs remain within projected threat analysis
	Number of new private sector projects and schemes incorporating MSB concerns in each target sector	Number at end of year 5	At least 4 among participating countries by end of year 5	At least one in each participating country by end of year 10	- Government agency reports - Private sector company annual reports	
	Annual application of GEF BD2	Score at beginning of year 1	Increased score at each yearly review	Increased score at each yearly review	Annual Project Evaluation Reports, Mid-term	

	Indicator	*Baseline*	*Target (Tranche I)*	*Target* (Tranche II)	Sources of verification	Risks and Assumptions
	tracking tool shows increased scores throughout life of project		of project up to end of year 5	of project up to end of year 10	Evaluation Report	
	Land managed for hunting, energy, agriculture and waste management under 'flyway friendly' practices at selected sites16 along flyway	0 ha at beginning of year 1	15% by end of year 5 compared to project start baseline	40% by end of year 10 compared to year 1 baseline	- Field assessment reports - Government statistics	
	Number sites with 'flyway friendly' practices along flyway	0 at start of year 1	At least 10 bottleneck sites by end of year 5	At least 23 bottlenecks by end of year 10	Project progress reports	

16 The various 'selected…sites' indicated in this logframe (largely referring to bottleneck sites) will be agreed at the inception phase based on the feasibility of data collection, local social and environmental conditions, existing baseline data, whether included within area of operation of project "vehicles" and other criteria. The exact boundaries and area of these sites will also be defined at inception. However, the minimum baseline area will comprise that of the flyway covered by the project "vehicles" identified for Tranche I – that is the Rift Valley in Jordan (35,000 sq km), all of Lebanon (10,500 sq km) and the areas covered by the LIFE Red Sea Project in Egypt (8,100 sq km) and Djibouti Power Access project (100 sq km), giving a total area of 53,700 sq km.

	Indicator	*Baseline*	*Target (Tranche I)*	*Target* (Tranche II)	Sources of verification	Risks and Assumptions
Outcome 1 Raised awareness of the flyway and altered social and cultural behaviours among target groups that threaten MSBs in the key sectors, decision-makers and the general public (Tranche I)	Increase in number of articles in national newspapers highlighting MSBs and flyway importance in Jordan, Lebanon, Palestine, Egypt and Ethiopia	Jordan – 0 articles; Lebanon – 3 articles; Palestine – 4 articles; Egypt – 0 articles; Ethiopia – 1 articles in 2004-2005	At least 10 articles/year at end of year 5in each country	At least 15 articles/year at end of year 10 in each country	Copies of national newspaper articles Project progress reports Documentation (letters, emails, etc) on requests for information	Awareness campaigns are able to alter behaviour and choices of general public influencing the political and decision-making process Level of public and government interest in the project is maintained throughout and beyond the project period
	Increase in number of hunters and tour guides able to identify specific soaring birds and name activities that threaten them operating at selected bottleneck sites	Number of hunters and tour guides aware of MSB issues at start of year 1 Lebanon (2005 data): 3 hunting groups aware of bird conservation issues, 2 eco-tour companies trained in bird identification Syria: 0%	50% increase in numbers of hunters and tour guides aware at end of year 5 compared to year 1 baseline figures	80% increase in numbers of hunters and tour guides aware at end of year 10 compared to year 1 baseline figures	- Reports from professional surveys and polls of hunters and tour guides commissioned by the project - Reports from awareness raising campaigns - Tour company annual reports - Project progress reports	

	Indicator	*Baseline*	*Target (Tranche I)*	*Target* (Tranche II)	Sources of verification	Risks and Assumptions
		hunters; 0% of tour companies				
	Number of government and private sector requests to project for 'flyway friendly' guidelines, best practice, and related materials	0 requests for information at start of year 1	At least 20 requests by end of year 5	At least 100 requests by end of year 10	- Documentation (letters, emails, etc) on requests for information - Project progress reports	
	Number of requests for 'flyway friendly' labelling scheme from hunting, energy, agricultural and waste management sector institutions	Year 6 will be baseline (when labelling schemes established)	Not applicable during Tranche I	Annual increase of 10% from year 6 to year 10	- Project progress reports - Sector agency reports	
	Increase in membership of national bird conservation NGOs in selected target countries	Lebanon (SPNL) – 38; Jordan (RSCN) – 500; Palestine (PWLS) – 120; Ethiopia (EWLS) – 400 (at 2002)	25% at end of year 5 on 2002 figures	25% increase at end of year 10 on year 5 figures	- NGO Annual reports	

	Indicator	*Baseline*	*Target (Tranche I)*	*Target* (Tranche II)	Sources of verification	Risks and Assumptions
Output 1.1 Concept of MSB Flyway established and promoted (Tranche I) **Output 1.2** Regional 'Flyway Facility' established to promote mainstreaming of MSB considerations (Tranche I) **Output 1.3** Targeted awareness campaigns on MSB flyway issues designed and carried out (Tranche I)						
Outcome 2 Increased national and regional capacity to effect double mainstreaming and application of Flyway concept (Tranche I and II)	Capacity of national partners to apply double-mainstreaming as indicated by BirdLife-UNDP capacity assessment scores 17	Partner capacity assessment scores at end of PDF-B phase	At least 7 partners with capacity assessment scores of over 18	At least 10 partners with capacity assessment scores of over 18	- Capacity assessment score reports at years 1 and 5 - Project reports	Government contributions (finances, counterpart staff) and co-financing contributions are forthcoming in a timely manner

17 BirdLife International and the project partners, with guidance and input from UNDP-GEF, undertook an assessment of the capacity of the partners to undertake mainstreaming activities (see Annex 13 of Project Document). Nine key areas for mainstreaming were identified, and a target score of at least 2 (scores range from 0-3) for each of the 9 key areas has been set for partners to allow entry into Tranche II. The self-assessment will be verified by UNDP and set as the baseline before CEO endorsement.

	Indicator	*Baseline*	*Target (Tranche I)*	*Target* (Tranche II)	Sources of verification	Risks and Assumptions
	Increase in number of joint national project partner-government and project partner-private sector partnerships established in key sectors during project period to achieve mainstreaming of MSB concerns	Jordan – 1 relevant partnership; Palestine – 4; Lebanon – 4; Ethiopia – 0; Egypt – no data; at 2005	2005 figure + 3 by end of year 5 for each national partner	2005 figure + minimum of 10 by end of year 10 for each national partner	- NGO evaluation reports from BirdLife Secretariat - Government and private sector company report - Project progress reports	
Output 2.1 Capacity of national partners strengthened to develop and promote concept of Flyway, respond to new opportunities and monitor content standards (Tranche I) **Output 2.2** Capacity of national government and private sector institutions strengthened to promote "flyway friendly" practices (Tranche I and II)						
Outcome 3 Content and tools to enhance flyway friendly practice developed, delivered and mainstreamed effectively into sector processes and programmes (Trenches I and II)	Number of existing and planned mainstreaming "vehicles" into which flyway content and tools are mainstreamed in each country18	0 programmes at start of year 1	At least 4 programmes with MSB issues integrated into project activities by end of year 5 (trigger for entry into	At least 15 programmes with MSB issues integrated into project activities by end of year 10	- Project progress reports - 'vehicle' project reports - Reports of national UNDP and other involved multinational, bilateral and national donor	Existing suitable donor-funded mainstreaming projects welcome added value provided by project Stable political, civil and socio-economic environment in region continues

18 See Annex 11 of Project Document for details of the 6 initial reform "vehicles" and the integration of the Soaring Birds Project into these projects

	Indicator	*Baseline*	*Target (Tranche I)*	*Target* (Tranche II)	Sources of verification	Risks and Assumptions
			Tranche II)		programmes	allowing donor- and country-driven development projects in target sectors to continue and be developed The market for 'flyway friendly' alternatives and services is created and maintained, even if economic instability occurs Approval and entry of agreed 'flyway friendly' policy and sector regulations and practices occurs without significant delays Adopting 'flyway friendly' designs and practices bring an economic or social benefit or have minimal cost Political instability (including changes in government administration) does not cause major changes in policy priorities

	Indicator	*Baseline*	*Target (Tranche I)*	*Target* (Tranche II)	Sources of verification	Risks and Assumptions
Indicators and targets for the 6 pilot projects **Lebanon Environmental Legislation, Lebanon Sustainable Hunting, Jordan Enforcement Double Mainstreaming vehicles**	Number of hunted MSBs recorded for sale (live and dead) at specific markets in Beirut including Sunday flea market, and Jordan,	Number birds recorded at each market during year 1 Jordan: 40 birds recorded in markets in 2004 Lebanon: 350 soaring birds sold in known markets in 2004 (real total much higher)	10% reduction in number birds traded in year 5 compared to year 1	25% reduction in number birds traded in year 10 compared to year 1	- Field assessment reports	Recipients of flyway content accept technical standard or added value of content provided by project despite project testing a new approach (double mainstreaming) Amendments to legislation and regulations modifications are officially approved and enacted in a timely fashion.
Djibouti Power Access Double Mainstreaming vehicle	Mortality rates19 from wind turbines and transmission lines in line with rates from international sites with 'best practice' designs and operations	Wind turbines and transmission data for year 1	- 25% of new wind farms with mortality rate of 0.2 birds/MW/year or less by end of year 5 - 10% of established wind farms with mortality	- 100% of new wind farms with mortality rate of 0.2 birds/MW/year or less by end of year 10 - 50% of established wind farms with mortality	- Field survey reports - Annual reports from private energy companies and government energy agencies	

19 The targets given here will be better defined through a workshop at the inception stage involving additional input from experts on wind and transmission line mortality from Europe and the US to allow for species-specific differences.

	Indicator	*Baseline*	*Target (Tranche I)*	*Target* (Tranche II)	Sources of verification	Risks and Assumptions
			of 0.4 birds/MW/year or less by end of year 5 -25% of transmission lines with mortality rate of 0.1 birds/km/year or less by end of year 5 - 10% of established transmission lines with mortality rate of 0.1 birds/km/year or less by end of year 5	of 0.4 birds/MW/year or less by end of year 10 -100% of transmission lines with mortality rate of 0.1 birds/km/year or less by end of year 10 - 25% of established transmission lines with mortality rate of 0.1 birds/km/year or less by end of year 10		
Egypt LIFE Double Mainstreaming Vehicle	Number tourism operators labelled 'flyway friendly' in target countries	0 tour operators at start of year 1	At least 1 tour operator in each participating country by end of year 10	At least 2 operators in each participating country by end of year 10	- Tour company and guide records - Project progress reports	
Lebanon Sustainable Hunting, **Jordan Enforcement Double Mainstreaming vehicles** **RARE Pride campaigns**	Number of hunting groups or individual hunters along flyway endorsing responsible	0 hunting groups endorsing responsible hunting practices at	At least 25% of groups endorsing responsible hunting practices at	At least 50% of groups endorsing responsible hunting practices at	- Signed endorsements of Responsible Hunting Guidelines and Code of Practice	

	Indicator	*Baseline*	*Target (Tranche I)*	*Target* (Tranche II)	Sources of verification	Risks and Assumptions
in Lebanon, Jordan and Egypt (also national awareness campaigns)	hunting practices (signatories to Responsible Hunting Guidelines and Code of Practice, operating 'Responsible Hunter' licensing schemes) in Lebanon, Jordan, and Egypt (as well as Syria, Palestine, and Yemen)	start of year 1	end of year 5	end of year 10	by hunting groups/associations - Hunting group/ association records and annual reports - Law enforcement and licensing agency statistics - Survey reports	
Lebanon Sustainable Hunting Double Mainstreaming vehicle	Number ammunition and gun suppliers in Lebanon, endorsing responsible hunting	0 national suppliers endorse responsible hunting in 2005	At least 25% of suppliers endorse responsible hunting by end of year 5	At least 50% of suppliers endorse responsible hunting by end of year 10	Signed endorsements of Responsible Hunting Guidelines and Code of Practice by ammunition and gun suppliers	
Egypt LIFE Double Mainstreaming Vehicle	% of EIAs for new waste management projects that address MSB concerns in project area and along Red Sea coast of Egypt	0 EIAs that address MSBs in 2004-2005	50% of new EIAs address MSBs by end of year 5	100% of new EIAs address MSBs by end of year 10 in areas receiving double-mainstreaming support	- Copies of EIA reports - Reports from government agencies responsible for EIAs	

	Indicator	*Baseline*	*Target (Tranche I)*	*Target* (Tranche II)	Sources of verification	Risks and Assumptions
Egypt LIFE Double Mainstreaming Vehicle	% of existing waste management sites where 'flyway friendly' best practice measures have been adopted	0 sites in 2005	80% of the sites within the "vehicle" project area meet criteria by end of year 5	80% of the sites within all the "vehicle" projects meet criteria by end of year 10	- "vehicle" project reports - Field survey reports	
Output 3.1. Technical content developed and integrated into appropriate reform "vehicles" **(Tranche I and II)**						
Outcome 4 Learning, evaluation and adaptive management increased (Tranche I and II)	Lessons learned from demonstration activities applied to other sites along the flyway	0 demonstration sites at start of year 1	Lessons learned applied to at least 5 other sites along flyway by end of year 5	Lessons learned applied to at least 12 other sites along flyway by end of year 10	- Project progress reports - References to project activities in reports, press releases, documents from additional bottleneck areas	Qualified, experienced and affordable project and technical staff are available in the region Countries are able to deliver on project activities on a large complex regional project with many partners
	Positive monitoring and evaluation reports, both internal and external	First evaluation report (first 6-monthly BirdLife report)	BirdLife and GEF-UNDP Mid-term Evaluations and reports at end of Tranche I show positive reports	BirdLife and GEF-UNDP Mid-term Evaluations and reports at end of Tranche II show positive reports	- Project progress reports - Monitoring and Evaluation reports by UNDP-GEF - Minutes of PSC, and other advisory meetings	

	Indicator	*Baseline*	*Target (Tranche I)*	*Target* (Tranche II)	Sources of verification	Risks and Assumptions
	Targets for project and partner entry into Tranche II verified	1. Baseline of 0 at start of year 1 2. Baseline of 0 at start of year 1 3. Baseline values at end of year 5 4. Baseline of 0 at start of year 1 5. Baseline of 0 at start of year 1 (existing information poor or non-existent)	1. 4 of the 6 double mainstreaming pilots in Tranche I successful 2. 1:3 GEF: co-financing ratio secured for Tranche II 3. Minimum score of 2 for each of 9 capacity measures identified by BirdLife capacity Assessment during PDFB stage 4. Agreement with at least one new reform vehicle for Tranche II 5. Establishment of material	Not applicable	- M&E reports - Project progress reports - written statements from project "vehicles" - Written guarantees to required co-financing levels - Project partner capacity assessment report - written agreements between project and potential vehicles - Independent peer-reviewed research reports - UNDP-GEF review reports	

	Indicator	*Baseline*	*Target (Tranche I)*	*Target* (Tranche II)	Sources of verification	Risks and Assumptions
			links between sector activity and bird mortality along the flyway and the establishment of baseline data against which impact indicators can be measured verified by UNDP-GEF, in accordance with GEF criteria			
Output 4.1 Project management structure established and operational (Tranche I and II) **Output 4.2** Project monitoring, evaluation, reporting and dissemination systems and structures established and operational (Tranche I and II) **Output 4.3** Establishment of appropriate monitoring schemes at selected sites to assess impact of mainstreaming interventions, strengthen impact indicators and assess other potential target sectors (Tranche I and II)						

SECTION III: Total Budget and Workplan

1. PROJECT TOTAL BUDGET:

Award ID:	**00034144 Soaring Birds**
Award Title:	PIMS 1878 BD FSP: Soaring Birds
Business Unit	JOR10
Project ID:	00036073
Project Title:	Mainstreaming conservation of migratory soaring birds into key productive sectors along the Rift Valley/Red Sea flyway
Executing Agency:	BirdLife International

GEF Outcome/Atlas Activity	Responsible Party (Implementing Agent)	Fund ID	Source of Funds	Atlas Budgetary Account Code	ERP/ATLAS Budget Description/Input	Amount (USD) Year 1	Amount (USD) Year 2	Amount (USD) Year 3	Amount (USD) Year 4	Amount (USD) Year 5	Total (USD)	See Budget Note
OUTCOME 1: Raised awareness of the flyway and altered social and cultural behaviours.	BirdLife International	62000	GEF	71200	International Consultants	60,000	60,000	60,000	60,000	60,000	300,000	1
				71300	Local Consultants	112,000	112,000	112,000	112,000	112,000	560,000	2
				71600	Travel	10,000	10,000	10,000	10,000	10,000	50,000	3
				72100	Contractual Services - Companies	222,000	353,000	38,000	38,000	33,000	684,000	4
				72200	Equipment and Furniture	45,000	0	0	0	0	45,000	5
				72300	Materials & Goods	15,000	15,000	15,000	15,000	15,000	75,000	6
				73100	Rental & Maintenance - Premises	15,500	15,500	15,500	15,500	15,500	77,500	7
			RARE	72100	Contractual Services - Companies	0	100,000	0	0	0	100,000	8
	Society for the Protection of Nature in Lebanon	62000	GEF	71600	Travel	8,500	3,500	3,500	3,500	3,500	22,500	3
				72100	Contractual Services - Companies	6,500	5,000	2,000	2,000	6,000	21,500	4
	Royal Society of the Conservation of Nature, Jordan	62000	GEF	71600	Travel	8,500	3,500	3,500	3,500	3,500	22,500	3
				72100	Contractual Services - Companies	6,500	5,000	2,000	2,000	6,000	21,500	4
	Ministry of Environmental Affairs, Egypt	62000	GEF	71600	Travel	8,500	3,500	3,500	3,500	3,500	22,500	3

				72100	Contractual Services - Companies	6,500	5,000	2,000	2,000	6,000	21,500	4
	Ministry of Environment, Djibouti	62000	GEF	71600	Travel	8,500	3,500	3,500	3,500	3,500	22,500	3
				72100	Contractual Services - Companies	6,500	5,000	2,000	2,000	6,000	21,500	4
					Subtotal	**539,500**	**699,500**	**272,500**	**272,500**	**283,500**	**2,067,500**	
OUTCOME 2: Increased national and regional capacity to effect double mainstreaming and application of flyway concept.	BirdLife International	62000	GEF	72100	Contractual Services - Companies	112,500	104,500	77,000	77,000	77,000	448,000	10
				72200	Equipment and Furniture	9,000	9,000	9,000	9,000	9,000	45,000	11
	Society for the Protection of Nature in Lebanon	62000	GEF	71600	Travel	2,000	2,000	2,000	2,000	2,000	10,000	9
				72200	Equipment and Furniture	1,500	1,500	1,500	1,500	1,500	7,500	11
	Royal Society of the Conservation of Nature, Jordan	62000	GEF	71600	Travel	2,000	2,000	2,000	2,000	2,000	10,000	9
				72200	Equipment and Furniture	1,500	1,500	1,500	1,500	1,500	7,500	11
	Ministry of Environmental Affairs, Egypt	62000	GEF	71600	Travel	2,000	2,000	2,000	2,000	2,000	10,000	9
				72200	Equipment and Furniture	1,500	1,500	1,500	1,500	1,500	7,500	11
	Ministry of Environment, Djibouti	62000	GEF	71600	Travel	2,000	2,000	2,000	2,000	2,000	10,000	9
				72200	Equipment and Furniture	1,500	1,500	1,500	1,500	1,500	7,500	11
					Subtotal	**135,500**	**127,500**	**100,000**	**100,000**	**100,000**	**563,000**	
OUTCOME 3: Content & tools to enhance flyway friendly practice developed, delivered & mainstreamed effectively into sector processes & programmes.	BirdLife International	62000	GEF	72100	Contractual Services - Companies	48,800	48,800	48,800	48,800	48,800	244,000	12
	Society for the Protection of Nature in Lebanon	62000	GEF	71300	Local Consultants	15,000	15,000	15,000	15,000	15,000	75,000	13
				72100	Contractual Services - Companies	236,800	236,800	236,800	236,800	236,800	1,184,000	12
	Royal Society of the Conservation of Nature, Jordan	62000	GEF	71300	Local Consultants	15,000	15,000	15,000	15,000	15,000	75,000	13
				72100	Contractual Services - Companies	41,400	41,400	41,400	41,400	41,400	207,000	12
	Ministry of Environmental Affairs, Egypt	62000	GEF	71300	Local Consultants	15,000	15,000	15,000	15,000	15,000	75,000	13
				72100	Contractual Services - Companies	108,000	108,000	108,000	108,000	108,000	540,000	12
	Ministry of Environment, Djibouti	62000	GEF	71300	Local Consultants	15,000	15,000	15,000	15,000	15,000	75,000	13
				72100	Contractual Services - Companies	54,000	54,000	54,000	54,000	54,000	270,000	12

					Subtotal	**549,000**	**549,000**	**549,000**	**549,000**	**549,000**	**2,745,000**	
OUTCOME 4: Learning, evaluation and adaptive management increased.	BirdLife International	62000	GEF	71200	International Consultants	40,173	40,173	40,173	40,173	40,174	200,866	14
				71300	Local Consultants	20,000	20,000	20,000	20,000	20,000	100,000	15
				71600	Travel	45,000	18,000	18,000	18,000	18,000	117,000	16
				72100	Contractual Services - Companies	99,600	11,600	54,600	11,600	115,600	293,000	17
				74100	Professional Services	48,575	48,575	48,575	48,576	48,576	242,877	18
	Society for the Protection of Nature in Lebanon	62000	GEF	71600	Travel	700	700	700	700	700	3,500	16
	Royal Society of the Conservation of Nature, Jordan	62000	GEF	71600	Travel	700	700	700	700	700	3,500	16
	Ministry of Environmental Affairs, Egypt	62000	GEF	71600	Travel	700	700	700	700	700	3,500	16
	Ministry of Environment, Djibouti	62000	GEF	71600	Travel	700	700	700	700	700	3,500	16
					Subtotal	**256,148**	**141,148**	**184,148**	**141,149**	**245,150**	**967,743**	
					Total	**1,480,148**	**1,517,148**	**1,105,648**	**1,062,649**	**1,177,650**	**6,343,243**	

Note:

1. The draft Annual Workplan (AWP) will be generated by the UNDP Country Office upon entry of the Total Budget and Workplan into Atlas and finalized - prior to signature of the project document - after a 5-day no objection review by the GEF Regional Coordinator.

Summary of Funds:

GEF	**1,480,148**	**1,417,148**	**1,105,648**	**1,062,649**	**1,177,650**	**6,243,243**
BirdLife International	123,073	123,073	123,074	123,074	123,074	615,368
RARE Conservation	0	100,000	0	0	0	100,000
SPNL/EC LIFE TCY-Building capacity for sustainable hunting of migratory birds project	277,865	0	0	0	0	277,865
UNDP-Agricultural Development Project, Lebanon	124,000	124,000	124,000	124,000	124,000	620,000

2. In-kind contributions should be included in the *Summary of Funds* only.

UNDP-Strengthening Lebanese Judiciary System (SEEL) Project, Lebanon	43,174	43,175	43,175	43,175	43,175	215,874
RSCN-Strengthening Environmental Enforcement Project	90,400	90,400	90,400	90,400	90,400	452,000
Sustainable Economic Growth in Red Sea Governorate Project, Egypt	220,000	220,000	220,000	220,000	220,000	1,100,000
World Bank - Power Access & Diversification Project, Djibouti	80,000	80,000	80,000	80,000	80,000	400,000
Society for the Protection of Nature in Lebanon	5,000	5,000	5,000	5,000	5,000	25,000
Royal Society of the Conservation of Nature, Jordan	35,250	35,250	35,250	35,250	35,250	176,250
Djibouti Ministry of Housing, Urbanisation & Territorial Management	13,700	13,700	13,700	13,700	13,700	68,500
Nature Conservation Sector of the Egyptian Environmental Agency	13,800	13,800	13,800	13,800	13,800	69,000
Wildlife & Forestry Unit of the Department of Regulatory Services, Ministry of Agriculture, Eritrea	19,640	19,640	19,640	19,640	19,640	98,200
Government of Ethiopia	1,300	1,300	1,300	1,300	1,300	6,500
Ethiopian Wildlife & Natural History Society	13,225	13,225	13,225	13,225	13,225	66,125

Government of Jordan	6,000	6,000	6,000	6,000	6,000	30,000
Palestinian Wildlife Society	10,410	10,410	10,410	10,410	10,410	52,050
Government of Sudan	2,000	2,000	2,000	2,000	2,000	10,000
Government of Syria	15,000	15,000	15,000	15,000	15,000	75,000
Government of Yemen	3,000	3,000	3,000	3,000	3,000	15,000
Yemen Wildlife Conservation Society	3,500	3,500	3,500	3,500	3,500	17,500
Total	2,580,485	2,339,621	1,928,122	1,885,123	2,000,124	10,733,475

Total Budget and Workplan: explanatory notes

Number	Note
1	Outcome 1 *"International Consultants"* covers the provision of a long-term Technical Advisor (Project Director) to provide overall flyway technical advice to Governments and partners (Tranche 1: 60 months @ $5,000 per month). This consultant will be recruited internationally, although it is anticipated that the succesful candidate will almost certainly be from the project's region. This consultant will be responsible for directing the outputs of the Regional Flyway Facility (including the double mainstreaming) and ensuring that all partners are provided with technical advice on the conservation of migratory soaring birds. The "International Consultants" rates are very low for a post of this seniority and reflect the fact that this project is being executed by an NGO.
2	Outcome 1 *"Local Consultants"* covers the provision of technical experts in the Regional Flyway Facility. These five consultants will deliver components of the outputs of the RFF and will be full time for Tranche 1 (5 x 60 months @ $500 to $2,500 per month)
3	Outcome 1 *"Travel"* includes: • Regional travel costs for senior RFF staff to support the development and promotion of Flyway brand in each of the partner countries. Given the number of countries (ten countries receiving GEF funding) and the complexities of this project the travel budget line is extremely low.
4	Outcome 1 *"Contractual Services - Companies"* includes: • Development and implementation of national communication strategies in ten countries ($1,500 per country); • Research and development costs associated with the review and development of 'flyway friendly' products and services, and labelling/certification systems, as well as professional marketing costs; • Development and maintenance of the project website and interactive online information portal; • RARE Pride campaigns in Lebanon, Jordan and Egypt ($100,000 each); • National awareness surveys and awareness raising campaigns in each of the partner countries. • Contracted out delivery of workshops (including branding and marketing) and awareness raising
5	Outcome 1 "*Equipment and Furniture*" includes: • All costs in this budgetline are essential to the implementation of the project and are low by international standards; • Purchase of essential office equipment including computers, desks, chairs for the Regional Flyway Facility; • Purchase of an essential second-hand small car for national travel within Jordan for developing and maintaining partnerships, and ensuring effective project implementation. CoordiDue to the complex nature of this project it is most cost effective to purchase a vehicle.
6	Outcome 1 "*Materials & Goods"* includes: • "Flyway brand" materials (including stationery, professionally designed logo, stickers, labels, notepaper, packaging, promotional materials, information DVD, etc) and associated distribution costs.
7	Outcome 1 "*Rental & Maintenance – Premises*" includes: • Essential contribution to office rental and running costs to accommodate additional RFF staff; • Provision of international phone line and internet connection for RFF – essential for communication across 11 countries.
8	Outcome 1 RARE co-financing *"Contractual Services - Companies"* covers a cash contribution to the costs of three RARE pride campaigns for the conservation of migratory soaring birds in Egypt, Jordan and Lebanon.
9	Outcome 2 "*Travel*" includes: • National travel to develop partnerships with other potential 'vehicles' in each of the ten partner countries ($2,000 per country per year);

10	Outcome 2 *"Contractual Services - Companies"* includes: • Partner capacity and training needs assessments for each of the ten partners; • Support for institutional & systemic changes within partner organisations based on above assessments; • Six double-mainstreaming "vehicles" capacity and institutional capacity and training needs assessments; • Support for institutional and systemic changes within public and private sector in each of the partner countries to facilitate mainstreaming of MSBs. • Contracted out delivery of workshops (including project management and financial administration, marketing and business development, advocacy and communications, networking, institutional reform) and awareness raising and marketing
11	Outcome 2 "*Equipment and Furniture*" includes: • Purchase of essential, limited, office equipment including computers, desks, chairs for the 10 national partners, where existing equipment is insufficient; • Provision for specific, essential, technical equipment to 'vehicles' to adopt the Flyway concept and mainstream Soaring Birds;
12	Outcome 3 "*Contractual Services - Companies*" represents the funds available for double-mainstreaming "vehicles" to incorporate practices that are appropriate for the conservation of migratory soaring birds, over and above their standard practices.
13	Outcome 3 *"Local Consultants"* covers the costs of providing technical support to the double-mainstreaming 'vehicles' in Djibouti, Egypt, Jordan and Lebanon. These consultants will be responsible for ensuring that 'vehicles' actively mainstream migratory soaring bird conservation. There will be a national manager (Tranche 1: 60 months @ $1,000 per month) and a part-time assistant (Tranche 1: 60 months @ $250 per month) in each of the four countries.
14	Outcome 4 *"International Consultants"* covers the essential costs for ensuring the effective institutionalisation of the flyway concept within BirdLife International and the BirdLife Partnership. The consultants under this line will be responsible for ensuring that the technical needs of the project are met from leading international experts in the field of avian conservation, and also ensuring that the conservation of migratory soaring birds are mainstreamed within BirdLife. These are existing posts within BirdLife, and these costs are essential for the success of the project. Once again, the "International Consultants" rates are extremely low for posts of this seniority and reflect the fact that this project is being executed by an NGO.
15	Outcome 4 *"Local Consultants"* covers the national costs of measuring project outcome indicators, as well as providing specific technical reports.
16	Outcome 4 "*Travel*" includes: • National and international travel for project management and technical supervision by senior RFF and project staff; • Regional Project Inception Workshop plus national launches in all ten partner countries; • Travel costs associated with staff recruitment (primarily for the Project Director – an internationally recruited post); • Travel for the M&E plan; • Travel for Project Steering Committee members.
17	Outcome 4 "*Contractual Services - Companies*" includes: • Capacity Assessments for entry to Tranche 2; • Measurement of Means of Verification for Project Purpose Indicators; • Adaptive management reviews; • Independent mid-term evaluation; • Documenting lessons learnt; • Audit; • Contracted out field monitoring of status of flyway and bottleneck sites at national level (all ten countries) to input into awareness campaigns and mainstreaming activities.
18	Outcome 4 *"Professional Services"* is BirdLife International's management fee.

2. REGIONAL COMPONENT: BLI

Award ID:	**00034144 Soaring Birds**
Award Title:	PIMS 1878 BD FSP: Soaring Birds
Business Unit	JOR10
Project ID:	00036073
Project Title:	Mainstreaming conservation of migratory soaring birds into key productive sectors along the Rift Valley/Red Sea flyway
Executing Agency:	BirdLife International

GEF Outcome/Atlas Activity	Responsible Party (Implementing Agent)	Fund ID	Source of Funds	Atlas Budgetary Account Code	ERP/ATLAS Budget Description/Input	Amount (USD) Year 1	Amount (USD) Year 2	Amount (USD) Year 3	Amount (USD) Year 4	Amount (USD) Year 5	Total (USD)
OUTCOME 1: Raised awareness of the flyway and altered social and cultural behaviours.	BirdLife International	62000	GEF	71200	International Consultants	60,000	60,000	60,000	60,000	60,000	300,000
				71300	Local Consultants	112,000	112,000	112,000	112,000	112,000	560,000
				71600	Travel	10,000	10,000	10,000	10,000	10,000	50,000
				72100	Contractual Services - Companies	222,000	353,000	38,000	38,000	33,000	684,000
				72200	Equipment and Furniture	45,000	0	0	0	0	45,000
				72300	Materials & Goods	15,000	15,000	15,000	15,000	15,000	75,000
				73100	Rental & Maintenance - Premises	15,500	15,500	15,500	15,500	15,500	77,500
			RARE	72100	Contractual Services - Companies	0	100,000	0	0	0	100,000
					Subtotal	**479,500**	**565,500**	**250,500**	**250,500**	**245,500**	**1,791,500**
OUTCOME 2: Increased national and regional capacity to effect double mainstreaming and application of flyway concept.	BirdLife International	62000	GEF	72100	Contractual Services - Companies	112,500	104,500	77,000	77,000	77,000	448,000
				72200	Equipment and Furniture	9,000	9,000	9,000	9,000	9,000	45,000
					Subtotal	**121,500**	**113,500**	**86,000**	**86,000**	**86,000**	**493,000**

OUTCOME 3: Content & tools to enhance flyway friendly practice developed, delivered & mainstreamed effectively into sector processes & programmes.	BirdLife International	62000	GEF	72100	Contractual Services - Companies	48,800	48,800	48,800	48,800	48,800	244,000
					Subtotal	**48,800**	**48,800**	**48,800**	**48,800**	**48,800**	**244,000**
OUTCOME 4: Learning, evaluation and adaptive management increased.	BirdLife International	62000	GEF	71200	International Consultants	40,173	40,173	40,173	40,173	40,174	200,866
				71300	Local Consultants	20,000	20,000	20,000	20,000	20,000	100,000
				71600	Travel	45,000	18,000	18,000	18,000	18,000	117,000
				72100	Contractual Services - Companies	99,600	11,600	54,600	11,600	115,600	293,000
				74100	Professional Services	48,575	48,575	48,575	48,576	48,576	242,877
					Subtotal	**253,348**	**138,348**	**181,348**	**138,349**	**242,350**	**953,743**
					Total	**903,148**	**866,148**	**566,648**	**523,649**	**622,650**	**3,482,243**

Note:

1. The draft Annual Workplan (AWP) will be generated by the UNDP Country Office upon entry of the Total Budget and Workplan into Atlas and finalized - prior to signature of the project document - after a 5-day no objection review by the GEF Regional Coordinator.

2. In-kind contributions should be included in the *Summary of Funds* only.

Summary of Funds:

GEF	**903,148**	**766,148**	**566,648**	**523,649**	**622,650**	**3,382,243**
BirdLife International	123,073	123,073	123,074	123,074	123,074	615,368
RARE Conservation	0	100,000	0	0	0	100,000
Wildlife & Forestry Unit of the Department of Regulatory Services, Ministry of Agriculture, Eritrea	19,640	19,640	19,640	19,640	19,640	98,200
Government of Ethiopia	1,300	1,300	1,300	1,300	1,300	6,500
Ethiopian Wildlife & Natural History Society	13,225	13,225	13,225	13,225	13,225	66,125
Palestinian Wildlife Society	10,410	10,410	10,410	10,410	10,410	52,050
Government of Sudan	2,000	2,000	2,000	2,000	2,000	10,000
Government of Syria	15,000	15,000	15,000	15,000	15,000	75,000

Government of Yemen	3,000	3,000	3,000	3,000	3,000	15,000
Yemen Wildlife Conservation Society	3,500	3,500	3,500	3,500	3,500	17,500
Total	1,094,296	1,057,296	757,797	714,798	813,799	4,437,986

See budget notes under Overall Project.

3. NATIONAL COMPONENT (LEBANON): BLI / SPNL

Award ID:	**00034144 Soaring Birds**
Award Title:	PIMS 1878 BD FSP: Soaring Birds
Business Unit	JOR10
Project ID:	00036073
Project Title:	Mainstreaming conservation of migratory soaring birds into key productive sectors along the Rift Valley/Red Sea flyway
Executing Agency:	BirdLife International

GEF Outcome/Atlas Activity	Responsible Party (Implementing Agent)	Fund ID	Source of Funds	Atlas Budgetary Account Code	ERP/ATLAS Budget Description/Input	Amount (USD) Year 1	Amount (USD) Year 2	Amount (USD) Year 3	Amount (USD) Year 4	Amount (USD) Year 5	Total (USD)
OUTCOME 1: Raised awareness of the flyway and altered social and cultural behaviours.	Society for the Protection of Nature in Lebanon	62000	GEF	72100	Contractual Services - Companies	6,500	5,000	2,000	2,000	6,000	21,500
				71600	Travel	8,500	3,500	3,500	3,500	3,500	22,500
					Subtotal	**15,000**	**8,500**	**5,500**	**5,500**	**9,500**	**44,000**
OUTCOME 2: Increased national and regional capacity to effect double mainstreaming and application of flyway concept.	Society for the Protection of Nature in Lebanon	62000	GEF	71600	Travel	2,000	2,000	2,000	2,000	2,000	10,000
				72200	Equipment and Furniture	1,500	1,500	1,500	1,500	1,500	7,500
					Subtotal	**3,500**	**3,500**	**3,500**	**3,500**	**3,500**	**17,500**
OUTCOME 3: Content & tools to enhance flyway friendly practice developed, delivered & mainstreamed effectively into sector processes & programmes.	Society for the Protection of Nature in Lebanon	62000	GEF	71300	Local Consultants	15,000	15,000	15,000	15,000	15,000	75,000
				72100	Contractual Services - Companies	236,800	236,800	236,800	236,800	236,800	1,184,000
					Subtotal	**251,800**	**251,800**	**251,800**	**251,800**	**251,800**	**1,259,000**

OUTCOME 4: Learning, evaluation and adaptive management increased.	Society for the Protection of Nature in Lebanon	62000	GEF	71600	Travel	700	700	700	700	700	3,500
					Subtotal	**700**	**700**	**700**	**700**	**700**	**3,500**
					Total	**271,000**	**264,500**	**261,500**	**261,500**	**265,500**	**1,324,000**

Note:

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2. In-kind contributions should be included in the *Summary of Funds* only.

Summary of Funds:

GEF	**271,000**	**264,500**	**261,500**	**261,500**	**265,500**	**1,324,000**
SPNL/EC LIFE TCY-Building capacity for sustainable hunting of migratory birds project	277,865	0	0	0	0	277,865
UNDP-Agricultural Development Project, Lebanon	124,000	124,000	124,000	124,000	124,000	620,000
UNDP-Strengthening Lebanese Judiciary System (SEEL) Project, Lebanon	43,174	43,175	43,175	43,175	43,175	215,874
Society for the Protection of Nature in Lebanon	5,000	5,000	5,000	5,000	5,000	25,000
Total	721,039	436,675	433,675	433,675	437,675	2,462,739

See budget notes under Overall Project.

4. NATIONAL COMPONENT (JORDAN): BLI / RSCN

Award ID:	**00034144 Soaring Birds**
Award Title:	PIMS 1878 BD FSP: Soaring Birds
Business Unit	JOR10
Project ID:	00036073
Project Title:	Mainstreaming conservation of migratory soaring birds into key productive sectors along the Rift Valley/Red Sea flyway
Executing Agency:	BirdLife International

GEF Outcome/Atlas Activity	Responsible Party (Implementing Agent)	Fund ID	Source of Funds	Atlas Budgetary Account Code	ERP/ATLAS Budget Description/Input	Amount (USD) Year 1	Amount (USD) Year 2	Amount (USD) Year 3	Amount (USD) Year 4	Amount (USD) Year 5	Total (USD)
OUTCOME 1: Raised awareness of the flyway and altered social and cultural behaviours.	Royal Society of the Conservation of Nature, Jordan	62000	GEF	72100	Contractual Services - Companies	6,500	5,000	2,000	2,000	6,000	21,500
				71600	Travel	8,500	3,500	3,500	3,500	3,500	22,500
					Subtotal	**15,000**	**8,500**	**5,500**	**5,500**	**9,500**	**44,000**
OUTCOME 2: Increased national and regional capacity to effect double mainstreaming and application of flyway concept.	Royal Society of the Conservation of Nature, Jordan	62000	GEF	71600	Travel	2,000	2,000	2,000	2,000	2,000	10,000
				72200	Equipment and Furniture	1,500	1,500	1,500	1,500	1,500	7,500
					Subtotal	**3,500**	**3,500**	**3,500**	**3,500**	**3,500**	**17,500**
OUTCOME 3: Content & tools to enhance flyway friendly practice developed, delivered & mainstreamed effectively into sector processes & programmes.	Royal Society of the Conservation of Nature, Jordan	62000	GEF	71300	Local Consultants	15,000	15,000	15,000	15,000	15,000	75,000
				72100	Contractual Services - Companies	41,400	41,400	41,400	41,400	41,400	207,000
					Subtotal	**56,400**	**56,400**	**56,400**	**56,400**	**56,400**	**282,000**

OUTCOME 4: Learning, evaluation and adaptive management increased.	Royal Society of the Conservation of Nature, Jordan	62000	GEF	71600	Travel	700	700	700	700	700	3,500
					Subtotal	**700**	**700**	**700**	**700**	**700**	**3,500**
					Total	**75,600**	**69,100**	**66,100**	**66,100**	**70,100**	**347,000**

Note:

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2. In-kind contributions should be included in the *Summary of Funds* only.

Summary of Funds:

GEF	**75,600**	**69,100**	**66,100**	**66,100**	**70,100**	**347,000**
RSCN-Strengthening Environmental Enforcement Project	90,400	90,400	90,400	90,400	90,400	452,000
Royal Society of the Conservation of Nature, Jordan	35,250	35,250	35,250	35,250	35,250	176,250
Government of Jordan	6,000	6,000	6,000	6,000	6,000	30,000
Total	207,250	200,750	197,750	197,750	201,750	1,005,250

See budget notes under Overall Project.

5. NATIONAL COMPONENT (DJIBOUTI): BLI / MOE

Award ID:	**00034144 Soaring Birds**
Award Title:	PIMS 1878 BD FSP: Soaring Birds
Business Unit	JOR10
Project ID:	00036073
Project Title:	Mainstreaming conservation of migratory soaring birds into key productive sectors along the Rift Valley/Red Sea flyway
Executing Agency:	BirdLife International

GEF Outcome/Atlas Activity	Responsible Party (Implementing Agent)	Fund ID	Source of Funds	Atlas Budgetary Account Code	ERP/ATLAS Budget Description/Input	Amount (USD) Year 1	Amount (USD) Year 2	Amount (USD) Year 3	Amount (USD) Year 4	Amount (USD) Year 5	Total (USD)
OUTCOME 1: Raised awareness of the flyway and altered social and cultural behaviours.	Ministry of Environment, Djibouti	62000	GEF	72100	Contractual Services - Companies	6,500	5,000	2,000	2,000	6,000	21,500
				71600	Travel	8,500	3,500	3,500	3,500	3,500	22,500
					Subtotal	**15,000**	**8,500**	**5,500**	**5,500**	**9,500**	**44,000**
OUTCOME 2: Increased national and regional capacity to effect double mainstreaming and application of flyway concept.	Ministry of Environment, Djibouti	62000	GEF	71600	Travel	2,000	2,000	2,000	2,000	2,000	10,000
				72200	Equipment and Furniture	1,500	1,500	1,500	1,500	1,500	7,500
					Subtotal	**3,500**	**3,500**	**3,500**	**3,500**	**3,500**	**17,500**
OUTCOME 3: Content & tools to enhance flyway friendly practice developed, delivered & mainstreamed effectively into sector processes & programmes.	Ministry of Environment, Djibouti	62000	GEF	71300	Local Consultants	15,000	15,000	15,000	15,000	15,000	75,000
				72100	Contractual Services - Companies	54,000	54,000	54,000	54,000	54,000	270,000
					Subtotal	**69,000**	**69,000**	**69,000**	**69,000**	**69,000**	**345,000**
OUTCOME 4: Learning, evaluation and adaptive management increased.	Ministry of Environment, Djibouti	62000	GEF	71600	Travel	700	700	700	700	700	3,500

					Subtotal	**700**	**700**	**700**	**700**	**700**	**3,500**
					Total	**88,200**	**81,700**	**78,700**	**78,700**	**82,700**	**410,000**

Note:

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2. In-kind contributions should be included in the *Summary of Funds* only.

Summary of Funds:

GEF	**88,200**	**81,700**	**78,700**	**78,700**	**82,700**	**410,000**
World Bank - Power Access & Diversification Project, Djibouti	80,000	80,000	80,000	80,000	80,000	400,000
Djibouti Ministry of Housing, Urbanisation & Territorial Management	13,700	13,700	13,700	13,700	13,700	68,500
Total	181,900	175,400	172,400	172,400	176,400	878,500

See budget notes under Overall Project.

6. NATIONAL COMPONENT (EGYPT): BLI / MOE

Award ID:	**00034144 Soaring Birds**
Award Title:	PIMS 1878 BD FSP: Soaring Birds
Business Unit	JOR10
Project ID:	00036073
Project Title:	Mainstreaming conservation of migratory soaring birds into key productive sectors along the Rift Valley/Red Sea flyway
Executing Agency:	BirdLife International

GEF Outcome/Atlas Activity	Responsible Party (Implementing Agent)	Fund ID	Source of Funds	Atlas Budgetary Account Code	ERP/ATLAS Budget Description/Input	Amount (USD) Year 1	Amount (USD) Year 2	Amount (USD) Year 3	Amount (USD) Year 4	Amount (USD) Year 5	Total (USD)
OUTCOME 1: Raised awareness of the flyway and altered social and cultural behaviours.	Ministry of Environmental Affairs, Egypt	62000	GEF	72100	Contractual Services - Companies	6,500	5,000	2,000	2,000	6,000	21,500
				71600	Travel	8,500	3,500	3,500	3,500	3,500	22,500
					Subtotal	**15,000**	**8,500**	**5,500**	**5,500**	**9,500**	**44,000**
OUTCOME 2: Increased national and regional capacity to effect double mainstreaming and application of flyway concept.	Ministry of Environmental Affairs, Egypt	62000	GEF	71600	Travel	2,000	2,000	2,000	2,000	2,000	10,000
				72200	Equipment and Furniture	1,500	1,500	1,500	1,500	1,500	7,500
					Subtotal	**3,500**	**3,500**	**3,500**	**3,500**	**3,500**	**17,500**
OUTCOME 3: Content & tools to enhance flyway friendly practice developed, delivered & mainstreamed effectively into sector processes & programmes.	Ministry of Environmental Affairs, Egypt	62000	GEF	71300	Local Consultants	15,000	15,000	15,000	15,000	15,000	75,000
				72100	Contractual Services - Companies	108,000	108,000	108,000	108,000	108,000	540,000
					Subtotal	**123,000**	**123,000**	**123,000**	**123,000**	**123,000**	**615,000**
OUTCOME 4: Learning, evaluation and adaptive management increased.	Ministry of Environmental Affairs, Egypt	62000	GEF	71600	Travel	700	700	700	700	700	3,500

				Subtotal	**700**	**700**	**700**	**700**	**700**	**3,500**
				Total	**142,200**	**135,700**	**132,700**	**132,700**	**136,700**	**680,000**

Note:

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2. In-kind contributions should be included in the *Summary of Funds* only.

Summary of Funds:						
GEF	**142,200**	**135,700**	**132,700**	**132,700**	**136,700**	**680,000**
Sustainable Economic Growth in Red Sea Governorate Project, Egypt	220,000	220,000	220,000	220,000	220,000	1,100,000
Nature Conservation Sector of the Egyptian Environmental Agency	13,800	13,800	13,800	13,800	13,800	69,000
Total	376,000	369,500	366,500	366,500	370,500	1,849,000

See budget notes under Overall Project.

SECTION IV: Additional information

PART 1: OTHER AGREEMENTS

1. Please see attached letters of endorsement.

2. Please see attached letters of co-financing commitment.

3. Please see attached Memoranda of Understanding/Agreement.

PART 2: TERMS OF REFERENCES FOR KEY PROJECT STAFF AND MAIN SUB-CONTRACTS

Terms of reference for the following project positions are included below:

- Regional Flyway Facility Project Director
- Assistant Regional Project Director
- Flyways Officers (x2)
- Finance and Administration Officer
- Secretary and Receptionist
- Head of BirdLife International Regional Divisions
- National Project Manager
- National Assistant

Terms of Reference for the following project committees are also included below:

- Project Steering Committee
- National Advisory Committee

2.1 TERMS OF REFERENCE- REGIONAL FLYWAY FACILITY

Terms of Reference – Project Director

The terms of reference for the Project Director will cover the duration of the Project (60 months). The project Director will be a staff person of the Regional Flyway Facility, with input (100% of his/her time) funded by the project. The primary responsibility of the Project Director is to ensure the Project objectives, outputs and activities are achieved on time and to the satisfaction of UNDP. The PD will be based at the Regional Flyway Facility (RFF) office in Amman (accommodated within the BirdLife International Middle East Division)

Role of the Project Director

The Project Director will:

- Provide overall direction and co-ordination of the technical and administrative aspects of the project including inputs from the NIAs and UNDP-COs.
- Direct and provide guidance to achieve double mainstreaming objectives at national and regional levels.
- Help build the capacity of the national implementing agencies to enable them to participate in Tranche II at which time project partners will be expected to develop relationships with a wider range of stakeholders to achieve double mainstreaming.
- Coordinate through the Assistant Project Director, the two Flyways Officers and regional offices, and project activities of the BirdLife network. There will be linkages to BirdLife Partner and Affiliate organisations in participating countries through the regional offices, providing a network for influence, exchange, support, capacity development and knowledge management.
- Implement specific components of the Project, in collaboration with the RFF staff and regional offices.
- Identify and appoint, in conjunction with BirdLife International and consultation with UNDP-Amman any consultants required to carry out specific project components and training.
- Develop the terms of reference for international and national consultants carrying out specific project components of the Project.
- Supervise and co-ordinate the performance, in conjunction with the RFF staff, of the international and national partners in carrying out specific project components of the Project.
- Develop and submit an overall detailed work program with input from the implementing partners for the execution of the Project and the delivery of outputs
- Ensure that individual components of the Project are delivered on time and assure quality control.
- Develop and implement in coordination with RFF staff a fundraising strategy that aims to sustain the RFF beyond the project duration and responds to emerging fundraising opportunities. As far as possible this fundraising will be integrated within regional fundraising plans.
- Liaise with and supervise communication with UNDP/GEF.
- In coordination with UNDP-Amman, establish the Project Steering Committee (PSC), ensuring that it meets annually during the course of the Project.
- As the secretary of the PSC, ensure that the recommendations of the PSC are distributed and taken into account in the Project implementation.
- Oversee resource allocation and ensure budgetary control.
- Receive quarterly progress and financial reports from implementing partners, coordinate the input, certify and develop a consolidated project report to be submitted to UNDP/GEF.

- Supervise and facilitate the mid-term and final evaluation of the project by an independent evaluation team.
- Develop and submit a terminal report to UNDP-GEF and BirdLife International six months before the end of the project and implement the recommendation for its successful closure.
- Ensure that UNDP/GEF norms and standards for project monitoring and reporting are properly met.
- Attend as appropriate national, regional and international events to enhance information sharing and dissemination and lessons learned.
- Ensure coordination mechanisms are established in each relevant country to include as a minimum the UNDP-CO, the national partner/implementing agency, and the GEF-OFP.
- Develop a comprehensive Business Plan for the sustainable operation of the RFF beyond the project life with an exit strategy for the integration of the RFF within the structure of BirdLife International.
- Coordinate, consult and synthesize relationships with other GEF or non-GEF funded projects which could serve and enhance the objectives of this project.

Relationships

The Project Director will:

- Report as appropriate to the BirdLife Site Action Unit regarding project performance, administrative and financial issues.
- Be accountable to UNDP/GEF for the achievement of project objectives, results, and all fundamental aspects of project execution.
- Maintain regular communication with UNDP-GEF, the Project Steering Committee (PSC) and with BirdLife International.
- Maintain regular contact with Heads of BirdLife Regional Offices in Amman and Nairobi.
- Technical supervision of the regional project consultants and coordination of BirdLife international consultants.
- Facilitate communications with and among national implementing agencies.

Qualifications

The Project Director will have the following qualifications or be able to demonstrate:

- An advanced university degree (PhD or MSc) in any discipline related to the natural sciences.
- A minimum of 15 years of professional experience, five of which should be at the international level in project development, strategic planning and management, related to conservation and the conservation of habitats and/or their biological diversity.
- An ability to work with a variety of people including government officials, international and national non-governmental organizations (NGOs), local stakeholders, experts and consultants.
- Proven experience of working with government at high level.
- Proven experience in facilitating and chairing meetings and/or workshops.
- Proven knowledge of the environmental sector in the Middle East and/or North and Eastern Africa.
- Excellent communication skills.
- A proven ability to manage budgets.
- Proven track record in fundraising.
- Good organizational and planning skills and an ability to adhere to deadlines.
- Excellent writing skills.
- Fluency in written and spoken English and a second UN language. (Arabic is a significant additional advantage).

Input
Full-time for the duration of the Project (100%)

Terms of Reference - Assistant Project Director

The terms of reference for the Assistant Project Director (APD) will run for 60 months of the Project. His/her input (100% of the time) will be funded by the project. The APD will have appropriate marketing and communication skills and project managing capacity. The APD will be based at the Regional Flyway Facility (RFF) office in Amman.

Role of the Assistant Project Director

Within the RFF, the APD will:

- Assist the Project Director to provide direction and co-ordination of the technical and administrative aspects of the project.
- Implement specific components of the Project, in collaboration with the Project Director mainly those related to communication, marketing and branding, and fundraising.
- Ensure all administrative and operational activities of the project are successfully implemented.
- Co-ordinate through the Flyway Officers (FOs), the performance of National Implementing Agencies, and international consultants carrying out specific project components of the Project, under the supervision of the Project Director.
- Coordinate input from the different implementing agencies for the development of an overall and detailed five-year and annual work programmes.
- Coordinate the preparation and submission of quarterly technical and financial reports from the different implementing partners and submit for the approval of the Project Director.
- Establish a monitoring and evaluation system for the entire project in coordination with the implementing agents and according to verifiable indicators for the achievement of the project objectives and results ensuring that individual components of the Project within the region are delivered on time.
- Supervise the two FOs and RFF finance and administrative staff.
- Assist Project Director and FOs with exploring new vehicles for Tranche I and II countries and sustainability of the RFF.
- Develop in coordination with the FOs, international consultants and implementing partners an overall communication, knowledge management and outreach strategy and action plan for the dissemination of the project findings, results and knowledge products.

Relationships

The APD will:

- Assist PD to Co-ordinate project implementation.
- The APD will be supervised by and report on a day-to-day basis to the PD. The APD will be accountable to the Project Director for the achievement of project objectives, results, and all fundamental aspects of project execution
- Coordinate and supervise the two Flyways Officers (FOs) with regard to Tranche 1 countries.
- Coordinate with the two FOs with regard to Potential National Implementing Agencies of the Tranche II countries within their respective regions and delivery of Capacity building programmes.
- Assist PD to maintain regular contact with and supervise the work of hired consultants as required.
- Assist PD and FOs to implement national activities of Branding & Marketing and Private Sector engagement.
- Assist PD in developing and implementing in coordination with FOs a fundraising strategy that aims to sustain the RFF beyond the project duration and responds to emerging fundraising opportunities. As far as possible this fundraising will be integrated within regional fundraising plans.

- Assist PD to develop and submit quarterly progress and financial reports to UNDP-GEF and to develop and submit a terminal report to UNDP- GEF and BirdLife International.
- Coordinate with the two FOs to develop and maintain communication mechanisms powered by RFF especially with regard to National liaison groups, any established technical groups and discussion forums.

Qualifications

The APD will have the following qualifications or be able to demonstrate:

- An advanced degree (MSc) or proven equivalent experience, in any appropriate discipline e.g. Natural Sciences, Project Management. Ancillary qualifications related to Marketing and communication will be advantageous
- A minimum of 10 years experience in project management, related to conservation and the conservation of habitats and/or their biological diversity.
- An ability to work with a variety of people including government officials, international and national non-governmental organizations (NGOs), local stakeholders, experts and consultants.
- Good organizational and planning skills and an ability to adhere to deadlines.
- Fluency in written and spoken English, as well as Arabic. Knowledge of French will be a distinct advantage.
- Willingness to travel within the region

Input

Full time for the duration of the Project (100%)

Terms of Reference – Flyways Officers

The terms of reference for the two Flyways Officers (FOs) will run for 60 months of the Project. Their input (100% of their time) will be funded by the project. The two FOs will have appropriate technical skills and knowledge of the regions concerned (Middle East and North Africa). The FO for the Middle East will be based at the RFF, and the FO for Africa will be based at the BirdLife regional secretariats in Nairobi.

Role of the Flyways Officers

Within their respective regions the FO will:

- Assist the PD and APD in providing direction and co-ordination of the technical aspects of the project in their respective regions.
- Implement specific components of the Project, in collaboration with the Assistant Project Director mainly those related to double mainstreaming and directing vehicles.
- Supervise and co-ordinate the performance of National Implementing Agents, and international consultants carrying out specific project components of the Project, in conjunction with the Assistant Project Director.
- Assist the Project Director to develop and submit a detailed work program for the execution of the Project and the delivery of outputs.
- Ensure that individual components of the Project within the region are delivered on time and reports are submitted on schedule.
- Coordinate communication within countries involved in the project to enhance partnership, information sharing and knowledge management.
- Supervise inclusion of co-financing and reporting of the Project, in close collaboration with the Assistant Project Director, Project Steering Committee, National Implementing Agencies, BirdLife International (Head of Africa or Head of Middle East Division, as appropriate), and UNDP-GEF
- Assist Project Director with exploring new vehicles for Tranche I and II countries and sustainability of the RFF.
- Oversee resource allocation and ensure budgetary control within the region
- Assist the Project Director to develop and submit quarterly progress and financial reports to UNDP-GEF and BirdLife International.

Relationships

The FOs will:

- Co-ordinate project implementation within their respective regions
- Be accountable and report to the Assistant Project Director who will supervise their work.
- Be accountable to the Project Director for the achievement of project objectives, results, and all fundamental aspects of project execution
- Maintain regular communication with National Implementing Agents of the Tranche 1 countries within their respective regions.
- Maintain regular communication with Potential National Implementing Agents of the Tranche II countries within their respective regions and delivery of Capacity building programmes.
- Maintain regular communication with the Project Director
- Maintain regular contact with and supervise the work of hired consultants as required

Qualifications

The FOs will have the following qualifications or be able to demonstrate:

- An advanced degree (MSc), or proven equivalent experience, in any discipline related to the natural sciences.
- A minimum of five years experience in project management, related to conservation and the conservation of habitats and/or their biological diversity.
- An ability to work with a variety of people including government officials, international and national non-governmental organizations (NGOs), local stakeholders, experts and consultants.
- Proven knowledge of the environmental sector within the respective region (Middle East/or North and Eastern Africa).
- Good communication skills.
- Good organizational and planning skills and an ability to adhere to deadlines.
- Fluency in written and spoken English, as well as Arabic (for the Middle East FO). A knowledge of either French or Arabic will be a distinct advantage for the North Africa FO.
- Willingness to travel within the region

Input
Full time for the duration of the Project (100%)

Terms of Reference – Finance and Administration Officer (FAO)

Role

The FAO will:

- Support the Regional Flyway Facility Project Director and Assistant Director with managing project funds in accordance with international accounting procedures and according to UNDP requirements.
- Maintain accurate, up-to-date, project accounts related to the project component directly implemented by the RFF and obtain for coordination and follow up on delivery other financial records for components implemented by the IAs.
- Produce financial reports for internal and external purposes according to reporting schedules.
- Supervise and monitor procurement procedures to conform to UNDP requirements.
- Assist in transferring knowledge and expertise in project financial management to partners.
- Keep track of all assets procured by the project and ensure appropriate recording, bookkeeping, and facilitate maintenance for the smooth running of office facilities in collaboration with Middle East Regional Division Staff and the office secretary.
- Prepare and coordinate annual independent financial audits.

Relationships

The FAO will:

- Report to the Assistant Project Director
- Be accountable to the Project Director on submitting timely and high quality financial and accounting reports.
- Maintain good communications with other Regional Flyway Facility, BirdLife International and National Implementing Agent staff
- Maintain good communications with UNDP-Jordan and the BirdLife Regional Divisions.

Qualifications

The FAO will have the following qualifications or be able to demonstrate:

- A recognised accountancy or business management qualification.
- A minimum of five years experience in accounting of donor funded projects.
- An ability to work with a variety of people including government officials, international and national non-governmental organizations (NGOs), local stakeholders, experts and consultants.
- Excellent communication skills.
- A proven ability to manage complex budgets and in preparing financial reports.
- Good organizational and planning skills and an ability to adhere to deadlines.
- Fluency in written and spoken English and Arabic and/or French

Input

Full time for the duration of the project (100)

Terms of Reference – Secretary and Receptionist (SEC)

Role

The SEC will:

- Support the Regional Flyway Facility in secretarial and support functions as necessary.
- Provide human resources management services to RFF staff in collaboration with UNDP Amman and BirdLife International.
- Maintain and update personnel records, contracts, MOUs and documentation.
- Assist in organizing workshops, meetings, activities and seminars as directed by the PD.
- Maintain office equipment to ensure high productivity of staff and consultants.

Relationships

The SEC will:

- Report to the Regional Flyway Facility Project Director
- Maintain good communications with other Regional Flyway Facility, BirdLife International and National Implementing Agent staff
- Maintain good communications with UNDP-Jordan

Qualifications

The SEC will have the following qualifications or be able to demonstrate:

- A recognised secretarial or business management qualification.
- A minimum of five years experience.
- An ability to work with a variety of people including government officials, international and national non-governmental organizations (NGOs), local stakeholders, experts and consultants.
- Excellent communication skills.
- Excellent computer skills
- Fluency in written and spoken English and Arabic and/or French

Input

Full time for the duration of the project (100%)

Terms of Reference – Head of BirdLife International Regional Divisions (HOD), Middle East and Africa.

Role as related to the project

The HOD will:

- Provide technical and managerial support to the Regional Flyway Facility Project Director in their respective region.
- Work towards institutionalising the Regional Flyway Facility into the existing BirdLife International partnership structure
- Promote the flyway approach within the BirdLife International regional partnerships

Relationships

The HOD will:

- Work with the BirdLife Site Action Unit and UNDP regarding project performance, administrative and financial issues.
- Facilitate communication between the Regional Flyway Facility and BirdLife International partners.

Input

50 days per year for the duration of the project (25% of their time). These two posts will be funded by BirdLife International. The Head of Division may delegate part of his/her time to the Programme Development Officer without compromising the level of coordination and communication with BirdLife Secretariat and other partners.

Terms of reference – Project Steering Committee (PSC)

Composition

- UNDP-GEF Regional Technical Adviser, SURF-Arab States
- UNDP-Jordan PPRR or his/her delegate.
- UNDP Project Coordination Officer.
- Regional Flyways Facility Project Director
- Head, BirdLife International, Middle East and Central Asia Partnership Office
- Head, BirdLife International Africa Partnership Secretariat
- Programme & Projects Manager, BirdLife International Site Action Unit
- National Project Managers (Egypt, Djibouti, Jordan, Lebanon)
- Project Manager/CTA for mainstreaming 'vehicle' projects
- Government of Jordan GEF/OFP as lead host country
- UNDP/COs' representatives
- Co-opted members as necessary

Duties

- Provide strategic guidance to project implementation and approve 5-year and annual work plans;
- Coordinate information sharing among the major project stakeholders;
- Plan and guide external project reviews and evaluations;
- Assist in reviewing project risks and facilitate removing obstacles and disseminate lessons learnt in their respective organizations;
- Guide response to external project reviews and evaluations;
- Monitor project implementation against the project strategy and guide adjustments in implementation;
- Facilitate coordination with other internationally funded projects, including GEF projects (and especially the GEF/UNEP AEWA-Flyways project);
- Identify and secure support and supporters to the project from the private sector;
- Facilitate co-ordination with other government projects and programmes;
- Facilitate consultation with, and participation of, a broad range of stakeholders; and
- Assist in resource mobilization activities and efforts for the sustainability of the RRF.

Procedures

- The PSC shall conduct business through meetings convened once a year.
- At the first meeting of the PSC, the PSC members will review this TOR and the PSC membership, and adopt changes as appropriate
- The Project Director will organise the meetings and act as Secretary and will prepare and distribute all concerned documents in advance of meetings, including the meeting agenda.
- In between meetings, PSC business will be conducted through e-mail, coordinated by the Project Director

Input

At least 1 formal meeting per year throughout the duration of the project

2.2 TERMS OF REFERENCE- NATIONAL

Terms of reference - National Project Manager (NPM)

Description of Responsibilities

Under the overall direction and guidance of the Project Director, direct supervision of the corresponding UNDP/CO and in close and regular consultation with the Regional Flyway Officer, the National Project Manager (NPM) has the responsibility for the national delivery of the project's outcomes and activities in accordance with the project document and agreed work plan. He/She will serve on a full-time basis and will be committed to the day-to-day management of the national project component and for its successful implementation in line with the UNDP-GEF standards. The specific tasks and responsibilities include the following:

Project management (40%)

- Provide overall management and planning for the implementation of the national project's outcomes, outputs and activities according to the project document and annual work plan;
- Participate in regional conferences, workshops and meetings to provide input in the strategic planning & implementation of the project.
- Establish coordination mechanisms and maintain continuous liaison with BirdLife International, UNDP-CO, GEF-OFP, 'vehicle' projects and the national implementing agencies.
- Play a lead role in the alignment and implementation of national project activities and help ensure that these are coordinated with the 'vehicles', other national and UNDP initiatives.
- Develop and submit a detailed work program for the national execution of the project and the delivery of outputs.
- Ensure that individual national components of the project are delivered on time according to the work plan and assure quality control.
- Document project activities, processes and results.
- Provide financial oversight and ensure financial accountability for the Project (monitor and manage the allocation of available budget to project activities, undertake all necessary financial arrangements, processes, requests for authorizations, payments).
- Ensure preparation & timely delivery of narrative & financial reporting (quarterly, progress and annual reports) submitted to BirdLife International and UNDP; taking into account the norms and standards for project monitoring and reporting are properly met.
- Provide management oversight to daily operational and administrative aspects of project (procurement, recruitment, staff supervision); Supervise all staff assignments, consulting agreements and procurements ;
- Identify and appoint (in collaboration with UNDP-CO) national experts/consultants, in conjunction with the RFF, to be hired for the implementation of specific project components or training of the project, develop TOR and agreements, and follow-up on performance.
- Initiate, in coordination with the UNDP-CO, the National Advisory Committee, and ensure that the Project acts as the Secretariat for the Committee (calling for meetings, preparing and consulting on agenda, steering discussions, follow-up on decisions, keep members informed on the progress, etc.).
- Establish and manage office facilities as needed to support project activities.
- Ensure sound programme monitoring and evaluation.
- Develop a resource mobilization strategy, to be considered as part of the RFF resource mobilization strategy, for the national component of the project; maintain effective liaison with funding partners and further develop the project's resource base, whenever possible.

Project Outreach (Education, Awareness, Networking) (30%)

- Participate in project regional capacity building workshops.
- Prepare, in collaboration with the Regional Flyway Facility, a national outreach plan for mainstreaming MSB concerns.
- Prepare & perform awareness campaign & presentations to target audiences (decision makers, universities, general public …).
- Attend as appropriate national, regional and international events to enhance information sharing and dissemination and lessons learned.
- Establish continuous liaison with media providing updates on the project.
- Document and disseminate lessons learned and best practices.
- Participate in, & contribute to, the regional activities and network established by BirdLife international for the project; a network for influence, exchange, support, capacity-development and knowledge management.
- Contribute to, and draw from, relevant knowledge management networks
- Develop and implement national activities of Branding & Marketing and Private Sector engagement.

Technical input for double mainstreaming 'vehicles' (30%)

- Participate in the capacity building regional workshops organized by the project, on skills for double mainstreaming SB concerns.
- Research, prepare & provide technical input (content and services) on MSB concerns to vehicle project activities as identified in discussions with the 'vehicles' and the Regional Flyway Facility.
- Implement national activities separate from the 'vehicles' (e.g. opportunities to mainstream MSB considerations directly into the national private sector) in collaboration with the Regional Flyway Facility.
- Participate in technical or liaison groups as required by the Regional Flyway Facility.

Relationships

The National Project Manager will:

- Report directly to the BirdLife International Regional Flyway Facility and UNDP-CO regarding project performance, administrative and financial issues.
- Be accountable to BirdLife International and the UNDP-CO for the achievement of national project objectives, results, and all fundamental aspects of project execution.
- Maintain regular communication with BirdLife International, UNDP-CO, GEF-OFP, mainstreaming 'vehicles' and the National Advisory Committee.

Qualifications and Experience

The National Project Manager will have the following qualifications, or be able to demonstrate:

Education

- An advanced university degree (MSc or higher) in any appropriate discipline related to environment, biodiversity, natural resource management, project management.
- Additional qualifications or experience related to marketing and communication will be advantageous

Experience, Skills and Competencies

- A minimum of six years national experience in project development and management; related to conservation and the conservation of habitats and/or biological diversity.
- Proven knowledge of the environmental sector in the country; overview knowledge of the region is an added asset.
- Previous success in resource mobilization;
- A through understanding of national socio-economic issues, civil society and NGO environment, institutional setup, legal framework and regulation.
- Proven ability to work with a variety of people including government officials, international and national NGOs, local stakeholders, experts and consultants.
- Strong leadership, managerial and team-building skills; committed to enhancing and bringing additional value to the work of the team as a whole.
- Proven experience in facilitating and chairing meetings and/or workshops.
- Excellent communication, presentation and facilitation skills.
- A proven ability to manage budgets.
- Good organizational and planning skills and a proven ability to adhere to deadlines.
- A proven ability to provide financial and progress reports in accordance with reporting schedules.
- Good computer skills;
- Fluency in verbal and written English and Arabic or French.

Input
Full-time for the duration of the project (100%)

Terms of reference - National Assistant (NA)

Description of Responsibilities
Under the overall guidance of the National Project Manager (NPM), the National Assistant (NA) has the responsibility to support the delivery of the project's outcomes and activities in accordance with the project document and agreed work plan. He/She will be committed to the day-to-day support of the project and for its successful implementation in line with the UNDP/GEF standards. The specific tasks and responsibilities include the following:

Project management
- Assist NPM to co-ordinate project implementation.
- Assist the NPM in maintaining continuous liaison with BirdLife International, UNDP-CO, GEF-OFP, 'vehicle' projects, and the national partners of the project.
- Ensure documenting project activities, processes and results.
- Facilitate all necessary financial arrangements, processes, requests for authorizations, and payments.
- Support the NPM in maintaining continuous contacts with vehicle projects on progress of activities, and collating reported information to be included in progress reports.
- Assist NPM to develop and submit progress and financial reports to BirdLife International & UNDP in accordance with the reporting schedule.
- Support the NPM in daily operational and administrative aspects of project.
- Assist NPM to maintain regular contact with and supervise the work of hired national experts/consultants as required.
- Facilitate the role of the project as the Secretariat for the National Advisory Committee (calling for meetings, preparing and consulting on agenda, steering discussions, follow-up on decisions, keep members informed on the progress, etc.).
- Manage office facilities as needed to support project activities.
- Support the NPM in assuring sound programme monitoring and evaluation.
- Perform other related functions as required by the National Project manager.

Project Outreach (Education, Awareness, Networking)
- Support the NPM in preparing awareness campaigns & presentations to target audiences (decision makers, universities, general public…).
- Assist the NPM in keeping continuous liaison with media providing updates on the project.
- Support the NPM in documenting and disseminating lessons learned and best practices.
- Assist NPM to implement national activities of Branding & Marketing and Private Sector engagement.

Technical input for double Mainstreaming in Vehicles
- Support the NPM in research, & preparing technical input (content and services) on MSB concerns to vehicle project activities as identified in the bilateral agreements.
- Assist the NPM in implementing national activities remote from the vehicles (e.g. opportunities to mainstream MSB considerations directly into the national private sector) working with assistance from the BL.
- Participate in technical or liaison groups powered by BL.

Relationships
The National Technical Assistant will:

- Report to the NPM regarding project performance, administrative and financial issues.
- Be accountable to NPM for the achievement of national project objectives, results, and all fundamental aspects of project execution.

Qualifications and Experience
The National Technical Assistant will have the following qualifications or be able to demonstrate:

Education
- A first university degree (BSc), in any appropriate discipline related to environment, biodiversity, natural resource management, project management.
- Additional qualifications or experience related to Marketing and communication will be advantageous

Experience, Skills and Competencies
- A minimum of three years experience in project management, related to conservation and the conservation of habitats and/or their biological diversity.
- Proven knowledge of the environmental sector in the country.
- Previous experience in management of project cycles, including project formulation, monitoring, reporting and evaluation;
- An ability to work with a variety of people including government officials, international and national non-governmental organizations (NGOs), local stakeholders, experts and consultants.
- Proven experience in facilitating meetings and/or workshops.
- Excellent communication, presentation and facilitation skills.
- A proven ability to manage budgets.
- Good organizational and planning skills and an ability to adhere to deadlines.
- A proven ability to provide financial and progress reports in accordance with reporting schedules.
- Good computer skills; Fluency in verbal and written English and Arabic or French.

Input
Full-time for the duration of the Project (100%)

Terms of reference - National Advisory Committee (NAC)

Composition

- Representatives from UNDP-CO, the National Project Manager, mainstreaming 'vehicle' project executants, GEF-OFP, National Implementing Partner.
- The Government Departments responsible for wildlife and environmental management,
- Other stakeholders (e.g. academic and scientific institutions and other NGOs in the country) and relevant private sector institutions will be co-opted as necessary.

Duties

- In collaboration with the NPM, provides overall guidance and strategic direction to the national implementation in accordance with the project document and annual work plan, and oversees its implementation.
- Review progress reports and proposed workplans, review project compliance to implementation strategy (project monitoring and evaluation).
- Contributes to developing and implementing strategies for national sustainability.
- Mobilise political and institutional support for the project and harness the engagement of other stakeholders and identify more opportunities for mainstreaming.

Procedures

- The NAC should meet on a quarterly basis.
- NAC will appoint a chair from its membership. Chairmanship could be rotational.
- The NAC will co-opt relevant experts in the identified threats to MSB and in advocacy and marketing as necessary.
- NAC can form sub-committees or Task Forces to address specific aspects of the project.
- The National Project Manager will act as Secretary for the NAC.

PART 3: STAKEHOLDER INVOLVEMENT PLAN

Stakeholders identified

The list of key stakeholders varies by country, according to the national problem analysis (particularly the key threats to MSBs in each country) and the national opportunities for "mainstreaming" MSBs concerns into key sectors other than environment or biodiversity conservation. Project stakeholders were grouped into the following categories: governmental agencies; non-governmental organizations; local community groups; national agencies; private sector; international agencies.

Governmental agencies

Names and responsibilities vary between countries but across the region governmental stakeholders include ministries and their agencies responsible for: environment (may include hunting, wildlife trade, biodiversity, protected areas); agriculture (hunting, pesticides, some protected areas); forestry (some protected areas/ habitat restoration); waste management; local administration/ municipalities; electricity/ energy/ power; renewable energy; land use; planning; water/ irrigation; marine/ coastal management; climate change/ desertification; transport/ roads; petroleum; tourism; education. Others such as ministry of interior (hunting, trade), social affairs, health, justice, finance, defense and economy were identified in some country analyses.

Across the region, key ministries and agencies are characterized by lack of awareness of MSBs, their conservation needs and the actual or potential impacts of their sector on MSBs and biodiversity generally. The readiness to collaborate with the project is very variable in different countries and in different sectors with some encouraging results from the PDF-B stage (e.g. willingness of Lebanon and Sudan Ministries of Power/ Electricity to consider mitigation measures on power lines and siting of distribution networks away from flyways once the negative impacts on MSBs were explained). Government agricultural extension services working with rural communities were identified as useful existing mechanisms for awareness-raising and community involvement in the project.

Non-governmental organizations and local community groups

In seven of the 11 project countries, the lead implementing agency is a national NGO which forms part of the Middle East or Africa Partnership of BirdLife International. In other countries there is no strong tradition of NGO leadership in biodiversity conservation and the project will be led by a relevant government agency – e.g. Nature Conservation Sector of Egyptian Environmental Affairs Agency; National Commission for Wildlife Conservation and Development in Saudi Arabia. In most project countries there is a wide range of other NGOs and community based organizations (CBOs) with interests and skills in wildlife, sustainable development, agriculture etc. which will contribute to project implementation (e.g. farmers' and fishermen's cooperatives and local community development organizations in Yemen). Particular NGO strengths identified in stakeholder analyses in several countries (e.g. Jordan, Lebanon, and Ethiopia) include community involvement, awareness-raising, environmental education and project management (e.g. through experience of managing regional and national BirdLife International Important Bird Areas programmes). In Palestine, the non-governmental Hunting Club will work with the project on an anti-hunting campaign to stop hunting of rare, threatened species.

Other National agencies

National agencies in some countries are key stakeholders whose involvement in the project is essential for success. In Jordan, the Aqaba Special Economic Zone Authority (ASEZA) and Jordan Valley Authority (JVA) are the most influential bodies in terms of development, land management and enforcement of policy and legislation in the Aqaba and Jordan Valley bottlenecks. The Lebanese Council for Development and Reconstruction is responsible for planning and implementation of all large rehabilitation and development

projects nationally. National unions and syndicates in Syria (e.g. students, farmers, writers and teachers) are identified as key stakeholders in relation to public awareness.

Private sector

Key stakeholders in the private sector include hunting clubs and their members (e.g. Lebanon); Universities, research institutes and natural history museums; various branches of the media (TV, radio, newspapers); general public; private tour company operators (ecotourism potential).

International agencies

UNDP Country Offices (COs) played strong roles in project development, through involvement in stakeholder workshops and in identifying opportunities for "mainstreaming" MSB conservation into other sectors and existing projects ("double mainstreaming"). Suitable projects for this approach, in agriculture, waste management, hunting and tourism have been identified through UNDP in four project countries with a total of six projects in Djibouti, Egypt, Jordan and Lebanon to be included in Tranche I. COs also assisted project development and stakeholder participation through distribution of communication tools (project briefing sheets, fund-raising brochure, Power Point presentation on raptor migration). Other contributing international bodies include international NGOs (BirdLife International), other projects and donors (e.g. International development aid agencies).

Project beneficiaries

Although four sectors (agriculture, hunting, waste management and energy production) have been identified as representing significant threats to MSBs, this does not mean the stakeholders in these sectors will be disadvantaged by the project. Staff of government agencies, NGOs and some private sector groups will benefit from training and capacity building opportunities offered by the project. The "double mainstreaming" approach means that the project will add value to existing projects in these sectors and bring benefits to these sectoral groups – e.g. hunters and farmers (Sustainable Hunting Project; Agricultural Development Project, both in Lebanon). Other MSB project inputs may be neutral in terms of impact on local communities but will benefit stakeholders directly involved in implementation (e.g. the Power Access and Diversification Project, Djibouti – siting and monitoring of wind turbines to ensure that these are "flyway-friendly"). There will also be "general public" benefits in terms of increased awareness and access to information. In other cases, the double mainstreaming approach means that the project will assist governments to improve and/ or enforce existing legislation and meet their own obligations in relation to international conventions (e.g. Strengthening the Lebanese Judiciary System in the Enforcement of Environmental Legislation; Strengthening Environmental Enforcement, Jordan).

In relation to the tourism sector, the addition of MSB information and concerns can bring benefits in terms of new opportunities to attract tourists to bottleneck sites and to interpret both the MSBs experience and other natural heritage interest. There is potential for local community benefits through increasing ecotourism activity and revenues and this may have a positive impact on other sectoral groups (e.g. farmers, hunters) who become involved in ecotourism (e.g. Sustainable Economic Growth in the Red Sea Governorate Project, Egypt). More details of all these projects and the "double mainstreaming" approach are given in the Project Strategy under Outcome 3 (paragraphs 60-64).

Risks of negative impacts/ opposition to the project

The national stakeholder analyses for each country revealed widespread lack of awareness of MSBs concerns. In some cases there was lack of interest and concern for MSBs even after approaches had been made by the project. (This was manifest particularly as reluctance by government staff to provide relevant sectoral information for national reviews during the PDF-B stage). However, there was no outright opposition to the project and its aims and no specific stakeholders were identified as being likely to suffer negative impacts or to oppose project activities.

Hunter and farmer stakeholder groups could take a negative attitude to attempts by the project to support strengthening or enforcement of relevant legislation (hunting, trade and pesticide use/ control). However, such activities will be carried out alongside awareness campaigns targeted at hunters, farmers and other key targets, to explain the importance and values of MSBs and the details and reasons for the legislation and the advantages of such activities to the stakeholders. The same situation may apply in the energy and waste management sectors but in practice it is likely that project activities to influence these sectors will be of mutual benefit to local communities (e.g. in terms of human health and improved environmental practices) and to MSBs along the flyway. For example, strengthened EIA for energy developments can lead to improved design and sitting, with better landscape outcomes and better management and treatment of wastes to help protect MSBs are also likely to benefit human health and local communities generally.

SIGNATURE PAGE

Country: Jordan

UNDAF Outcome(s)/Indicator(s): *(Link to UNDAF outcome., If no UNDAF, leave blank)*	_____
Expected Outcome(s)/Indicator (s): *(CP outcomes linked t the SRF/MYFF goal and service line)*	Energy and Environment for Sustainable Development / Environmentally Sustainable intervention at the community level/Number of projects executed by NGOs For the protection of the environment
Expected Output(s)/Indicator(s): *(CP outcomes linked t the SRF/MYFF goal and service line)*	Conservation and sustainable use of biodiversity/ Governments and local communities empowered to better manage biodiversity and the ecosystem it provides
Implementing partner: *(designated institution/Executing agency)*	BirdLife International
Other Partners:	BirdLife International's National Partners

Programme Period 2003 - 2007

Programme Component: Energy and Environment for Sustainable Development

_____

Project Title: Regional: Mainstreaming Conservation of Migratory Soaring Birds into Key Productive Sectors along the Rift Valley/Red Sea Flyway

Project ID: _____

Project Duration: Tranche I - 5 years
Tranche II – 5 years

Management Arrangement: Mixed, NEX and NGO Execution Modalities

Total Budget	$9,743,243 +GMS
General Management Support Fee $ Allocated resources:	$ 9,743,243
TRANCHE I	
GEF Component	$6,243,243
Co-financing	
GEF Agency	$215,874
Government	$769,200
NGOs	$1,782,158
Others	$2,120,000
Sub-Total Co-financing:	$4,887,232
Total Tranche I Financing:	**$11,130,475**
FINANCING FOR ASSOCIATED ACTIVITIES (TRANCHE I): $37,017,941	
TRANCHE II	
GEF	$3,500,000
Expected Leveraged Resources**:**	$10,500,000
Total Tranche II Financing:	**14,000,000**

Agreed by (Government of Jordan): _____

Agreed by (Implementing partner/Executing agency- BLI):_____

Agreed by (UNDP-JORDAN):_____

ANNEXES