

Scientific and Technical Advisory Panel

The Scientific and Technical Advisory Panel, administered by UNEP, advises the Global Environment Facility
(Version 5)

STAP Scientific and Technical screening of the Project Identification Form (PIF)

Date of screening: April 16, 2014

Screeener: Lev Neretin

Panel member validation by: Ralph E. Sims
Consultant(s):

I. PIF Information *(Copied from the PIF)*

FULL SIZE PROJECT GEF TRUST FUND

GEF PROJECT ID: 5717

PROJECT DURATION : 4

COUNTRIES : Philippines

PROJECT TITLE: Promotion of Low Carbon Urban Transport Systems in the Philippines

GEF AGENCIES: UNDP

OTHER EXECUTING PARTNERS: Department of Transport and Communications

GEF FOCAL AREA: Climate Change

II. STAP Advisory Response *(see table below for explanation)*

Based on this PIF screening, STAP's advisory response to the GEF Secretariat and GEF Agency(ies):
Minor revision required

III. Further guidance from STAP

1. STAP welcomes this project promoting low carbon transport in the Philippines through the preparation and implementation of a low-carbon transport plan. Transport demand is growing and the roads are becoming congested. Vehicle fuels will be tested, electric vehicles encouraged. Encouraging private investment as co-financing is planned. Baseline CO2 emissions will grow rapidly. Low C transport systems could reduce emissions by ~25%. Project components include policy support for promotion; create awareness and develop institutional capacity; and investment in low-C transport systems.
2. An issue that the proponents should consider is that a miscellany of technologies are planned (hybrid buses, solar PV charging, fuel testing etc) but it is not clear why these were chosen. There seems to be no clear methodological approach to this selection.
3. An important deficiency of this ambitious project is the apparent lack of an overarching strategic approach to planning and potential mismatch in necessary activities at the national and local/city levels. The PIF mentions that several plans on environmentally sustainable transport systems have already been formulated but for a number of reasons are not implemented. This project suggests to have another plan at the national level. What lessons have been learned and what is new that this project brings to strategic planning for transport systems? Vision and strategic plans will differ depending at what level, national or city, they are developed. It is recommended that the project proponents apply some guidance available from STAP on developing such plans for low carbon transport based on the ASI framework (<http://www.thegef.org/gef/sites/thegef.org/files/publication/STAP-Sustainable%20transport.pdf>). An overarching strategic plan should include MRV indicators and an M&E framework. Furthermore, co-benefits of sustainable transport policies such as improved public health, reduced air pollution and others have to be assessed and emphasized in such strategic plans. Assessments leading to drafting the plans will inform strategic choice of policies and technologies to be supported by the project.
4. The assessment of CO2 mitigation potential is poorly done, though it is stated it is a work in progress. The GHG mitigation methodology for the transport sector developed by STAP could be used to assess ex-ante emission reductions, but also to prioritize specific interventions based on their mitigation potential. Methodology is available at: <http://www.thegef.org/gef/node/4638>.
5. For electric vehicles (EVs), what is the capacity factor of the Philippines power supplies? We assume they vary from island to island and much would be dependent on diesel generation. Hence EVs, either imported or made locally, will provide little climate change mitigation and road congestion will not be reduced. Are electric 2 and 3 wheel vehicles included in the project? These may be more appropriate than 4 wheel cars, though would ideally be recharged by renewable energy, such as the solar PV recharging points. How will the growth in EVs be matched by the number of recharging installations? How will the power

systems throughout the Philippines accommodate the increased load on the power supply systems? The risks of power outages is not listed.

6. Is the fuel testing laboratory targeting biofuels or other alternative fuel sources? Conventional petroleum-based fuels must already be tested and standardized. What are the biofuel sources? Are they sustainable? Has the GEF Biofuels Guidelines tool been utilized to make this assessment? This needs expanding in the project document.

7. Project proponents are advised to coordinate with the ADB-GEF supported Programme "ASTUD: Asian Sustainable Transport and Urban Development Program" where STAP sees a number of complementarities and knowledge sharing opportunities.

<i>STAP advisory response</i>	<i>Brief explanation of advisory response and action proposed</i>
1. Consent	<p>STAP acknowledges that on scientific or technical grounds the concept has merit. However, STAP may state its views on the concept emphasizing any issues where the project could be improved.</p> <p>Follow up: The GEF Agency is invited to approach STAP for advice during the development of the project prior to submission of the final document for CEO endorsement.</p>
2. Minor revision required.	<p>STAP has identified specific scientific or technical challenges, omissions or opportunities that should be addressed by the project proponents during project development.</p> <p>Follow up: One or more options are open to STAP and the GEF Agency: (i) GEF Agency should discuss the issues with STAP to clarify them and possible solutions. (ii) In its request for CEO endorsement, the GEF Agency will report on actions taken in response to STAP's recommended actions.</p>
3. Major revision required	<p>STAP has identified significant scientific or technical challenges or omissions in the PIF and recommends significant improvements to project design.</p> <p>Follow-up: (i) The Agency should request that the project undergo a STAP review prior to CEO endorsement, at a point in time when the particular scientific or technical issue is sufficiently developed to be reviewed, or as agreed between the Agency and STAP. (ii) In its request for CEO endorsement, the Agency will report on actions taken in response to STAP concerns.</p>