Tashkent - Accelerating Investments in Low Emission Vehicles (TAILEV)

Part I: Project Information

Name of Parent Program

Global Programme to Support Countries with the Shift to Electric Mobility.

GEF ID

10282

Project Type

FSP

Type of Trust Fund

GET

CBIT/NGI

☐CBIT

☐NGI

Project Title

Tashkent - Accelerating Investments in Low Emission Vehicles (TAILEV)

Countries

Uzbekistan

Agency(ies)

UNDP

Other Executing Partner(s)

Ministry of Transport

Executing Partner Type

Government

GEF Focal Area

Climate Change

Taxonomy

Climate Change, Focal Areas, Climate Change Mitigation, Sustainable Urban Systems and Transport, Influencing models, Demonstrate innovative approache, Stakeholders, Beneficiaries, Type of Engagement, Participation, Information Dissemination, Partnership, Consultation, Communications, Public Campaigns, Awareness Raising, Gender Equality, Gender Mainstreaming, Sex-disaggregated indicators, Women groups, Gender-sensitive indicators, Gender results areas, Access to benefits and services, Capacity Development, Knowledge Generation and Exchange, Capacity, Knowledge and Research, Innovation

Rio Markers

Climate Change Mitigation

Climate Change Mitigation 2

Climate Change Adaptation

Climate Change Adaptation 1

Submission Date

12/11/2020

Expected Implementation Start

7/1/2021

Expected Completion Date

6/30/2027

Duration

72In Months

Agency Fee($)

321,275.00

A. FOCAL/NON-FOCAL AREA ELEMENTS

Objectives/Programs	Focal Area Outcomes	Trust Fund	GEF Amount($)	Co-Fin Amount($)
CCM-1-2	Promote electric drive technologies and electric mobility	GET	3,569,725.00	25,870,000.00
		Total Project Cost($)	**3,569,725.00**	**25,870,000.00**

B. Project description summary

Project Objective

Accelerating the adoption of electric vehicles in the City of Tashkent that can be replicated in other cities in the Republic of Uzbekistan, significantly reduce greenhouse gas emissions in the transport sector, and improve urban environmental quality.

Project Component	Financing Type	Expected Outcomes	Expected Outputs	Trust Fund	GEF Project Financing($)	Confirmed Co-Financing($)

Project Component	Financing Type	Expected Outcomes	Expected Outputs	Trust Fund	GEF Project Financing($)	Confirmed Co-Financing($)
1.Institutionalization of low carbon e-mobility and green urban development	Technical Assistance	The government establishes an institutional framework and adopts a strategy for the promotion of gender-inclusive low-carbon electric mobility and green urban transport corridors (GUTCs)	1.1: National Strategy and Roadmap on electric vehicles (EVs). 1.2: National Strategy and Roadmap for increasing development of GUTCs and improving urban environmental conditions 1.3: Municipal-level strategy for increased adoption of EVs and development of GUTCs for cities in Uzbekistan 1.4: Proposed new codes and standards for EVs and development of GUTCs corridors in Uzbekistan 1.5: Adopted national policy statement on EVs and GUTCs	GET	297,834.00	360,000.00

Project Component	Financing Type	Expected Outcomes	Expected Outputs	Trust Fund	GEF Project Financing($)	Confirmed Co-Financing($)
2. Short term barrier removal through low-carbon e-mobility demonstrations and green urban development in Tashkent	Technical Assistance	Pilots in Tashkent provide evidence of technical, financial and environmental sustainability to plan for scale-up of low-carbon e-mobility and GUTCs	2.1: Feasibility study on GUTCs in Tashkent with gender-inclusive features and an emphasis on e-buses for public transport, fast charging stations, NMV infrastructure to increase public transport ridership, and green belts	GET	842,110.00	3,440,000.00
			2.2: An operational GUTC demo project in Tashkent with measures to attract and maximize ridership along the corridor with e-buses (with features that are inclusive of gender and vulnerable groups) and green belts for maintaining urban resilience to climate change			
			2.3: An operational fleet of electric buses (minimum 10) and charging stations (minimum 2) within Tashkent City			

Project Component	Financing Type	Expected Outcomes	Expected Outputs	Trust Fund	GEF Project Financing($)	Confirmed Co-Financing($)
2. Short term barrier removal through low-carbon e-mobility demonstrations and green urban development in Tashkent	Investment	Pilots in Tashkent provide evidence of technical, financial and environmental sustainability to plan for scale-up of low-carbon e-mobility and GUTCs	2.1: Feasibility study on GUTCs in Tashkent with gender-inclusive features and an emphasis on e-buses for public transport, fast charging stations, NMV infrastructure to increase public transport ridership, and green belts	GET	1,400,000.00	12,900,000.00
			2.2: An operational GUTC demo project in Tashkent with measures to attract and maximize ridership along the corridor with e-buses (with features that are inclusive of gender and vulnerable groups) and green belts for maintaining urban resilience to climate change			
			2.3: An operational fleet of electric buses (minimum 10) and charging stations (minimum 2) within Tashkent City			

Project Component	Financing Type	Expected Outcomes	Expected Outputs	Trust Fund	GEF Project Financing($)	Confirmed Co-Financing($)
3. Preparing for scale-up and replication of low-carbon e-mobility and green urban development	Technical Assistance	Conditions are created to shift market towards low-carbon e-mobility and accelerate adoption of e-vehicles and GUTCs	3.1: Guidelines for EV fleet procurement, operation and maintenance 3.2: Environmental monitoring program under a cell setup within State Committee on Ecology and Environmental Protection (Goscomecology) for key environmental indicators along GUTC 3.3: GUTC codes and standards that are gender inclusive 3.4: Workshops and technical assistance for municipal personnel to sustain high levels of ridership on public transit e-buses along GUTCs 3.5: Curriculum for gender-inclusive development e-vehicles and green urban	GET	557,415.00	7,709,650.00

Project Component	Financing Type	Expected Outcomes	Expected Outputs	Trust Fund	GEF Project Financing($)	Confirmed Co-Financing($)
4. Long-term environmental sustainability of low-carbon e-mobility and green urban development	Technical Assistance	Measures are developed to ensure the long-term environmental sustainability of e-vehicles and GUTCs	4.1: National workshops with other Uzbek municipalities on monitored key environmental indicators along Tashkent GUTC	GET	143,845.00	280,000.00
			4.2: Adopted guidelines for tracking, downgrading, re-use and recycling of batteries from electric vehicles and business models for extended supplier responsibility for EV infrastructure and EV components			
			4.3: Lessons learned study			
Monitoring and Evaluation	Technical Assistance			GET	178,486.00	130,000.00
				Sub Total ($)	**3,419,690.00**	**24,819,650.00**

Project Management Cost (PMC)

Project Management Cost (PMC)		
GET	150,035.00	1,050,350.00
Sub Total($)	**150,035.00**	**1,050,350.00**
Total Project Cost($)	**3,569,725.00**	**25,870,000.00**

C. Sources of Co-financing for the Project by name and by type

Sources of Co-financing	Name of Co-financier	Type of Co-financing	Investment Mobilized	Amount($)
GEF Agency	UNDP	Grant	Investment mobilized	300,000.00
Recipient Country Government	Ministry of Transport	In-kind	Recurrent expenditures	500,000.00
Recipient Country Government	Ministry of Transport	Equity	Investment mobilized	6,500,000.00
Other	JSC ?Toshshakhartranskhizmat? 1	In-kind	Recurrent expenditures	3,000,000.00
Other	JSC ?Toshshakhartranskhizmat?	Equity	Investment mobilized	3,600,000.00
Recipient Country Government	Tashkent City Municipality 2	In-kind	Recurrent expenditures	
Recipient Country Government	Tashkent City Municipality	Public Investment	Investment mobilized	2,800,000.00
Other	ToshkentboshplanLITI 3	In-kind	Recurrent expenditures	70,000.00
Recipient Country Government	Uzhydromet	In-kind	Recurrent expenditures	450,000.00
Civil Society Organization	International Solar Energy Institute	In-kind	Recurrent expenditures	300,000.00
Other	JSC Uzavtosanoat 4	In-kind	Recurrent expenditures	300,000.00

Sources of Co-financing	Name of Co-financier	Type of Co-financing	Investment Mobilized	Amount($)
Recipient Country Government	Municipality of Namangan City	In-kind	Recurrent expenditures	700,000.00
Recipient Country Government	Goscomecology	In-kind	Recurrent expenditures	350,000.00
Other	Turin Polytechnic University	In-kind	Recurrent expenditures	300,000.00
Private Sector	JV UzTruck and Bus Motor Ltd	In-kind	Recurrent expenditures	500,000.00
Private Sector	JV Sam Auto LLC	In-kind	Recurrent expenditures	3,000,000.00
Private Sector	Valley Fruits LLC	Equity	Investment mobilized	3,200,000.00
			Total Co-Financing($)	**25,870,000.00**

Describe how any "Investment Mobilized" was identified

1. Semi-autonomous company responsible for providing urban passenger transport of the Tashkent City. While it manages and regulates public passenger transportation as well as improvement policies for passenger transportation, they also report to Tashkent City Municipality and the Cabinet of Ministers, and organize and maintain bus fleet and operations. 2. Included with the JSC ?Toshshakhartranskhizmat? (in-kind) 3. An autonomous state-owned, for-profit entity involved with urban planning, research and development, long-term development concepts, and master plans of Tashkent city and cities of Tashkent region, and Samarkand city. 4. Comnprised of a group of companies established by the initiative and governance of President of the Republic of Uzbekistan Islam Karimov including more than 85 enterprises are members of the group who partner with more than 200 foreign enterprises and organizations. Describe how any ?Investment Mobilized? was identified. 1. Interest in electric mobility in Uzbekistan was catalysed in 2016 under their Third National Communications acknowledging the Government of Uzbekistan?s programme ?Towards 2030: Transition to Resources-efficient Growth Model (Vision 2030)? to ?improve the system of transportation and logistical communications enabling efficient use of energy resources? that was mentioned as a requirement to maintain the country?s high economic growth rate of 8%. Subsequently, amongst other presidential decrees and other legislation, the 4 October 2019 Presidential Decree: ?Strategy for the transition of the Republic of Uzbekistan to the green economy for the period 2019-2030? included priorities in mitigating the environmental impact of the transport sector that

mentions stimulating the development of electric transport. This has generated considerable interest within both public and private sectors in the deployment of electric vehicles in Uzbekistan, and demand for demonstration of operational electric vehicles in the country. 2. The GoU and the Tashkent City Municipality (TCM) announced the adoption of a Cabinet of Ministers (CoM) Resolution No. 157 (16 March 2020) on "measures to improve the system of urban passenger transport in Tashkent", designed to increase the efficiency of the services provided for passenger transport, traffic safety, and the integration of modes of the transport system. This resolution included implementation of a "green urban transport corridor (GUTC) along Fargona Yuli Street using a dedicated bus lane, and 20 modern electric buses that will be procured with charging equipment through the Ministry of Transport and later transferred to JSC ?Toshshakhartranskhizmat? (also referred to as TBC or the Tashkent city public transport company), likely in 2021. This has also mobilized a "de-risking" investment within TAILEV (Years 1-3): ? along a proposed the Shota Rustaveli GUTC that is 7.5 km in length connecting the North and South Railway Stations in Tashkent. This investment is to be made by the Tashkent City Municipality (TCM) for US$2.8 million; ? the procurement of an additional fleet of more than 10 electric buses and 2 charging stations (preferably fast-charging). This investment is to be made by TBC for US$3.6 million in combination with GEF funds (US$1.4 million) being used to provide up to 20% of the finance for each bus and charging station. The electric buses and charging equipment will be owned and operated by TBC for the purposes of demonstration (under Component 2), learning for TBC and other municipal personnel (under Component 3), and eventual integration into the operational TBC fleet. 3. After substantial completion of TAILEV de-risking activities within the e-bus demonstration of Component 2 and the generation of positive information on the benefits of electric vehicle investments in Component 3 (specifically Outputs 3.1 to 3.5), investment is expected to be mobilized with scaling-up activities from Years 4 to 6 with the private and public sectors that would include: ? the private sector electric vehicle fleet investments such as taxi fleets and delvery companies (Output 3.7). While expressions of interest were made by several potential private investors, formal co-financing commitments were not made pending the results of the proposed TAILEV demonstrations of Component 2, and technical assistance to potential investors on preparing electric vehicle investment plans. Co-financing from the private sector was estimated to be in the order of US$2.5 million* (*This could include a fleet of up to 50 taxis or 30 delivery trucks plus charging stations.); ? the public sector for investments into GUTCs and electric bus fleets (Output 3.6). Similar to private investors, other municipalities wanted to observe the implementation and operation of the GUTCs in Tashkent (under Component 2), along with the operations of the electric bus fleets. While municipalities such as Tashkent and Namangan have made strong expressions of interest in developing other GUTCs and increasing the fleet of electric buses, no formal further co-financing commitments from other municipalities beyond the commitments laready made. Co-financing from the public sector for additional GUTCs and more electric bus fleets was estimated to be in the order of US$12.5 million** (**Out of this US$12.5 million, an assumption can be made that US$5.0 million is made available for GUTC development in Tashkent for 13.4 km of GUTC development (assuming a unit GUTC cost of US$373,300/km) leaving available cash for an estimated 15 e-buses at the EOP.).

D. Trust Fund Resources Requested by Agency(ies), Country(ies), Focal Area and the Programming of Funds

Agency	Trust Fund	Country	Focal Area	Programming of Funds	Amount($)	Fee($)
UNDP	GET	Uzbekistan	Climate Change	CC STAR Allocation	3,569,725	321,275
				Total Grant Resources($)	**3,569,725.00**	**321,275.00**

E. Non Grant Instrument

NON-GRANT INSTRUMENT at CEO Endorsement

Includes Non grant instruments? **No**

Includes reflow to GEF? **No**

F. Project Preparation Grant (PPG)

PPG Required

☐

PPG Amount ($)

100,000

PPG Agency Fee ($)

9,000

Agency	Trust Fund	Country	Focal Area	Programming of Funds	Amount($)	Fee($)
UNDP	GET	Uzbekistan	Climate Change	CC STAR Allocation	100,000	9,000
				Total Project Costs($)	**100,000.00**	**9,000.00**

Core Indicators

Indicator 6 Greenhouse Gas Emissions Mitigated

Total Target Benefit	(At PIF)	(At CEO Endorsement)	(Achieved at MTR)	(Achieved at TE)
Expected metric tons of CO?e (direct)	0	20700	0	0
Expected metric tons of CO?e (indirect)	0	11400000	0	0

Indicator 6.1 Carbon Sequestered or Emissions Avoided in the AFOLU (Agriculture, Forestry and Other Land Use) sector

Total Target Benefit	(At PIF)	(At CEO Endorsement)	(Achieved at MTR)	(Achieved at TE)
Expected metric tons of CO?e (direct)				
Expected metric tons of CO?e (indirect)				
Anticipated start year of accounting				
Duration of accounting				

Indicator 6.2 Emissions Avoided Outside AFOLU (Agriculture, Forestry and Other Land Use) Sector

Total Target Benefit	(At PIF)	(At CEO Endorsement)	(Achieved at MTR)	(Achieved at TE)
Expected metric tons of CO?e (direct)		20,700		
Expected metric tons of CO?e (indirect)		11,400,000		
Anticipated start year of accounting		2022		
Duration of accounting		20		

Indicator 6.3 Energy Saved (Use this sub-indicator in addition to the sub-indicator 6.2 if applicable)

Total Target Benefit	Energy (MJ) (At PIF)	Energy (MJ) (At CEO Endorsement)	Energy (MJ) (Achieved at MTR)	Energy (MJ) (Achieved at TE)
Target Energy Saved (MJ)		475,146,000		

Indicator 6.4 Increase in Installed Renewable Energy Capacity per Technology (Use this sub-indicator in addition to the sub-indicator 6.2 if applicable)

Technology	Capacity (MW) (Expected at PIF)	Capacity (MW) (Expected at CEO Endorsement)	Capacity (MW) (Achieved at MTR)	Capacity (MW) (Achieved at TE)

Indicator 11 Number of direct beneficiaries disaggregated by gender as co-benefit of GEF investment

	Number (Expected at PIF)	Number (Expected at CEO Endorsement)	Number (Achieved at MTR)	Number (Achieved at TE)
Female		3,000		
Male		3,000		
Total	0	6000	0	0

Part II. Project Justification

1a. Project Description

describe any changes in alignment with the project design with the original pif

1a. *Project Description*. Elaborate on: 1) the global environmental and/or adaptation problems, root causes and barriers that need to be addressed (systems description); 2) the baseline scenario and any associated baseline projects; 3) the proposed alternative scenario with a brief description of expected outcomes and components of the project; 4) alignment with GEF focal area and/or Impact Program strategies; 5) incremental/additional cost reasoning and expected contributions from the baseline, the GEFTF, LDCF, SCCF, and co-financing; 6) global environmental benefits (GEFTF) and/or adaptation benefits (LDCF/SCCF); and 7) innovativeness, sustainability and potential for scaling up.

1) The global environmental and/or adaptation problems, root causes and barriers that need to be addressed:

4. Since June 2019 when the original child project concept (that was submitted with the PFD for the Global Programme) for TAILEV was approved, there have been a number of developments that have strengthened the Government of Uzbekistan?s drivenness on TAILEV. The TAILEV Project does remain aligned with the future vision of the GoU of improving the sustainability of its economy supported by modern infrastructure balanced with efforts to meet its global environmental commitments. This includes its national mitigation objective of decreasing specific emissions of greenhouse gases per unit of GDP by 10% by 2030 from level of 2010, of which ?decreasing GDP energy consumption by approximately 2 times as a result of broad introduction of the advanced energy saving technologies? has been identified as the one of targeted tasks for period up to 2030.

5. This has resulted in some changes to the TAILEV project design as listed in Table 1. Changes include both outcome and output levels, with changes in project components that confirm with the child project outcomes of UNEP-GEF, ?Global Programme to support countries with the shift to electric mobility? (GEF Agency Program ID.01679), also referred to as the Global E-Mobility Programme. No project outputs have been removed, while an additional Output 3.4. With these changes brought to the project design, the budget has been rebalanced accordingly.

Table 1. Changes brought to the project design due to changes in baseline activities.

Child Project Concept Outcomes and Outputs	Changes made	Reasons for change

Child Project Concept Outcomes and Outputs	Changes made	Reasons for change
Component 1 outcomes: Improved legislative & regulatory framework at the national level for EVs and green urban transport corridors Improved legislative & regulatory framework for the City of Tashkent for EVs and green urban transport corridors	**Outcome 1**: The government establishes an institutional framework and adopts a strategy for the promotion of gender-inclusive low-carbon electric mobility and GUTCs	Consolidation of 2 outcomes into one outcome. This resulted from the changes to the Project?s Executing Entity from the Tashkent City Municipality (TCM) to the Ministry of Transport (MoT). As such, the MoT becomes the lead government agency to strengthen the national legislative and regulatory framework for urban transport. Though there were no changes to the outputs, there has been significant progress on the clarity of GoU plans and resolutions related to urban transport since April 2019: - GoU clarified their mitigation objectives as reflected in their decree of the President of the Republic of Uzbekistan dated 04.10.2019, ?Strategy for the transition of the Republic of Uzbekistan to the green economy for the period 2019-2030? or the Green Economy Strategy (GES). Further details are contained in Paras 7 and 8; - the President of the Government of Uzbekistan (GoU) approved on 30 October 2019 the ?Concept on Environmental Protection of the Republic of Uzbekistan for the Period until 2030? (see Para 9 for details); - this led to the development of a project ?Concept for the further development of transport, communications and transit potential of the Republic of Uzbekistan until 2030? or 2030 Transport Concept that focuses on activities that support lower carbon modes of transport (see Para 9 for details); - the GoU and TCM adoption of a Cabinet of Ministers (CoM) Resolution No. 157 (16

Child Project Concept Outcomes and Outputs	Changes made	Reasons for change
Output 2.1: Feasibility study on green urban transport corridors in City of Tashkent with an emphasis on EV buses for public transport, fast charging stations, NMV infrastructure to increase public transport ridership, and green belts	**Output 2.1:** Feasibility study on GUTCs in Tashkent with gender-inclusive features and an emphasis on e-buses for public transport, fast charging stations, NMV infrastructure to increase public transport ridership, and green belts	Slight change in wording to emphasize inclusivity of gender and vulnerable groups. This output also includes study tours, replacing the Child Project Concept study tours in Output 3.3.
Output 2.2: Green urban transport corridor demo project in the City of Tashkent with measures to attract and increase ridership along corridor with EV public buses and green belts for maintaining urban resilience to climate change	**Output 2.2:** An operational GUTC demo project in Tashkent with measures to attract and maximize ridership along corridor with e-buses (with features that are inclusive of gender and vulnerable groups) and green belts for maintaining urban resilience to climate change	The wording of the output was changed to emphasize inclusion of gender and vulnerable groups to the use of the GUTC
Output 2.3: Implementation of pilot EV demonstration for a fleet of 5 electric buses vehicles within the Tashkent City Administration	**Output 2.3:** An operational fleet of electric buses and charging stations within Tashkent City Municipality	The wording of the output has been changed since TBC has identified a GUTC along which the pilot e-bus demonstration will be operated. The 7.5 km GUTC along Shota Rustaveli will operate a minimum of 10 e-buses.
Output 2.4: 10 electric buses and fast charging station under ownership of City of Tashkent operating along the green urban transport corridor	**Output 2.4:** Additional e-buses under Tashkent management operating along GUTC	This was changed since the procurement of the e-buses and charging stations will covered under Output 2.3. This output is kept as a contingency measure for JSC ?Toshshakhartranskhizmat? (Tashkent Bus Company or TBC) in the event they may need assistance on a second tender for e-buses.

Child Project Concept Outcomes and Outputs	Changes made	Reasons for change
Outcome 3: Personnel from municipal governments and bus company have required capacities to manage green urban transport corridor and provide high quality public transport through EV buses	**Outcome 3:** Conditions are created to shift market towards low-carbon e-mobility and accelerate adoption of e-vehicles and GUTCs	Wording for this outcome was changed to conform with the UNEP Global E-Mobility Programme?s outcomes. As such, this outcome contains outputs that build local capacities and generate credible information on the benefits of EVs and GUTCs to shift the market towards e-mobility and accelerates adoption of EVs and GUTCs.
Output 3.1 More than 20 awareness raising events for municipal and government officials and on the importance of green urban transport corridors and EVs for public transport	**Output 3.1:** Guidelines for EV fleet procurement, operation and maintenance	This replaces the previous Child Project Concept Output of more than 20 awareness raising events for municipal and government officials. The awareness raising events are now more focused and strategically placed within other outputs.
Output 3.3: Study tours to municipalities that are managing EV bus fleets and green urban transport corridors	**Output 3.3:** GUTC codes and standards that are gender inclusive	The Child Project Concept output of study tours is now included within Output 2.1. The new output of GUTC codes and standards is to be undertaken by TBC and TCM based on the pilot operations of the e-buses along the pilot GUTCs
Output 3.4: Workshops and technical assistance for municipal personnel to improve management of public transit along green urban transport corridors and sustain high levels of ridership	**Output 3.4:** Workshops and technical assistance for municipal personnel (with a minimum of 30% participation by females) to sustain high levels of ridership on public transit e-buses along GUTCs	Wording adjusted for gender inclusion.
	New Output 3.6: Feasibility study and business plans for the scale-up of e-bus fleets and additional GUTCs in Tashkent and other cities in Uzbekistan such as Samarkand and Namangan	This was moved to Outcome 3 to conform with the UNEP Global E-Mobility Programme?s outcomes to support shift market towards low-carbon e-mobility and accelerate adoption of e-vehicles and GUTCs.

Child Project Concept Outcomes and Outputs	Changes made	Reasons for change
	New Output 3.7: Workshops and technical assistance to promote and increase adoption of EVs focusing on private investment from taxi fleets, delivery companies and private owners	
Outcome 4: Financial commitments by municipalities and private sector for green urban transport corridors and EVs	**Outcome 4:** Measures are developed to ensure the long-term environmental sustainability of e-vehicles and GUTCs	The Child Project Concept Outcome 4 Outcome 3 to conform with the UNEP Global E-Mobility Programme?s outcomes to support shift market towards low-carbon e-mobility and accelerate adoption of e-vehicles and GUTCs. The revised Outcome 4 conforms with the other child projects of the UNEP Global E-Mobility Programme
Output 4.1: Feasibility study and business plan for the scale-up of EV fleets and additional green urban transport corridors in Tashkent and other cities in Uzbekistan such as Samarkand and Namagan	This is referred as Output 3.6.	This was moved to conform with the UNEP Global E-Mobility Programme?s outcomes to support shift market towards low-carbon e-mobility and accelerate adoption of e-vehicles and GUTCs.
Output 4.2: National workshops with other Uzbek municipalities to share findings of monitoring program of key environmental indicators along Tashkent green urban transport corridor, and joint actions to improve and manage urban environmental quality.	**This is referred as Output 4.1**: National workshops with other Uzbek municipalities to share findings of monitoring program of key environmental indicators along Tashkent GUTC, and joint actions to improve and manage urban environmental quality	
Output 4.3 Workshops and technical assistance to promote and increase adoption of EVs focusing on private investment from taxi fleets, delivery companies and private owners	**This is referred as Output 3.7**	

Child Project Concept Outcomes and Outputs	Changes made	Reasons for change
	Revised Output 4.2: Adopted guidelines for tracking, downgrading, re-use and recycling of batteries from electric vehicles and business models for extended supplier responsibility for EV batteries and other EV-related waste streams	New Output was added to align with the UNEP Global E-Mobility Programme to address future issues related to EV battery disposal. With the nascent nature of the Uzbekistan EV market Uzbekistan is not expected to encounter the problem of battery recycling within the next 15 years or more, TAILEV is committed to raising awareness and knowledge levels among policy makers and government staff well in advance of an expected influx of downgraded EV batteries whose end-of-life may be 15-20 years from the commencement of the TAILEV Project
Output 4.4: Lessons Learned Study	**Referred as Output 4.3:** Lessons Learned Study	

6. Since April 2019, the GoU clarified their mitigation objectives as reflected in their decree of the President of the Republic of Uzbekistan dated 04.10.2019, ?Strategy for the transition of the Republic of Uzbekistan to the green economy for the period 2019-2030?. This Green Economy Strategy (GES) was approved with priorities in mitigating the environmental impact of the transport sector that includes significant reductions in emissions of polluting substances and GHGs. The most relevant targets as this pertains to TAILEV implementation includes:

? a two-fold increase in energy efficiency and a decrease in the carbon intensity of gross domestic product; and

? expansion of the production and use of motor vehicles with improved characteristics of energy efficiency and environmental friendliness as well as the development of electric vehicles.

7. The GES highlights the following transport sector priorities for achieving its objectives :

? the formation of an integrated development policy aimed at reducing transport costs and ensuring the efficient functioning of the transport sector, and the development of "green" transport in accordance with long-term urban development plans and environmental safety measures;

? continued renewal of the vehicle fleet including the development of an incentive program for the disposal of old cars and the purchase of new, more environmentally friendly cars;

? ensuring the phase-out of hydrocarbon fuel and stimulating the development of electric transport;

? the development and improvement of efficient public transport systems (increasing the share of public transport with improved performance);

? development of new transport and logistics systems and road infrastructure; and

? strengthening state control over the environmental condition of vehicles in use.

8. Urban public transport in Uzbekistan is public sector-dominated, with no market liberalization, nor private sector involvement except along for some routes with private minibuses operating with up to 12 person capacities. Otherwise, public transport operators are fully publicly owned, and public transport receives substantial public subsidization in order to reduce end-user fares. This baseline has also resulted in finance institutions not being involved in financing the urban public transport and focusing on investments such as road infrastructures and freight transport. However, in a positive development, in stakeholder consultations at the project design stage, the Ministry of Transport has indicated its interest to explore market reforms and introduce private sector operators on key bus routes. Also, there is some initial exploration of domestic (commercial) financing for the public sector operators, including from Uzpromstroybank (a national bank) providing financing for the intended upcoming procurement of the 20 electric buses and charging equipment for the BRT route in Tashkent.

Notwithstanding, to meet challenges and improve the likelihood of successfully implementing the Strategy, a number of barriers need to be lowered including:

? low levels of government capacity to implement new legislation, strategies and concept programmes on green transport and green urban development. This would include a lack of exposure of government personnel to best international practices for greening urban transport and green development, and a lack of examples of green urban transport and development to observe and learn from in Uzbekistan;

? increasing urban traffic congestion caused by the decreasing use of public transport modes in many urban areas and the rising economic status of the population with a higher proportion of the population with private car ownership. Moreover, the decreasing use of public transport is due to a lack of investment into increasing the frequency and quality of public transport that would meet growing demand for urban trips. Increased traffic congestion has contributed to an overall deteriorating quality of life, increased urban air pollution**[1]**[1], and increased GHG emissions. For Uzbekistan, road transport pollution is 60% of all air pollution, 3 times higher than in developed countries of the world**[2]**[2];

? low availability of EVs in Uzbekistan due partly due their low demand and partly due to a low level of knowledge of EVs amongst Uzbek consumers. Low EV demand has been caused by electric vehicles still having a lower range compared to petrol vehicles notwithstanding recent technological improvements to reduce this disparity. Limited range and a lack of recharging infrastructure bring added constraints to wider adoption in addition to seasonal variances in electric vehicle performance. As such, piloting urban captive electric bus fleets would be more successful than piloting a fleet of electric taxis of delivery vehicles whose travel patterns are not planned in advance.

2) The baseline scenario and any associated baseline projects:

9. In addition to the GoU?s baseline programmes and decrees and resolutions mentioned in Para 1, the GoU has also prepared a ?*Concept on Environmental Protection of the Republic of Uzbekistan for the Period until 2030*? that was approved by the President on 30 October 2019. Within the framework of the Concept, a ?Road Map? was developed for environmental management to improve the quality of life of the population that includes increasing environmental sustainability of the transport sector in the country. To ensure environmental sustainability for the transport sector in Uzbekistan, the GoU developed a project ?Concept for the further development of transport, communications and transit potential of the Republic of Uzbekistan until 2030? (*2030 Transport Concept)*. The Ministry of Transport is currently developing further details to the 2030 Transport Concept through its formulation of a ?Strategy for the development of the transport system of the Republic of Uzbekistan until 2035? (*2035 Transport Strategy*). Within this Strategy, Goal 6 is aimed to ?ensure environmentally friendly transport, creating conditions for the development of green transport? that focuses on the promotion of electric vehicles (further information is provided in Annex 5 of the ProDoc).

10. The Cabinet of Ministers (CoM) Resolution No. 157 (16 March 2020) mentioned in Para 2 also includes several commitments. The following developments have occurred during the project design phase:

- large-scale reconstruction of one of the most important and busiest streets in the capital, the Fargona Yuli, has been completed at the end of 2020. After the finalization of this $10 M project the capacity has been raised to 80,000 vehicles/day from 25-30,000/da; The Fargona Yuli BRT line is one of TAILEV Project?s pilot sites where all of the investment will be done by the Government of Uzbekistan whereas, the TAILEV project will implement its pilots in Shota Rustaveli street with a GUTC concept. Both lines connect at few connections throughout their routes. As the GUTC at Shota Rustaveli will connect two railway stations too, the proposed TAILEV Project will be an integral part of the transport restructuring in this part of Tashkent City and serves a complex approach to achieve climate change mitigation, social and environment benefits for the citizens of Tashkent City. Moreover, GUTC at Shota Rustaveli will have connections with the Babur Street from the Tashkent International Airport (indicated above), which will have its own dedicated bus lines. Therefore, it is extremely

important that the TAILEV project implementation will start not later than early 2022 to resonate with the activities planned by TCM;

- Tashkent public transport was completely switched to the electronic payment card system. From 1 February 2021, the paper travel cards were replaced by electronic cards. Such cards can be purchased at ground-based sales kiosks of Toshshahartranskhizmat JSC. The preferential transport cards are available for schoolchildren, students and retired;

- in 2021, a system of automatic announcement of stops in buses in Uzbek and Russian has been introduced at some routes but the electronic digital displays indicating bus arrival times at selected bus stops are not yet implemented;
in March 2021, TCM has announced that 2 high-speed bus service may be launched in certain areas of Tashkent. The draft resolution is currently being considered by relevant ministries and departments. The creation of this system will ensure that the population can get from one place to another faster by public transport than by car. The project is scheduled to be completed by September 1, 2021. Also, under the BRT project, 23 metrobuses were purchased; Finally, it is planned that a BRT line with a length of 12 km will be launched in Samarkand by September 2021;

- in October 2020, a draft resolution of the Cabinet of Ministers entrusted TCM to purchase 300 electric buses by the end of 2023 was published. Procurement was expected to start in 2021 and TCM intends to purchase 100 units of vehicles each year. In addition, 300 charging stations will be purchased. In total, the authorities expected to spend 1 trillion UZS ($95 M) for these purposes. However, the coronavirus pandemic related social and economic impacts affected this planning;

- TCM announced that it developed a project to purchase 50 electric buses for Tashkent City. A bidding for the initial 20 buses is scheduled for April 2021, and several companies expressed their interest to bid. It is planned that the procured e-buses will be put into operation by the end of 2021;

- the Ministry of Energy plans that by 2030, about a quarter of the city's transport will go into the category of electric vehicles. This will happen due to two factors - the development of infrastructure and a decrease in the price of the electric vehicles themselves;

- the production of electric vehicles in Uzbekistan can be launched by 2025. Currently, "Uzavtosanoat" (national automobile producer affiliated with GM) is developing a concept on production of electric vehicles in Uzbekistan starting in 2025.

11. There are also ongoing initiatives (as of early 2020) within TCM to pilot electric buses for public transport that includes electric buses from Belarus and China being tested under Tashkent conditions. With the importance of thorough and rigorous seasonal testing of these electric buses for their range on one battery charge, the current testing programme for these various electric bus models is not likely to be completed until mid-2021 and beyond. The proposed TAILEV project is in a position to facilitate the acceleration of electric vehicle adoption through further rigorous testing of electric vehicles and monitoring its environmental and socio-economic impacts using best international practices.

3) The proposed alternative scenario with a brief description of expected outcomes and components of the project:

12. The alternative scenario proposed by TAILEV is in response to Tashkent City Municipality (TCM) announcement of the adoption of a Cabinet of Ministers (CoM) Resolution No. 157 (16 March

2020) on ?measures to improve the system of urban passenger transport in Tashkent?, designed to increase the efficiency of the services provided for passenger transport, traffic safety, and the integration of modes of the transport system (details of this Resolution and other initiatives are presented on paras 11 and 12 of the ProDoc). A 4-step strategy to achieve the TAILEV objective of ?accelerating the adoption of electric vehicles in the City of Tashkent that can be replicated in other cities in the Republic of Uzbekistan, significantly reduce greenhouse gas emissions in the transport sector, and improve urban environmental quality?. To achieve this objective, 4 components are proposed to achieve 4 outcomes:

- ? Component 1 is expected to lead to an outcome of ?government establishes an institutional framework and adopts a strategy for the promotion of gender-inclusive low-carbon electric mobility and GUTCs?;
- ? Component 2 is expected to lead to an outcome of ?pilot project in Tashkent to provide evidence of technical, financial and environmental sustainability to plan for scale-up of low-carbon e-mobility and GUTCs?;
- ? Component 3 is expected to lead to the outcome of ?conditions are created to shift market towards low-carbon e-mobility and accelerate adoption of e-vehicles and GUTCs?;
- ? Component 4 is expected to lead to the outcome of ?measures are developed to ensure the long-term environmental sustainability of e-vehicles and GUTCs?.

13. This 4-step strategic approach of TAILEV can be divided into:

- ? *de-risking of the concept of a green urban transport corridor (GUTC) and electric vehicle technology*, both of which had not yet been tested in the country.
- ? De-risking will be facilitated through the experience garnered from Component 2 on the pilot operation of electric buses (up to 30 e-buses) for public transport along a GUTC, and from Component 3 (Outputs 3.1 to 3.5) which assists in generating environmental and operational information from monitoring of this pilot operation to provide evidence of the positive impact of GUTCs and the operation of e-buses. By linking GUTCs with e-buses on the same investment, the Ministry of Transport will be able to see the positive impacts of the greening of spatial planning (through a GUTC) combined with the operation of electric buses along the transit corridor. Moreover, more attention will be drawn to the electric buses under these conditions; and
- ? *scaling-up on the development of GUTCs and usage of electric vehicles in Uzbekistan* consisting of TAILEV assistance in Component 1 to formulate national policies and strategies that will encourage the upscaling of EV usage and development of GUTCs throughout Uzbekistan: Component 3 (Outputs 3.6 and 3.7) to assist in scaling-up public and private investments into EVs and Component 4 to support measures to ensure the long-term environmental sustainability of e-vehicles and GUTCs.

By the end of the Project (EOP), the positive investment environment resulting from the completion of de-risking and scaling-up actions of TAILEV should exert a positive influence on long-term outcome of the Project that is the decreasing GHG emissions from transport sector in Uzbekistan. In addition, the elements of the TAILEV Project design are geared towards success of replication of GUTCs and e-mobility through measures mentioned in Para 16 of the ProDoc. Table 1 provides a tabular format for the TAILEV strategic de-risking and scaling-up approach.

The Project defines a Green Urban Transport Corridor (GUTC) as an integrated transport corridor centered around e-buses.

a. Core elements of the GUTC concept include (i) utilization of e-buses, (ii) in-route charging stations (where applicable), (iii) priority setting components such as dedicated bus lanes, transit priority signaling and queue jumps, and (iv) associated pathways for pedestrians and cyclists to access e-bus stations.

b. Additional complementary elements of GUTC can include (v) increased parking prices in the busy business centers and other crowded areas, (vi) lowering development fees for developers, (vii) variations on property taxes, and (viii) design elements such as premium buses and bus-stops for improved customer experience

14. Another significant change from the Child Project Concept is that the Ministry of Transport (MoT) will now serve as the new TAILEV implementing partner. With MoT, TAILEV will have stronger linkages to the GoU?s Green Economy Strategy, the 2030 Transport Concept and the 2035 Transport Strategy. MoT will also provide oversight support and cooperation on pilot GUTC construction and e-bus operations in Tashkent, monitoring and evaluation of pilots, and the setting of roadmaps, strategic plans and national policies and standards for green urban transport.

15. To augment the delivery of TAILEV outputs on public transport with electric buses, the Tashkent Bus Company or TBC will serve as the Responsible Party of TAILEV, mainly in Component 2. Their role will include supporting the selection of potential corridors for the pilot GUTC, serving as the lead agency for preparing and undertaking a tender to procure e-buses and charging infrastructure, operations and maintenance of the pilot e-bus fleet, the collection of pre- and post-GUTC data on electric buses, and the training and organization of e-bus drivers and maintenance personnel.

Table 1: TAILEV Strategic Approach

De-Risking			**Scale-Up**		
Key Activities	Project contribution	Key Co-financing	Key Activities	Project contribution	Key Co-financing

Shota Rustaveli pilot GUTC, 7.5 km in length (routes shown on Figures 1-1 and 1-2)	Output 2.1: Feasibility studies on GUTC using international experience Output 2.2: Operational GUTC	US$ 2.8 million (investment) from Tashkent City Municipality	Public procurement (or public financial commitment for) of e-buses along other routes in Tashkent and other cities Other GUTCs developed by EOP	Output 3.6: Feasibility studies and business plans for scale-up of e-bus fleets and associated additional GUTCs in Tashkent and other cities in Uzbekistan such as Samarkand and Namangan	US$12.5 million from various Government agencies
Pilot fleet of 10 e-buses + 2 charging stations for Shota Rustaveli GUTC demo Pilot fleet of 20 e-buses + charging stations for Fargona Yuli BRT	Output 2.3: Operational e-bus fleet with assistance to select best technology and for tendering plus incremental financial support for 10 e-buses and 2 charging stations	US$3.6 million (investment and in-kind) from Tashkent Bus Company US$6.5 million (investment) from Ministry of Transport	Assistance to private sector on e-vehicle investments Private procurement of e-vehicles (unspecified number) by EOP	Output 3.7: Workshops and technical assistance to promote and increase adoption of EVs focusing on private investment from taxi fleets, delivery companies and private owners	US$2.5 million from various but unspecified private sector entities
Fargona Yuli BRT, 9.1 km in length (routes shown on Figure 1-4)	Output 2.2: Operational GUTC	Co-finance not specified from Ministry of Transport	Dissemination of positive information on GUTC and e-vehicle investments	Output 4.2: National workshops to share findings of monitoring program of key environmental indicators along Shota Rustaveli GUTC. Output 4.4: Lessons learned study	Over US$0.5 million (in-kind) from various project partners

4) Alignment with GEF focal area and/or Impact Program strategies:

16. TAILEV is strongly aligned with CCM 1-2: Promote innovation and technology transfer for sustainable energy breakthroughs for electric drive technologies and electric mobility. By demonstrating the use of electric buses in Tashkent for public transport, the reliability and environmental and social benefits of electric vehicles will be promoted for a desired impact of upscaling their usage and reduced GHG emissions from the transport sector.

5) *Incremental/additional cost reasoning and expected contributions from the baseline, the GEFTF, LDCF, SCCF, and co-financing:*

17. The design of the TAILEV Project remains relatively unchanged from the Child Project Concept in addressing these barriers and achieving the TAILEV Project objective of ?accelerating the adoption of electric vehicles in the City of Tashkent that can be replicated in other cities in the Republic of Uzbekistan, significantly reduce greenhouse gas emissions in the transport sector, and improve urban environmental quality?. These interventions will target removal of stated barriers through increased capacities in different levels of central and local Government institutions, making the EV technologies available to Uzbekistan and increasing the ridership of public bus usage that is supporting the lowering of urban traffic congestions that is causing environmental problems such as air pollution and carbon emissions.

18. An important element of the project will be its investment support, with the end objective of promoting cost-efficient and financially sustainable investment in e-buses and charging infrastructure. The current baseline context in Uzbekistan for urban public transport is that, to-date, it is public sector-dominated, with limited market liberalization and private sector involvement. Nonetheless, stakeholder consultations have identified initial interest from the Ministry of Transport to explore initial market reforms. It is in this context of the current public sector monopoly in Uzbekistan that the submitted project design proposes a default design for the investment support mechanism, with GEF INV subsidizing the purchase of a number of e-buses and charging stations through covering the incremental upfront cost of the e-buses (with respect to CNG buses). Following consultations with key partners, and based on the current baseline, this upfront-capital subsidy scheme was determined to be the most pragmatic approach to identify at this design stage. Notwithstanding this default design for investment support, the project will take an overall flexible approach, including activities to explore and implement market reforms to public transport, and then finalizing the design of efficient and appropriate GEF INV, potentially linking to emerging market reforms. As a first step, the project will carry out analysis on current structures and dynamics of public transport, explore market liberalization potentials through consultations with key stakeholders including finance institutions, and review good practices/models from other countries. These analyses will be undertaken during the first year of the project to enable smooth transition to the second step. Later, based on these findings, the project will detail its investment approach with a default of the current up-front capital subsidy scheme (based on incremental cost), and with the opportunity, should conditions permit, to adopt alternative models. Details of this approach is defined in the Prodoc Results Section under Component 2.

Finally, with the additional information collected during the PPG phase of TAILEV, incremental reasoning for TAILEV project assistance has been clarified:

? providing assistance to the GoU led by the Ministry of Transport, who are more suited to accelerate the establishment of a national institutional framework and adopting a strategy for promotion of low-carbon electric mobility and GUTCs. This will be facilitated using the information generated

and disseminated by the TAILEV?s activities to pilot the operations of the Shota Rustaveli (7.5 km) GUTC with a fleet of 10 electric buses and 2 charging stations (Figure 1) as well as the 9.1 km Fargona Yuli BRT fleet with 20 electric buses and associated charging stations (Figure 2), and the global knowledge and experience from TAILEV?s parent project, UNEP-GEF?s Global E-Mobility Programme. This will contribute to the GoU?s increased capacity to make informed decisions on building their transport-related institutional framework and implementing their ?Strategy for the transition of the Republic of Uzbekistan to the green economy for the period 2019-2030?;

? providing resources and expertise to the GoU in designing and implementing a GUTC and electric bus pilot project that will generate evidence of their technical, financial and environmental and benefits, and de-risk the concept of the GUTC and electric vehicle technology in Uzbekistan. This will also include infusing best international practices amongst national implementation teams for constructing GUTCs, formulating and implementing procurement and tendering strategies to de-risk initial equipment procured, and TAILEV funds being available for partial coverage of the cost of the pilot electric bus fleet and charging infrastructure. Most importantly, the Project will provide assistance in the pilot operationalization of an improved and efficient public urban transport system to the extent that they are generating the social, environmental and economic benefits that can be quantified and disseminated;

? accelerating the creation of conditions to shift the market towards low-carbon e-mobility and accelerated adoption of e-vehicles and GUTCs. Project assistance will be provided to build the capacity of a GUTC Monitoring Unit to collect data of key performance indicators of the pilot operations of the GUTC and fleet of electric buses (environmental, social and economic) that can be used for information dissemination on the investment benefits of GUTCs, and electric vehicles. Project assistance will target municipal management personnel, bus company personnel and higher educational institutions; and

? developing measures to ensure the long-term environmental sustainability of e-vehicles and GUTCs. This will be achieved through supporting municipalities to undertake joint actions to improve urban environmental quality based on evidence provided from the GUTC environmental monitoring program from Output 3.2, and raising awareness and knowledge levels among policy makers and government staff on the management of hazardous waste from the scaling-up of EV usage in Uzbekistan (a likely need from Outputs 3.6 and 3.7), well in advance of an expected influx of downgraded EV batteries whose end-of-life may be 15-20 years from the commencement of the TAILEV Project).

19. The co-financing amount of the project has decreased to US$25.87 million during the CEO submission (US$50.50 million at Child Project Concept stage). This is due mainly two reasons: The first one is the overall decrease in the government ? municipality co-financing amounts. The foreseen government co-financing for the Fargona Yuli BRT corridor by TCM and Tashkent Public Bus Company (Government decision as per the Resolution of the Cabinet of Ministers of the Republic of Uzbekistan ?On the measures aimed at improving the public transport system of Tashkent City?, #157 dated of March 16, 2020) in 2020 was put in hold. This is prior to the COVID19 pandemic coming into effect in Uzbekistan which shifted the government priorities towards prevention and recovery activities and Government stopped provision of any funding commitments to other initiatives temporarily.

Therefore, the amount of co-financing from the government organizations has dropped down, though not totally terminated. Secondly, the expected co-financing figures from the private companies in truck and bus production sector has also decreased. Initially, the co-financing was expected from producer of CNG buses in Uzbekistan (MAN Auto) who supplied those buses for public transport in Uzbekistan under the government contracts for public funding, and from Siemens representation in Uzbekistan as related to the charging infrastructure. As a result of the consultations with both organizations during the project design stage, both organizations raised their interest to participate in bidding for supply of e-buses and charging infrastructure, which created potential conflict of interest. As such, these private sector companies did not provide co-financing letters. Co-financing of TAILEV will come from investments mobilized from:

? Tashkent City Municipality (TCM). They are currently mobilizing investments into a 9.1 km Fargona Yuli BRT corridor, likely to be constructed in 2021, and for the 7.5 km GUTC between the North and South Stations (as illustrated on Figure 1). Their co-financing commitment is US$2.8 million;

? JSC ?Toshshakhartranskhizmat?. They are committed to co-financing of US$3.6 million for 10 electric buses as well as a minimum of 2 charging stations for the GUTC, and US$3.0 million for in-kind technical assistance for the operations, maintenance and management of 2 fleets of electric buses, 20 for Fargona Yuli BRT corridor (to be procured by the Ministry of Transport) and the remaining 10 e-buses for the GUTC and charging stations;

? Ministry of Transport, the TAILEV Implementing Partner, who are committed to in-kind co-financing of US$500,000 for project management, office space and strengthening of the institutional framework for the transport sector, and investment co-financing of US$6.5 million for the procurement of 20 electric buses for the Fargona Yuli BRT corridor (based on CoM Resolution No. 157).

A complete list of co-financing stakeholders can be found in Section C of this document, and on Table 3 in the ProDoc.

6) Global environmental benefits (GEFTF) and/or adaptation benefits (LDCF/SCCF):

20. The direct GHG emission reduction estimates or global environmental benefits (GEBs) for TAILEV is 20,700 tCO_{2eq}. This is based on the direct lifetime GHG emissions from the operation of 30 electric buses (displacing 30 diesel buses) operating along the 7.5 km pilot Shota Rustaveli GUTC and the 9.1 km Fargona Yuli BRT. The GHG emission reductions are a result of a 15-year lifetime investment on the e-buses (in line with the industry) and the only GHG emission reductions coming from fossil fuel savings, and not modal switches from passenger cars to public transport. GHG emission reductions from fossil fuel displacement were calculated on the basis of conversion of diesel buses to electric buses within the TBC fleet, and applying TBC?s average annual operational hours of the buses:

? each diesel bus (40 passengers) generating GHG emissions of 106 tCO_{2eq} per year (see Para 7-2 in ProDoc);

? an assumed grid emissions factor of 0.585 tCO_{2eq}/MWh for the Uzbekistan electricity grid for charging batteries

? each electric bus (40 passengers) generating GHG emissions of 60.0 tCO_{2eq} per year (see Para 7-2 in ProDoc);

? emissions reduction from an electric bus traveling displacing a diesel bus is 46 tCO_{2eq};

? direct lifetime GHG emission calculations for 30 electric buses (over 15 years) operating along the pilot GUTC is 20,700 tCO_{2eq}. Total indirect GHG emission reductions are 11.4 million tCO_{2eq} for top-down and 0.207 million tCO_{2eq} for bottom-up.

21. Notwithstanding, the direct emission reductions from TAILEV has been reduced from 217,341 tCO2eq in the Child Project Concept to 20,700 tCO2eq during the PPG Phase. This is primarily due to the current TAILEV direct GHG emission reduction estimates being based on known passenger volumes on two corridors selected by Tashkent Municipality and proposed for development as a GUTC, as opposed to the Child Project Concept estimation which was based on other corridors with higher passenger volumes which the Municipality has since discarded as pilot GUTC options. In addition, in the initial calculations, it was estimated that emission reductions would come from 100 buses operating for 10 years and reductions coming from modal changes due to the BRT system with a length of 20 km. During the project preparation phase, design team has come up with calculations only based on emissions reduction from 30 buses operating over shorter BRT+GUTC routes.

22. Details of the GHG emission reduction estimations for TAILEV can be found in Annex 7 of the ProDoc.

7) Innovativeness, sustainability and potential for scaling up

23. The TAILEV Project is innovative for Uzbekistan since implementation of a green urban transport corridor (GUTC) with the operation of a fleet of electric buses has not yet been tested in the country. This innovative approach addresses several transport-related priorities of Uzbekistan?s Presidential Decree dated 04.10.2019, ?Strategy for the transition of the RoU to the green economy for the period 2019-2030?, listed in Section 1a of this report. By demonstrating the use of 30 electric buses and more than 2 charging stations along 2 transport corridors that prioritizes public transport and de-risking the technology of electric buses under Uzbek environmental conditions, Uzbekistan will generate tangible and positive environmental and economic benefits of green urban transport and development where best international practices for such developments can be observed for replication by both public and private sector investors. A significant proportion of TAILEV resources will be dedicated to infuse these best international practices into the planning, implementation, operation and maintenance of this demonstration (under Component 2), and the monitoring of the benefits measured under established

MRV protocols for transport projects (under Component 3) to generate credible benefit data and information.

24. The sustainability of TAILEV will be strengthened on its provision of resources dedicated to the generation and dissemination of positive economic, environmental and social benefits of electric buses operations along a green urban transport corridor. Dissemination of this information will leverage investment, catalysing strong interest from local investors and boosting investor confidence, both public and private (under Outputs 3.6 and 3.7) in investments in electric vehicles and green urban transport corridors in addition to tailored technical assistance to these investors in preparing investment plans for e-vehicles and GUTCs. This would include local manufacturers of motor vehicles to assemble electric buses and EVs in Uzbekistan. Secondary benefits from this would include creation of local employment, and private sector companies such as taxi fleets and delivery companies converting to electric vehicle fleets. This would strengthen the sustained growth of the use of electric vehicles within the Tashkent City as well as other cities in Uzbekistan such as Samarkand and Namangan.

25. Sustainability of TAILEV will be further assured through:

? its close links to GoU-developed:

o Decree of the President of the Republic of Uzbekistan from 22 August 2019 ?on accelerated measures to improve energy efficiency in economic and social sectors, the introduction of energy-saving technologies and the development of renewable energy sources?; and

o ?Concept for the further development of transport, communications and transit potential of the Republic of Uzbekistan until 2030? or 2030 Transport Concept, which will tie the activities closely with and through strong support from the national and local governments. Civil society groups such as the Public Council of Tashkent will apply its strong advocacy abilities to support the actions of TAILEV, notably for their calls for improved public transport services and an expansion of safe cycling corridors. Replication of this level of civil society involvement in urban planning will encouraged during TAILEV in other cities of Uzbekistan;

? TAILEV?s link as a child project to GEF Global E-Mobility Programme led by UN Environment that will provide TAILEV with opportunities for regional cooperation with countries that are similar initiatives in another 6 countries/cities with the introduction of clean and soot free buses, including the introduction of electric buses. This Global E-Mobility Programme will also be linked with the IEA coordinated Electric Vehicles Initiative (EVI) (that will require TAILEV to involve the MoT) and the Asian Development Bank (ADB) for technical assistance to the development of policies and strategies for developing and increasing investment in electric transport in Uzbekistan, analysis of the environmental impact of electric vehicles and its economic consequences (based on global practices on taxation, tariffing, and subsidizing as a means of catalysing interest in EVs). Technical assistance would also include the phased introduction of electric vehicles for public and personal use, enforcing relevant standards, development of charging infrastructure and production of batteries.

26. The scale-up potential can be characterized by the targets to be set under Goal 6 for the ?share of the fleet of vehicles with hybrid, electric and alternative fuel engines? in Uzbekistan in their draft 2035

Transport Strategy. Furthermore, the Concept ?On Environmental Protection of the Republic of Uzbekistan for the Period until 2030? (see Para 5-19 of the ProDoc) does set a target of an 80% transition of public transport to CNG/LPG and electric traction until 2030. Post-project emission reductions for TAILEV are anticipated on the basis of an assumed target of 50% of public buses in Uzbekistan?s major cities being electric during the 2026-37 post-project period. This number is likely to increase with other public and private sector investments into e-vehicles outside of public transport resulting from the tailored technical assistance provided in Outputs 3.6 and 3.7.

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[1] In 2018, air polluting emissions in Tashkent totaled 410,000 tons of which 94% are from mobile sources with road transport accounting for up to 80% of these emissions. Nationally, road transport pollution is 60% of all air pollution in Uzbekistan, which is more than 3 times higher than in developed countries of the world.

[2] This rate is 18% for developed countries, 40% for Russia, and 30% for Kazakhstan.

1b. Project Map and Coordinates

Please provide geo-referenced information and map where the project interventions will take place.

27. 41?17'07.0"N 69?15'13.8"E is the location of the Babur Street -Usman Nasir St interesection that is an approximate mid-point of the GUTC (see Figure 1).

Figure 1: The Shota Rustaveli (7.5 km) GUTC in Tashkent

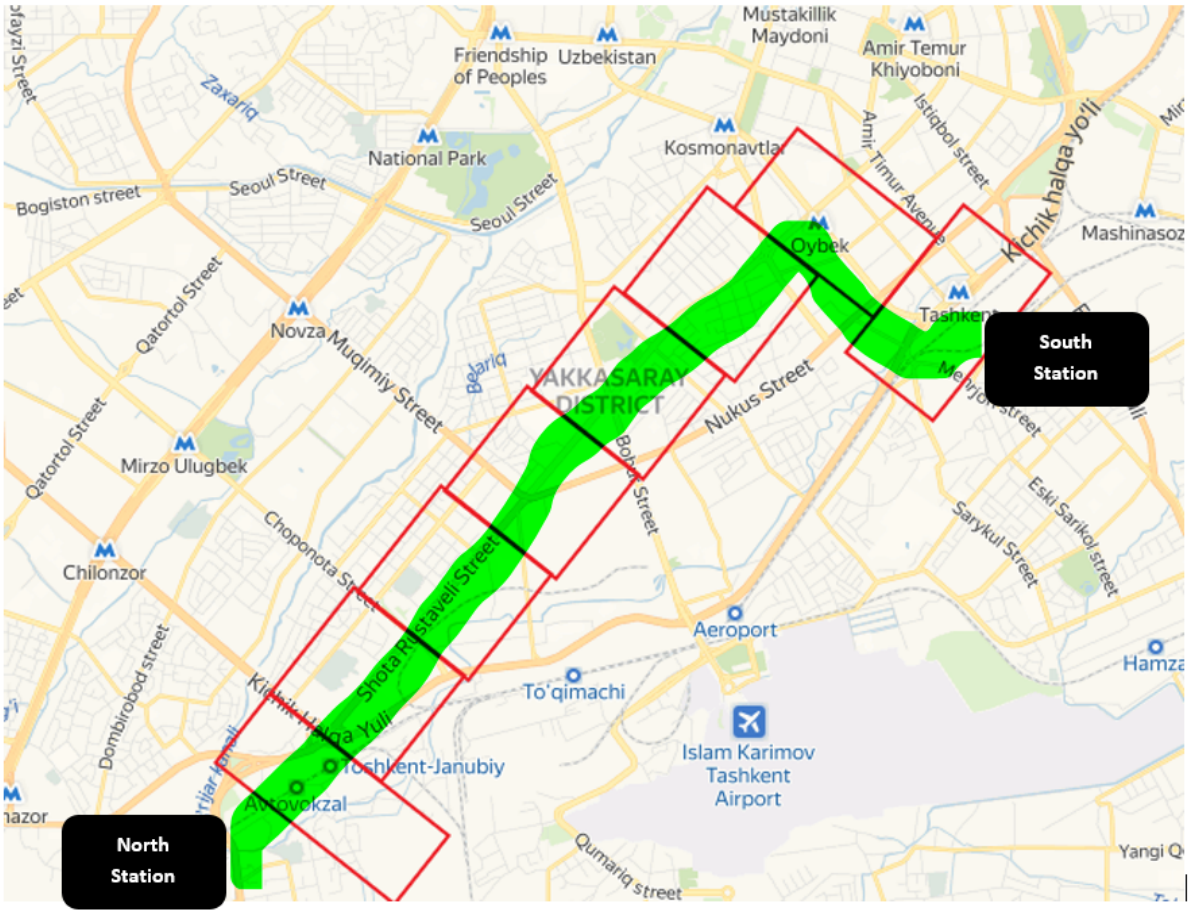
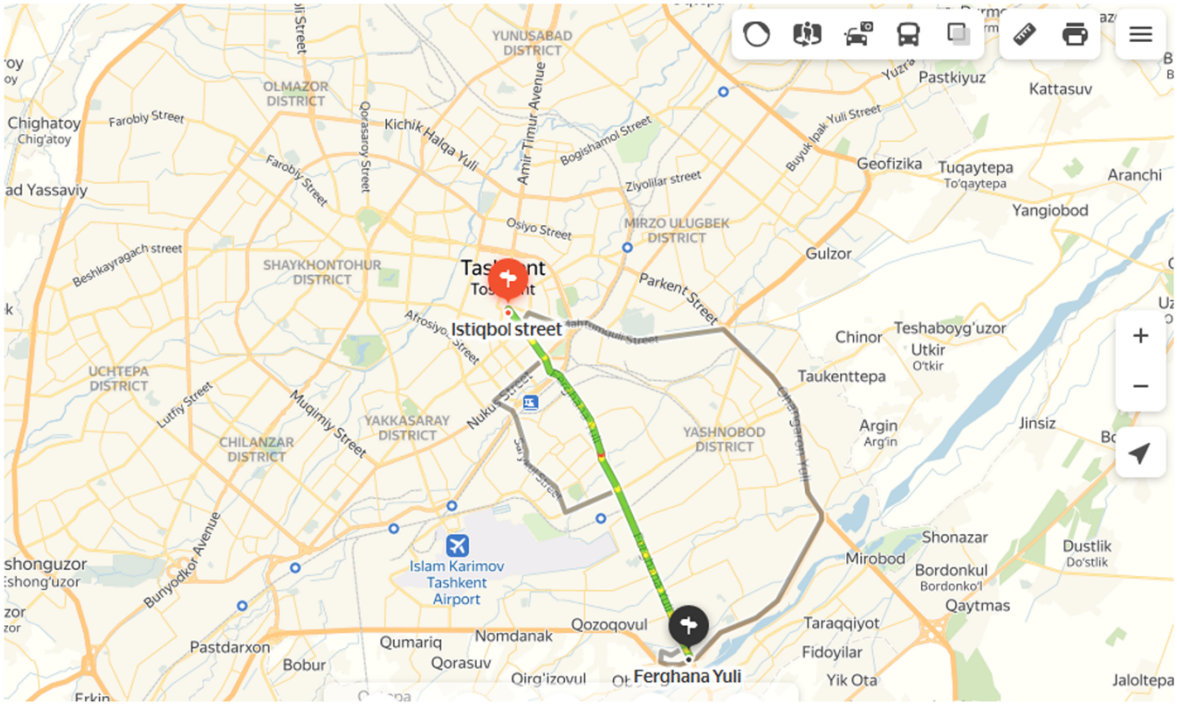


Figure 2: Location of the Fargona Yuli BRT Corridor



1c. Child Project?

If this is a child project under a program, describe how the components contribute to the overall program impact.

Child Project: Yes
GEF ID of Umbrella: 10114
Umbrella Title: 10114 GEF 7 - E Mobility Global Programme UNEP PFD New York - GEF

2. Stakeholders

Select the stakeholders that have participated in consultations during the project identification phase:

Civil Society Organizations Yes

Indigenous Peoples and Local Communities

Private Sector Entities Yes

If none of the above, please explain why:

28. TAILEV?s primary stakeholders will be government agencies, ranging from national government agencies to regional municipal governments to state-owned companies who provide services important to the public, all of whom will be involved in the development and monitoring of project activities. During TAILEV planning, stakeholder consultations were conducted as follows:

? The Ministry of Transport (MoT), as TAILEV?s Implementing Partner, were consulted in November 2019 to identify MoT?s core interests in TAILEV, possible areas of influence and potential impact on urban transport efficiencies, a review of GUTC concepts, their alignment with the newly formed MoT, and selection of a route for the pilot GUTC that can be incorporated into the TAILEV ProDoc. In January 2020, further consultations were held with them to discuss how international expertise from the Project can be utilized to confirm Tashkent City Municipality?s ongoing plans for the GUTC development, TAILEV?s role in the introduction of best international practices for the operation of pilot electric bus fleets and developing more efficient and green urban public transport for Tashkent, and how this will inform Tashkent City on developing additional GUTCs in Tashkent and other large cities in Uzbekistan;

? TAILEV?s Responsible Party, JSC ?Toshshakhartranskhizmat? (TBC) who operate public bus transport in Tashkent, have been consulted 4 times during the Project preparations, first to explore their interest in the Project, secondly to seek suitable GUTC routes, thirdly to select a GUTC route in closer consultation with the MoT and fourthly to confirm the routing of the pilot Shota Rustaveli GUTC between the North and South Railway Stations;

? Consultations with the State Committee for Ecology and Environmental Protection (or Goscomecology) have been consulted thrice during Project preparations. First meeting was mainly focused on the potential impact on the environment from TAILEV activities, second meeting was with senior Goscomecology management to discuss international involvement in assessing environmental impacts associated with green urban development, specifically in Tashkent, and thirdly TAILEV Project developers, Goscomecology and Uzhydromet to provide TAILEV support for ambient air quality monitoring activities along the GUTC before and after its construction agree with TAILEV Project developers, to provide TAILEV support for ambient air quality monitoring activities along the GUTC before and after its construction. The cost of these equipment will be covered by third party financing that will be raised during the project implementation;

? Collaborative consultations with regional municipal governments, notably the Tashkent City Municipality (TCM) who will also have oversight of the construction and operation of the pilot Shota Rustaveli GUTC and e-bus demonstration through their respective Department of Transport for Tashkent City and Committee of Ecology for Tashkent City. In September 2019, their senior management were consulted to discuss their potential roles on TAILEV including the implementation of the Shota Rustaveli GUTC, complete with beautification activities along the Shota Rustaveli GUTC, and the construction of segregated bus lanes, NMV infrastructure, and passenger-friendly bus stops along the Shota Rustaveli GUTC. In February 2020, another meeting was held with them basically reiterating their commitment and lead role in implementation of the Shota Rustaveli GUTC;

? Other regional municipalities such as the Namangan and Samarkand City Municipalities, were consulted. Consultations were conducted with Samarkand City during September 2019 to meet with the leadership of the city municipality, and during December 2019 with the Head of Office of the Deputy Mayor of Samarkand city for Capital Construction, Communications, Public Utility, and Transport to explore the scope of cooperation. Consultations with Namangan City were conducted on during September 2019 to meet with city municipality leaders to discuss the TAILEV?s potential impacts,

replication potential and the urban transport challenges in Namangan and during February 2021 to express their serious interest and possible co-financing with TAILEV;

? State-owned companies and entities will provide services important to TAILEV such as:

o JSC ?National Electric Networks of Uzbekistan? who will provide electricity for e-vehicle charging infrastructure who were consulted twice during April 2019 and September 2019; and

o JSC ?Uzavtosanoat?, the parent company to major motor vehicles production in Uzbekistan. They were consulted during September 2019 to introduce the Project and discuss its impacts on the company?s activities; and

o Educational institutes such as the Innovation Center at Turin Polytechnic University who were consulted twice, once in April 2019 and the other time in September 2019 to discuss cooperation and role in implementation in terms of capacity building.

Please provide the Stakeholder Engagement Plan or equivalent assessment.

A stakeholder engagement plan for TAILEV can be found in Annex 4 of the TAILEV ProDoc.

In addition, provide a summary on how stakeholders will be consulted in project execution, the means and timing of engagement, how information will be disseminated, and an explanation of any resource requirements throughout the project/program cycle to ensure proper and meaningful stakeholder engagement

Select what role civil society will play in the project:

Consulted only; Yes

Member of Advisory Body; Contractor;

Co-financier;

Member of project steering committee or equivalent decision-making body;

Executor or co-executor;

Other (Please explain)

3. Gender Equality and Women's Empowerment

Provide the gender analysis or equivalent socio-economic assesment.

A gender analysis was carried out during the project preparation phase focusing on the transport sector in Uzbekistan. The main findings of the analyses can be summarized as (please see the Annex 12 of ProDoc, Gender Analysis and Gender Action Plan):

- Over the past 20 years, more than 80 legal instruments relating to the promotion and protection of the rights, freedoms and legitimate interests of women have been adopted in Uzbekistan. Ratifying the Convention on the Elimination of All Forms of Discrimination against Women (CEDAW), the Beijing Platform and Plan of Action, as well as other international instruments on women's rights was the necessary international legal framework for the national level elaboration of specific measures for the implementation of international standards in law and practices.

- As related to the transport sector, the surveys conducted in Tashkent and Namangan regions reported that women and men use public transport equally, and when asked specifically about their use of public transport to travel to hospitals and clinics, a high percentage of both women and men affirmed that they use public transport rather than private cars. The majority of participants in household surveys in Karakalpakstan and the Bukhara region, however, stated that men use transport more often than women. When traveling to health care institutions, it appears that men were slightly more likely to use public transport and women were more likely to use private cars. It also was noted that men usually accompany children traveling by public transport.

- The key gender related gaps related to the transport are as follows

  - Limited sex-disaggregated data, statistics and gender sensitive survey/study focused on transport;

  - Gender Differences in Public Transport;

  - Limited availability of long-distance transport may have a specific effect on girls? access to education;

  - Significant gender asymmetry of employment in the transport sector, where women occupy 12% and men 88% respectively.

Based on the gender analysis findings, a Gender Action Plan was developed and established the ground for gender considerations of the project baselines, indicators, targets and approach. The following table presents the Gender Action Plan. As an extension of the Plan, several project activities have quotas for women?s participation and Project indicators have specific gender emphasis and targets.

Activity	**Targets/Indicators**	**Responsibility**	**Timeframe**

Stage 1: Electric buses commissioned			
Opportunities identified for the improved involvement of female locomotive drivers	1. Survey conducted on the perception of female employees, Turin Polytechnic Institute as well as the general public on technical positions by women such as bus drivers and technicians, to establish evidence on bottlenecks to female entry into this profession. 2. Results of the survey analyzed and presented to project stakeholders including JSC ?Toshshakhartranskhizmat? (TBC) management for use in the long-term development strategy.	UNDP, assisted by Tashkent City Public Council and TBC	Year 1
Challenges of both genders, including vulnerable groups of people, identified in relation to making electric buses highly accessible to the general public	3. Survey conducted on the identification of challenges in accessing public transport faced by women, children and specifically for vulnerable groups of populations, including wheelchair users and people with hearing and vision disabilities. 4. Results of the survey presented to the project stakeholders and widely used by all external parties in designing policies related to increasing accessibility of green public transport and reducing carbon emissions	UNDP assisted by Tashkent City Public Council and TBC	Year 1
On the basis of the survey result, women?s and children?s public transport safety policy is developed.	5. Women and children face numerous risks using public transport. Mitigating these risks and ensuring safety of children and women using public transport is vital to increase the use of public transport and reduce carbon emissions. 6. The safety policy is developed and introduced using examples of the similar policies in other countries and adopting to the context of Uzbekistan.	UNDP assisted by Tashkent City Public Council and TBC	Year 1
Stage 2: Bus and terminus depots			
Separate sanitary facilities for females and males available for employees	7. Gender inclusive sanitary facilities, including toilets, shower room and changing rooms are kept available at all terminus depot facilities. 8. Flexible working arrangements to be included: flexible hours, part-time employment, breastfeeding breaks and etc., based on the result of the staff survey conducted in the Year 1	UNDP, assisted by Tashkent City Public Council and TBC	Year 2

Conduct gender-sensitivity training for all employees at the depots	9. All employees working at the depot receive the gender-sensitivity training. 10. All employees working on buses receive trainings to understand the challenges faced of different groups of people using public transport and learn how to deal with emergency situations. The trainings will be based on the result of the survey conducted in the year 1	UNDP, assisted by Tashkent City Public Council and TBC	Year 2
Stage 3: Long-term gender and development strategy			
Long-term gender and development strategy designed and adopted	11. At least 5 female employees from TBC review and provide inputs into the Long-term gender and development strategy designed and adopted. 12. Gender responsive human resource policies are made an integral part of the long-term strategy.	TBC together with Tashkent City Public Council, with assistance from UNDP	Year 1 Year 2
As part of the long-term gender and development strategy designed and adopted, continue to roll-out gender-friendly and inclusive designs of the public bus system	13. All bus stops will have features such as designated and/or priority areas/seats for parents with babies and children, physically challenged passengers, and senior citizens. 14. All buses will have gender-friendly features such as priority seating for pregnant ladies and parents of young children, as well as features to accommodate physically challenged passengers, and senior citizens. 15. Parents with strollers will have designated spaces on buses, accommodated in the same area as places for physically challenged passengers.	Tashkent City Public Council assisted by UNDP and TBC	Years 2 and 3
	16. Design disseminate information on the benefits of electric buses (health and economic benefits/of the benefits of electric transportation) with special focus on women and children health health addressed to residents;	All stakeholder organizations/ institutions, including educational institutions and general public	Years 2 and 3

Does the project expect to include any gender-responsive measures to address gender gaps or promote gender equality and women empowerment?

Yes

Closing gender gaps in access to and control over natural resources;

Improving women's participation and decision making Yes

Generating socio-economic benefits or services or women

Does the project?s results framework or logical framework include gender-sensitive indicators?

Yes

4. Private sector engagement

Elaborate on the private sector's engagement in the project, if any.

29. During the project preparation phase, consultations were made with several private sector entities. A key organization in automotive sector is JSC ?Uzavtosanoat?. It is an umbrella company that represents more than 85 enterprises in motor vehicles manufacture sector in Uzbekistan who potentially can create new economic opportunities with the manufacture of electric vehicles. Some of the key companies that are under this initiative are JSC GM Uzbekistan, LLC SamAvto, JV LLC JV MAN Auto - Uzbekistan and CSC GM Powertrain Uzbekistan. The project team has met with several member companies during the project preparation. Participation of JSC Uzavtosanoat and its members to the project is a key priority for the project as they can be the future manufacturers of EVs in Uzbekistan not only for buses but for other vehicle segments. The involvement of JSC ?Uzavtosanoat? in disseminating information on electric bus operations to its subsidiary companies should catalyse interest in the opportunities for private sector involvement in the scale-up of e-mobility in Uzbekistan with buses and private vehicles. The company has provided a co-finance letter to the project indicating their interest and specific interventions including (i) supporting local producers in the development and localization of EVs, (ii) organizing training in the area of EV production. Other co-financing private sector companies include the UZ Truck and Bus Motors, Samarkand Automobile Plant and Valley Fruits. The first two companies will support the project implementation through studying the experiences along the pilot GUTC, increasing the knowledge and capacities of their employees in the project subject, participating to the project activities, conducting studies on company?s potential on localizing production and maintenance of e-buses. Finally, the latter being an eco-tourism investing company indicated that they will prefer electric vehicles in their new project on establishing and eco-tourism area in Fergana Valley, Namangan Region.

30. In addition, the project will promote participation of automotive sector and national and international finance institutions to the implementation. The automotive sector?s participation to development of strategies, policies and regulations as well as codes and standards for EVs and GUTC will be key. The private sector organizations which provided co-financing letters to the project has also indicated their interest in participation to the various project activities. On the other hand, the project will seek active involvement of both automotive industry and finance institutions to the activities focusing on development of business plans and associated financing-investment models under the component 3. TAILEV will also facilitate private sector involvement on e-vehicle opportunities (in Output 3.7) on the basis of information generated from pilot e-bus operations Outputs 2.2 and 2.3 and from the Global E-Mobility Programme on global trends in e-vehicles and associated infrastructural developments. TAILEV involvement targeting the private sector and financing institutes in Output 3.7 will consist of i) compiling and disseminating gender-inclusive information from the e-bus pilots and other available international experience to assist the private sector in its decision-making to adopt electric vehicles; ii) conducting workshops or market fairs in Tashkent and other prominent Uzbek cities on investments into EVs and other forms of low carbon transport; and iii) providing tailored

technical assistance to potential private e-vehicle investors on preparing bankable investment proposals into EVs. With women entrepreneurs encouraged to participate on these activities, these actions should catalyse the interest and boost the confidence of potential private investors and commercial banks into e-vehicle investments with a focus on taxi fleets, delivery companies and private vehicle owners. This involvement of TAILEV with the private sector should contribute towards realizing the potential scale-up of electric vehicles in Uzbekistan.

5. Risks to Achieving Project Objectives

Elaborate on indicated risks, including climate change, potential social and environmental risks that might prevent the project objectives from being achieved, and, if possible, the proposed measures that address these risks at the time of project implementation.(table format acceptable):

31. Several risks were identified during the prepeartion phase that are provided in the below table. One of the key risk that has materialized during the project prepration phase was the COVID-19 Pandemic. Possible impacts of the pandemic have been analyzed and measurus were inserted into the project strategy. In general, COVID-19 pandemic has affected several sectors and the general economy in Uzbekistan. Due to the restrictions put in place during January - September 2020, the real volume of production has decreased by 2.7% compared to the same period in 2019. Services sector was the most affected among others and public transport was not operational between March and June 2020. Due to interruptions in the activities of economic entities and a slowdown in economic activity, the real total income of the population has decreased by 0.3% in the same period. Besides, the COVID impacts has led to a sharp increase in budget spending and 52.5% of the total budget expenditures was directed to the social protection. On the other hand, with an increase in economic activity since the beginning of 2021, it is expected that economic growth will be at least 5.1% taking into account the assumptions that the pandemic will persist in the coming years. The key factors in achieving the forecast will be the support of the health care system, the gradual expansion of the social protection sphere, the preservation of macroeconomic stability, and the adoption of moderate measures of fiscal stimulus (reduction of the budget deficit). In October 2020 to mitigate COVID related risks and impacts, the government of Uzbekistan adopted a large-scale post-crisis program to restore the economy during 2020-2021. Taking into account these developments, the green recovery in the transport sector can be achieved through better coordination between government departments responsible for transport infrastructure and public transport; replacing aging fuel-driven bus and taxi fleets with electric and low emissions ones, and building infrastructure for cycling and pedestrians. As in other developed and developing countries, regional municipalities may need to pioneer the introduction of carbon-free public transport services in their cities and towns working with the national government against clear targets and goals. TAILEV Project can play a key role in leveraging these efforts with demonstrations, putting in place necessary policies and regulations and increasing the capacities of the key organizations and persons for electric mobility.

#	Description	Risk Category	Impact & Probability	Risk Treatment / Management Measures	Risk Owner

#	Description	Risk Category	Impact & Probability	Risk Treatment / Management Measures	Risk Owner
1	Unwillingness of municipal partners (Tashkent, Samarkand and Namangan) to develop GUTCs on the basis of best international practices that will maximize corridor ridership and economic opportunities	Organizational, financial	Ridership along both GUTCs does not meet expectations for GHG emission reductions and urban environmental improvements. In addition, interest in replicating GUTCs will be reduced reducing the long-term impact of TAILEV. L = 1 I = 4 Low risk	Activities in Output 2.1 are designed to strengthen the knowledge of GUTC decision makers through informing them of best international practices for such corridors. This will include study tours to cities with high standards of green urban transit corridors.	Project manager
2	Lack of knowledge amongst bus company operational and maintenance personnel to deal with electric buses operational and technical issues	Operational	Ridership along GUTCs does not meet expectations for GHG emission reductions. L = 3 I = 2 Moderate risk	Activities in Outputs 2.3 and 3.4 were designed to mitigate this risk. This will involve training of bus operational and maintenance personnel to undertake high voltage training (mainly for bus company staff) and new maintenance cycles, and training to improve their understanding of ?very cold and very hot bus operations?, correct charge monitoring, conducting on-road repair programs, power loss plans, effective and efficient scheduling to allow for charging, and the impact of additional weight of e-buses on road infrastructure	Project manager

#	Description	Risk Category	Impact & Probability	Risk Treatment / Management Measures	Risk Owner
3	Reluctance of private companies to own and operate e-buses;	Operational	Scale-up of the use of electric vehicles is hampered thus reducing the long-term impact of TAILEV of GHG emission reductions from the transport sector. L = 3 I = 2 Moderate risk	Outputs 4.1 and 4.3 are designed to provide support for scale-up plans for e-vehicles and e-buses that would include use of financial, technical and environmental information generated from the pilot Shota Rustaveli GUTC from Outcome 2. This would importantly include financial institutions who could provide unique financial products to these private enterprises.	Project manager
4	Limiting women?s ability to benefit from TAILEV throughout all phases (design, construction and operation);	Social	Pilot Shota Rustaveli GUTC and e-bus fleet does not fully address inclusivity of green urban transport. As such, social benefits of the GUTC and low carbon public transport are not fully realized. L = 2 I = 2 Low risk	TAILEV has a gender action plan that will include amongst a number of actions recruitment policies to maximize participation of female personnel in bus operation and maintenance and ensuring introduction of the electric bus fleet and the pilot Shota Rustaveli GUTC have gender-inclusive features. Further details are provided in Annex 7 ? Risk 1.	Project manager

#	Description	Risk Category	Impact & Probability	Risk Treatment / Management Measures	Risk Owner
5	Environmental impacts during GUTC construction including increased air, water and noise pollution and solid waste generation, increasing health and safety risks of workers and the community;	Environmental	Failure to address these impacts may result in stoppages or delays in construction of the GUTC. L = 2 I = 3 Moderate risk	Environmental and Social Management Plan (ESMP) will be prepared prior to commencement of activities associated with Output 2.2. This plan will include an Occupational Health and Safety Plan and Traffic Management Plan to ensure that workers and the community are protected during construction and operation of the Shota Rustaveli GUTC or any facility developed by the project. Further details are provided in Annex 7 ? Risks 2 to 7.	Project Manager
6	Loss of livelihood for local business due to access restrictions during construction of the Shota Rustaveli GUTC	Social	Failure to address these impacts may result in stoppages or delays in construction of the Shota Rustaveli GUTC. L = 1 I = 2 Low risk	Before the implementation of pilot Shota Rustaveli GUTC, a stakeholder engagement plan will be executed. This would include a participatory process to be undertaken with the affected shop owners whose businesses may be impacted as a part of Output 2.1.	Project manager

#	Description	Risk Category	Impact & Probability	Risk Treatment / Management Measures	Risk Owner
7	Possible COVID-19 related risks and their effect to the i) transport preferences of the community and in turn its effect to the project implementation, ii) possible effects of post COVID-19 era to the priority setting of the government organizations, iii) any other limitations that cannot be guessed at this stage caused by COVID-19 .	Social Operational	Failure to assessment and addressing of these risks may affect the project success. L = 2 I = 3 Moderate risk	The project will continuously assess the impact of COVID-19 in the areas related to the project context. This will commence in the inception period of the project and early findings and project measures to any rising COVID-19 related risks will be addressed with a participatory approach. These assessments will both evaluate the possible negative effects of COVID-19 as well as any ?green? opportunities raising.	

6. Institutional Arrangement and Coordination

Describe the institutional arrangement for project implementation. Elaborate on the planned coordination with other relevant GEF-financed projects and other initiatives.

32. The Ministry of Transport (MoT) will serve as the Implementing Partner for TAILEV, the entity to which the UNDP Administrator has entrusted the implementation of UNDP assistance specified in TAILEV Project Documents along with the assumption of full responsibility and accountability for the effective use of UNDP resources and the delivery of outputs[1]. The JSC Toshshakhartranskhizmat or TBC is the responsible party of the project that will be accountable from the procurement, operation and maintenance of e-buses and charging infrastructure. As per the official structuring in Uzbekistan, TBC is a legal entity which is placed under both MoT and Tashkent City Municipality. As such, the responsible government official performs two functions as the Head of Tashkent City Transport Department under MoT and Head of TBC. As per the management arrangements, this project will be executed in national implementation modality (NIM) of UNDP, that is, all GEF funds will be transferred to the implementing partner MoT. The associated budget totals are expected to be transferred from dedicated project account of MoT to specific bank account of TBC allocated to the TAILEV project only. These transactions will be done based on the agreement made between two government organizations as per the national financial procedures in Uzbekistan. The details of these procedures will be defined during the project implementation. UNDP will closely monitor and oversight the process. MoT will be responsible for executing this project that includes chairing of the TAILEV Project Board that is responsible for taking corrective action as needed to ensure the project achieves the desired results. To ensure UNDP?s ultimate accountability, Project Board decisions will be made in accordance with standards that shall ensure management for development results, best value money, fairness, integrity, transparency and effective international competition. The composition of the TAILEV Project Board can be described as follows:

- Project Executive: Is an individual who represents ownership of the project and chairs the Project Board. The Executive is normally the national counterpart for nationally implemented projects, and will be the First Deputy Minister of the Ministry of Transport;

- Beneficiary Representative(s): Individuals or groups representing the interests of those who will ultimately benefit from the project. Their primary function within the board is to ensure the realization of project results from the perspective of project beneficiaries. Often civil society representative(s) can fulfil this role. The Beneficiary representatives are: the Public Council of Tashkent City, the Mayor of Samarkand, the mayor of Namangan, as well as the Consumer Rights Protection Agency under the Antimonopoly Committee;

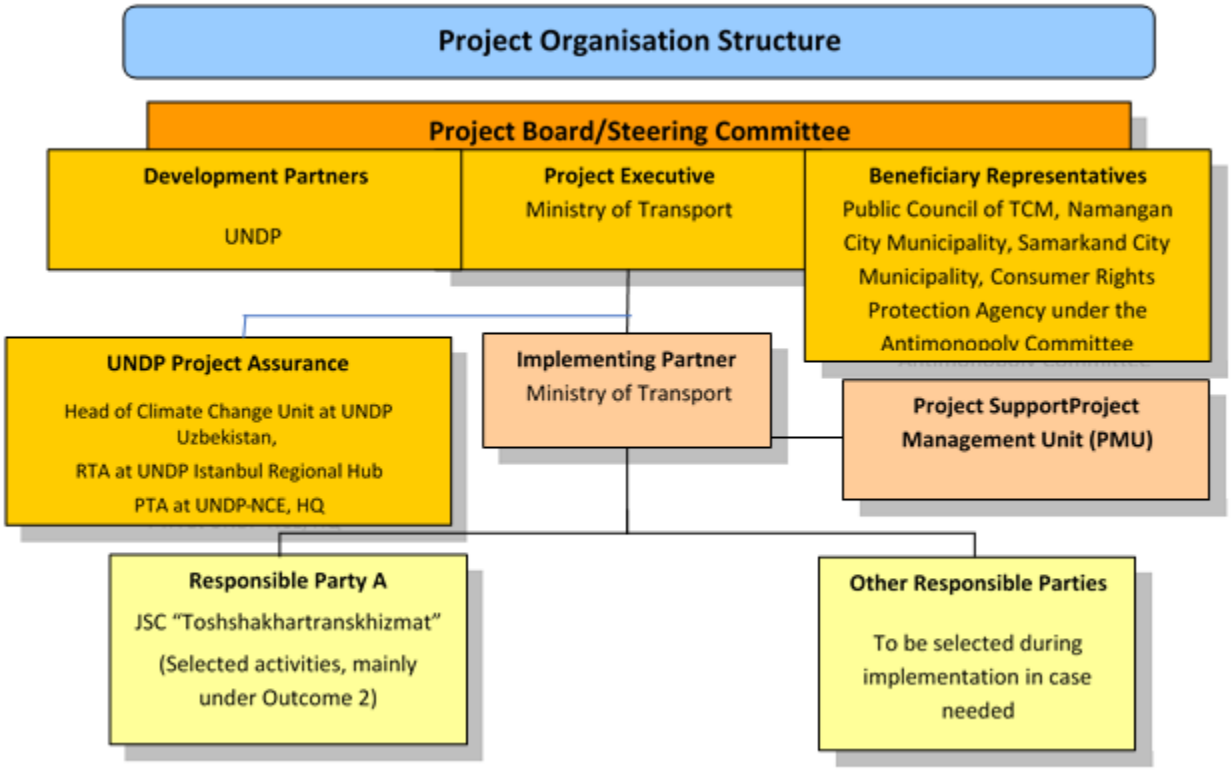
- Development Partner(s): Individuals or groups representing the interests of the parties concerned that provide funding and/or technical expertise to the project. The Development Partner will be the Resident Representative to UNDP Country Office;

- Project Assurance: UNDP performs the quality assurance and supports the Project Board and Project Management Unit by carrying out objective and independent project oversight and monitoring functions. This role ensures appropriate project management milestones are managed and completed, conflict of interest issues are monitored and addressed. Moreover, UNDP is tasked to provide limited execution support services to the Implementing Partner through hiring of Admin and Finance Assistant, Project Driver and also providing capacity building services to the PMU so that project management and monitoring functions are maintained successfully. All associated costs to execution support are budgeted under UNDP?s co-financing. Detailed justification and associated costs are provided in the Project Document, para 73 and budget notes 30 to 32 under the Total Budget and Work Plan section. The Project Board cannot delegate any of its quality assurance responsibilities to the Project Manager. UNDP provides a three ? tier oversight services involving the UNDP Country Offices and UNDP at regional and headquarters levels. Project assurance is totally independent of project execution.

33. TAILEV will also be strengthened by the Global E-mobility Programme to support countries with the shift to electric mobility? (GEF Agency Program ID.01679), also referred to as the Global Programme. The linkages of the Global Programme include i) access to knowledge products related to e-mobility prepared by global Programme specialists; ii) access to support and investment platforms to facilitate and sustain e-mobility investments; and iii) assistance from the Global Programme to create conditions in Tashkent and other large cities of Uzbekistan for the increased uptake of electric vehicles. The TAILEV project will have a layered coordination approach with the Global E-mobility Programme at national project and global UNDP NCE team levels. The project has several activities that are connected with Global E-mobility Programme including technical knowledge transfer (such as MRV related approaches, environmental management of batteries etc.) as well as participation to the key global and regional events of the Global E-mobility Programme. Also, the project team will ensure that project partners in Uzbekistan will benefit from the Regional Support and Investment Platforms to be established under the Global E-mobility Programme. This will include participation of government and municipal staff/experts joining to technical trainings, participation to the community of practitioners and approaching the help desks to gather technical support when needed. On the other hand, UNDP NCE team will ensure effective coordination with the Global E-mobility Programme team (UN Environment) and its partners for effective management of the projects, contribution to global monitoring and evaluation efforts as well as other

common issues under the Global Programme. UNDP?s NCE team will ensure the data and knowledge flow between national project team and the international coordination mechanism.

Figure 3: TAILEV Project organisation structure



7. Consistency with National Priorities

Describe the consistency of the project with national strategies and plans or reports and assesments under relevant conventions from below:

NAPAs, NAPs, ASGM NAPs, MIAs, NBSAPs, NCs, TNAs, NCSAs, NIPs, PRSPs, NPFE, BURs, INDCs, etc.

34. TAILEV is consistent with the following Uzbekistan national strategies, policies, reports and assessments:

? As a signatory to the Paris Agreement on 19 April 2017 (and ratified by the Senate of the Uzbekistan?s Parliament through adoption of a Law ?On Paris Agreement Ratification? on 27 September 2018), Uzbekistan is party to the UNFCCC with the commitment of the GoU towards the sustainability and modernization of its economy and global environmental commitments made through nationally determined

contributions (NDCs), and with a declaration that Uzbekistan seeks to decrease specific emissions of greenhouse gases per unit of GDP by 10% by 2030 from 2010 levels;

? Uzbekistan?s Third National Communications (TNC) from 2016 that foresaw ?unavoidable growth in number of private cars will lead to a further increase in volume of GHG emissions?. The GoU?s response to this challenge was a listing of measures to decrease energy consumption of automobile transport including inter-alia: i) public transport traffic optimization in large cities; ii) introduction of hybrid electrical automobile transport; and iii) ?modal shift? or priority development of urban public transport including access limitation to city centers, establishment of paid parking and development of bicycle infrastructure;

? Decree of the President of the Republic of Uzbekistan dated 04.10.2019, ?*Strategy for the transition of the Republic of Uzbekistan to the green economy for the period 2019-2030?*, that has priorities in mitigating the environmental impact of the transport sector, all designed to lead to a significant reduction in emissions of polluting substances and GHGs;

? The GoU-prepared Concept ?On Environmental Protection of the Republic of Uzbekistan for the Period until 2030? that was approved by the President on 30 October 2019. This included a ?Road Map? for environmental management to improve the quality of life of the population that includes increasing environmental sustainability of the transport sector in the country;

? Further to the Concept and the aforementioned TNC?s transport-related issues, the country developed a project ?Concept for the further development of transport, communications and transit potential of the Republic of Uzbekistan until 2030? or *2030 Transport Concept*. This Concept included the introduction of clean, innovative technologies, as well as the implementation of a number of environmental priority measures in transport. The main priority measures as related to TAILEV include:

o production of vehicles, in particular automobiles, as well as motor fuels that meet modern environmental requirements;

o continued renewal of the fleet;

o implementation of innovative clean urban planning systems;

o wider use of alternative energy sources in transport;

o development of new effective methods and means of organizing and managing traffic;

o development and improvement of efficient public transport systems;

o strengthening state control over the environmental condition of operating vehicles;

o promotion of cycling with the creation of separate bike lanes and related infrastructure.

8. Knowledge Management

Elaborate the "Knowledge Management Approach" for the project, including a budget, key deliverables and a timeline, and explain how it will contribute to the project's overall impact.

35. Knowledge products to be generated and disseminated by TAILEV include:

? study on public opinion of GUTC, and its economic impact from retail and real estate developments along the GUTC by Year 4 (Output 1.2) - $50,000;

? municipal level strategies to accelerate EV adoption technical assistance to TCM and other municipal administrations by Year 4 (Output 1.3). Such strategies may include how the city regulates and provides permits to EV fleets (such as taxis and delivery companies) based on pipeline EV investment plans and infrastructural readiness (such as the number of charging stations) of the municipality to accommodate an influx of EVs - $65,000;

? an information product for targeting the public to improve public knowledge of the pilot Shota Rustaveli GUTC and the e-bus fleet in Year 1 (Output 2.2) ? US$25,000;

? training manuals for TBC operational personnel on the operation and maintenance of the e-bus fleet in Year 2 (Output 2.3) - $30,000;

? e-bus and charging station guidelines, codes and regulations that will provide guidance for future e-bus fleet procurement, operation and maintenance in Year 2 (Output 3.1) - $10,000;

? a baseline survey (Year 1), and two impact surveys in early Year 4 and late Year 6 (as a part of Output 3.1) of the pilot Shota Rustaveli GUTC that would include characterization of the changes surveyed, assessments of the data collected on passenger opinions on electric buses and electric vehicles in general (using some information from the public awareness campaign in Output 2.2), perceptions of the public on the means of public transport within the Covid context and suggestions on interventions to ensure the data trends towards increased GHG emission reductions for the pilot GUTC and future GUTCs. Both of these surveys will also include the environmental monitoring information collected from Output 3.2 - $30,000 for baseline survey, $20,000 for each impact survey;

? summary of pilot GUTC operational experiences and draft GUTC codes and standards for Tashkent in Years 3 and 4 (Output 3.3). These will be circulated to MoT, TCM and other municipal governments that will inform national codes and standards for GUTCs to be developed in Output 1.4 - $20,000;

? a compilation of knowledge products from Outcomes 2 and 3 that can support curriculum development in e-vehicles and green urban transport development for local universities and technical institutes by late Years 4 and 5 for higher educational institutions in Uzbekistan (Output 3.5) - $10,000;

? a compilation of gender-inclusive information from the e-bus pilots and other available international experience that target dissemination to the private sector to assist them in its decision-making to adopt electric vehicles in Year 4 (Output 3.6) - $10,000;

? a lessons learned study to be completed late in Year 6 (Output 4.3) that compiles TAILEV Project experiences in planning, implementing and operating GUTCs with EVs that can be replicated by other cities and countries regionally - $75,000 (to be done by an international consulting team under their allocations to the UNDP Outcome 4 budget).

9. Monitoring and Evaluation

Describe the budgeted M and E plan

36. TAILEV Project results, corresponding indicators and mid-term and end-of-project targets in the PRF will be monitored annually and evaluated periodically during TAILEV implementation. If baseline data for some of the results indicators is not yet available, it will be collected during the first year of project implementation. The Monitoring Plan is provided in the following table complete with details the roles, responsibilities, frequency of monitoring project results.

37. Project-level monitoring and evaluation will be undertaken in compliance with UNDP requirements as outlined in the UNDP POPP and UNDP Evaluation Policy. The UNDP Country Office will be responsible for ensuring full compliance with all UNDP project monitoring, quality assurance, risk management, and evaluation requirements. Additional mandatory GEF-specific M&E requirements will be undertaken in accordance with the GEF Monitoring Policy and the GEF Evaluation Policy and other relevant GEF policies. The costed M&E plan included below, and the Monitoring Plan in Annex 3 of the ProDoc, will guide the GEF-specific M&E activities to be undertaken by this project. In addition to these mandatory UNDP and GEF M&E requirements, other M&E activities deemed necessary to support project-level adaptive management will be agreed during the Project Inception Workshop and will be detailed in the Inception Report.

GEF M&E requirements	Indicative costs (US$)	Time frame
Inception Workshop	US$8,000 for workshop	Within 60 days of CEO endorsement of this project.
Inception Report	None	Within 90 days of CEO endorsement of this project.
Monitoring of indicators in project results framework	US$787.50 x 6 yrs = US$ 4,725	Annually prior to GEF PIR. This will include GEF core indicators.
GEF Project Implementation Report (PIR)	US$787.50 x 6 yrs = US$ 4,725	Annually typically between June-August
Monitoring all risks (UNDP risk register)	None	On-going.
Monitoring of stakeholder engagement plan	US$2,050 x 6 yrs = US$ 12,300	On-going.

Monitoring of gender action plan and safeguard management	US$78,720	On-going.
Supervision missions	None	Annually
Oversight missions	None	Troubleshooting as needed
Mid-term GEF Core indicators and other required Tracking Tools	None	Before mid-term review mission takes place.
Independent Mid-term Review (MTR) and management response	US$33,016	Early in Year 4 (Expected date of posting of Mid-Term Review to ERC: 1 July 2024)
Terminal GEF Core indicators *and other required Tracking Tools*	None	Before terminal evaluation mission takes place
Independent Terminal Evaluation (TE)	US$37,000	Late in Year 6 (at least 3 months prior to EOP-operational closure) (Expected date of posting Terminal evaluation report to ERC: 31 March 2027)
Total Indicative Cost	**US$ 178,486**	

[1] See https://www.thegef.org/gef/policies_guidelines

[2] The costs of UNDP Country Office and UNDP-GEF Unit?s participation and time are charged to the GEF Agency Fee

10. Benefits

Describe the socioeconomic benefits to be delivered by the project at the national and local levels, as appropriate. How do these benefits translate in supporting the achievement of global environment benefits (GEF Trust Fund) or adaptation benefits (LDCF/SCCF)?

38. The socio-economic benefits of TAILEV will primarily be created from the demonstration of an operational green urban transport corridor with a fleet of electric buses serving as public transport, and a driver of economic benefits to the operators of TBC or any other future private bus operator. This demonstration will be designed to generate evidence of the technical, financial and environmental sustainability that will subsequently catalyse the interest of the public and private sectors in the replication of green urban transport corridors and the increased use of electric vehicles for public transport in Tashkent and other major cities in Uzbekistan. Moreover, the increased volume of evidence of the environmental and economic benefits of the electric vehicle usage should increase the confidence of the private sector to invest in electric vehicles for taxi companies, delivery companies, and private vehicles. Moreover, the continued decrease in electric bus prices will eventually make them economically more viable for national and local governments and bus operators. TAILEV project will help demonstrating these economic benefits based on pilot implementations.

39. Increased use of electric vehicles expected at the end of the TAILEV Project from public and private electric vehicle investments will provide a contribution to the GoU?s adopted Law on Paris Agreement Ratification (27 September 2017) of reducing specific emissions of GHGs per unit GDP by 10% from 2010 levels by 2030. These efforts can be further strengthened through adoption of solar powered charging stations and decreased grid emission factors in Uzbekistan based on transition to renewable energy production. Moreover, transition to EVs in urban context will have positive effects on air quality and health of the urban population mainly through elimination of noxious gases caused by diesel fuelled vehicles. Finally, the deployment of EVs and GUTC approach will contribute to the climate adaptation efforts. Green infrastructures are one of the main measures against the effects of climate change. Effective green designs along the GUTC will contribute to adaptation efforts through increased green areas and effective designs that can mitigate the effects of possible floods. Moreover, modern e-buses with effective ventilation systems will improve conditions for the community in the presence of increased heat within urban areas.

11. Environmental and Social Safeguard (ESS) Risks

Provide information on the identified environmental and social risks and potential impacts associated with the project/program based on your organization's ESS systems and procedures

Overall Project/Program Risk Classification*

PIF	CEO Endorsement/Approval	MTR	TE
	Medium/Moderate		

Measures to address identified risks and impacts

Elaborate on the types and risk classifications/ratings of any identified environmental and social risks and impacts (considering the GEF ESS Minimum Standards) and any measures undertaken as well as planned management measures to address these risks during implementation.

Annex 8: UNDP Social and Environmental Screening Procedure (SESP)

Project Information

Project Information	
1. Project Title	Tashkent - Accelerating Investments in Low Emission Vehicles (TAILEV)
2. Project Number	UNDP-NCE PIMS ID No: 6417 and GEFID No: 10282
3. Location (Global/Region/Country)	Uzbekistan

Part A. Integrating Overarching Principles to Strengthen Social and Environmental Sustainability

QUESTION 1: How Does the Project Integrate the Overarching Principles in order to Strengthen Social and Environmental Sustainability?
Briefly describe in the space below how the Project mainstreams the human-rights based approach
Strengthening local institutions and actors through joint implementation will be one of the engagement strategies of the program. Local communities and other economic actors within the landscape will be engaged for integrated land use planning, developing road maps and monitoring plans. The project will also design and disseminate information on the benefits of improved public transport along the Shota Rustaveli GUTC with a special focus on the health and economic benefits of electric transportation to vulnerable sectors of the urban populations of Uzbek cities (i.e. women, the elderly and children). In addition, project staff will undertake efforts to ensure equal participation and engagement of women and men in the planning, implementation and monitoring of project interventions. Through this approach, the project will contribute to several SDGs including: •**SDG Goal 3: Ensure healthy lives and promote well-being for all at all ages**, through reducing vehicle emissions in the project area; •**SDG Goal 8: Decent work and economic growth** through providing green jobs in the transport sector; •**SDG Goal 11: Make cities and human settlements inclusive, safe, resilient and sustainable** through providing green urban transport in the project area.
Briefly describe in the space below how the Project is likely to improve gender equality and women?s empowerment

Consistent with the GEF Policy on Gender Mainstreaming and the UNDP Gender Equality Strategy (2018-2021), the project includes gender dimensions that are key to its success. At the policy formulation level, inclusivity and gender mainstreaming have been included to highlight that women should be a part of this process and have their interests and concerns accounted for. This provides an opportunity to ameliorate some of the inequities in political power that women generally encounter. TAILEV will thus contribute to the **SDG Goal 5: Achieve gender equality and empower all women and girls**. Towards that end, the project aims to:

- Maximize participation of female personnel in bus operation and maintenance;
- Ensure introduction of the electric bus fleet in Tashkent sustains improvements in gender-inclusive features;
- With strong participation of female employees, prepare and introduce into practice a long-term gender and development strategy that will define ways to make public transportation system in Tashkent more gender-friendly and to improve work places for women within all stakeholder organizations and companies involved with the Project;
- Design and disseminate information on the benefits of improved public transport along the Shota Rustaveli and Fargona Yuli GUTCs with a special focus on the health and economic benefits of electric transportation to vulnerable sectors of the urban populations of Uzbek cities (i.e. women, the elderly and children);
- Project staff undertaking efforts to ensure equal participation and engagement of women and men in the planning, implementation and monitoring of project interventions.

The following are key indicators which include a gender dimension:

- Sex-disaggregated number of direct and consequential project beneficiaries;
- Sex-disaggregated number of jobs created by the project (such as bus operators),
- Sex-disaggregated number of people reached through awareness raising events on the benefits of improved public transport along the GUTC.

Briefly describe in the space below how the Project mainstreams environmental sustainability

One of the expected outcomes of the TAILEV Project is to ensure the long-term environmental sustainability of e-vehicles and GUTCs. This will be achieved through developing public and private commitments to green urban development that can include investments into e-vehicle fleets, e-buses and privately-owned e-vehicles. It contributes to several SDGs related to environmental sustainability including:

- **SDG 12: Ensure sustainable consumption and production patterns** through increasing the energy efficiency of urban transport consumption.
- **SDG 13: Take urgent action to combat climate change and its impacts by reducing greenhouse gas emissions** through the use of e-vehicles and increasing the share of renewable energy for powering e-vehicles.

It will also contribute to target 11.6, which requires the reduction of adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management.

Relevant indicators to be tracked by the project include:

- Cumulative direct tonnes of CO_{2eq} emission reduction by EOP
- Cumulative direct reduction of pollutant load (for CO, NOx and NH) along GUTC corridor (% reduction)

As designed, the Program is also consistent with the GEF target area of ?climate change mitigation", specifically CCM-1-2: Promote innovation and technology transfer for sustainable energy breakthroughs for electric drive technologies and electric mobility. Various multilateral environmental agreements and global processes including the United Nations Framework Convention on Climate Change and the Paris Agreement also inform the proposal.

Part B. Identifying and Managing Social and Environmental Risks

QUESTION 2: What are the Potential Social and Environmental Risks? *Note: Describe briefly potential social and environmental risks identified in Attachment 1 ? Risk Screening Checklist (based on any ?Yes? responses).*	**QUESTION 3: What is the level of significance of the potential social and environmental risks?** *Note: Respond to Questions 4 and 5 below before proceeding to Question 6*			**QUESTION 6: What social and environmental assessment and management measures have been conducted and/or are required to address potential risks (for Risks with Moderate and High Significance)?**
Risk Description	***Impact and Probability (1-5)***	***Significance (Low, Moderate, High)***	***Comments***	***Description of assessment and management measures as reflected in the Project design. If ESIA or SESA is required note that the assessment should consider all potential impacts and risks.***
Risk 1: Limiting women?s ability to benefit from the proposed TAILEV project throughout all phases (design, construction and operation) Women?s opportunities to benefit from the project might be limited by restricting or prohibiting them from engaging in the design process or being employed once the project begins operation. **Related to risks:** - Principle 1, Human Rights; 4 - Principle 2, Gender Equality and Women?s Empowerment; 1, 2	I=2 P=2	**Low**		A gender strategy and action plan has been prepared for the project in order to tackle such risks. The approach adopted by the project to reduce these risks includes: - Recruitment policies to maximize participation of female personnel in bus operation and maintenance - Ensure introduction of the electric bus fleet in Tashkent has gender-inclusive features - Defined measures to make public transportation system in Tashkent more gender-friendly and to improve work places for women within all stakeholder organizations and companies involved with the project; - Project staff undertaking efforts to ensure equal participation and engagement of women and men in the planning, implementation and monitoring of project interventions

Risk 2: Risk to worker health and safety during construction and operation of the GUTC Workers at the construction site may be exposed to several occupational health risks including, falling from heights, accidents from moving machines, and exposure to high noise levels, and air pollutants. The health of the workers might be affected if sanitary facilities are not adequate. During operation, drivers of the buses may be exposed to accidents if they do not adhere to traffic regulations and speed limits. **Related to risks:** - Principle 3, Standard 3: Community Health, Safety and Working Conditions; 3.7	I=3 P=2	**Moderate**		An Environmental and Social Management Plan (ESMP) will be prepared prior to commencement of Output 2.2. This plan will include an Occupational Health and Safety Plan and Traffic Management Plan to ensure that workers are protected during construction and operation of the Shota Rustaveli GUTC or any facility developed by TAILEV. The plan will include conditions under which the use of PPE (safety hats and shoes, high visibility vests, safety goggles, respiratory masks, ear plugs) is mandatory. It will ensure that first aid kits are available on site. For major injuries, emergency, primary and preventative care workers will have access to health facilities. The contractor will be required to provide adequate systems for sanitary conditions such as toilet facilities and waste bins.

Risk 3: Community health and safety risks from construction of the GUTC Road accidents may occur due to the movement of heavy machinery on existing roads and temporarily road closures. Impacts also associated with construction works include temporary traffic diversions, frequent generation of noise and dust on hauling routes. Health risks may also result from the improper transportation, disposal of solid waste and storage of used chemicals and fuel. **Related to risks:** - Principle 3, Standard 3: Community Health, Safety and Working Conditions; 3.1,3.2	I=3 P=2	**Moderate**		The ESMP that will be prepared prior to project implementation will include the following: - Traffic Management Plan during construction and operation - Plan to inform residents and businesses about road closures - Requirement for the contractor to install warning signs to raise awareness and safety issues
Risk 4: Air pollution from construction activities Air quality might be degraded from the generation of pollutants from construction activities such as dust during earth works, fumes from asphalt mixing during road paving and exhaust from movements of heavy machinery. High levels of the above-mentioned pollutants put at risk the health of the workers and local residents of the project area. **Related to risks:** - Principle 3, Standard 3: Community Health, Safety and Working Conditions; 3.1, 3.7 - Principle 3, Standard 7: Pollution Prevention and Resources Efficiency; 7.1	I=1 P=4	**Low**		As mentioned previosly an ESMP will be prepared for this project. Measures to reduce risks generated from air pollutants will include: - Implementation of air quality control measures (spray water regularly to suppress dust, install boards around dusty activities, regular maintenance of construction and turn off engines when not in use, cover material stockpiles, limit the speed on vehicles traveling on unpaved surface) - Implementation of occupational health and safety measures (use of personnel protective equipment)

Risk 5: Water pollution during construction and operation phase The generated construction wastewater contains high levels of suspended material. Construction runoff might pollute nearby water bodies and clog up drains. Domestic wastewater generated from workers may degrade the quality of nearby water bodies and affect the health of the local community using this water. During the operation phase, contaminated runoff from the bus terminals may contain high levels of oil and grease. Accidental spillage of oil, grease and other chemicals from bus terminals might affect nearby water bodies. **Related to risks:** - Principle 3, Standard 1: Biodiversity Conservation and Sustainable Natural Resource Management; 1.1 - Principle 3, Standard 3: Community Health, Safety and Working Conditions; 3.1, 3.2 - Principle 3, Standard 7: Pollution Prevention and Resources Efficiency; 7.1	I=1 P=2	**Low**		The ESMP that will be prepared for the project will include mitigation measures such as: - Avoiding certain construction activities in rainy events - Providing portable toilets and temporary storage tanks for the generated domistic wastewater and conenct it to existing sewer network or discharge it into nearby wastewater treatment plant - Washing of machinary must be done at designated sites (area having with settling tanks) - Pretreating the surface drainage of the bus terminals before discharging it into main drainage system or natural drains (install oil seperator). - Properly storing all chemicals, fuel, oil and grease material on impermeable surfaces - Spill Prevention and Management Plan during both construction and supervision

Risk 6: Noise Pollution Noise generated from construction activities and machineries might disturb nearby sensitive receptors including residential areas. The generated noise might also affect the health of the workers. **Related to risks:** - Principle 3, Standard 3: Community Health, Safety and Working Conditions; 3.1, 3.2, 3.7 - Principle 3, Standard 7: Pollution Prevention and Resources Efficiency; 7.1	I=1 P=4	**Low**		An ESMP will be conducted before the commencment of the project and will include mitigation measures to ensure that construction activities are not affecting the health of sensitive receptors (residents of nearby urban arears and workers). Measures will include: - Restricting work to day time only - Monitor reguraly noise levels near senstive receptors - Inform residents in the project area about the constructioin schedule and abide by it - Control speed of heavy machineries - Regular maintenance of machinery - Ensure that workers are wearing PPEs (ear mufflers) when needed

Risk 7: Generation of solid waste Solid waste generated from construction activities includes construction and demolition (C&D) waste, removed asphalt layer, wood and metal material as well as old buses and domestic waste generated from labor camps. During GUTC operation, waste will be generated at bus stops and from increased passenger traffic. If not properly managed, the generated waste might impact the aesthetic quality of the GUTC. This will lead to an increase in potential for littering if bins were not available at frequent intervals. **Related to risks:** - Principle 3, Standard 3: Community Health, Safety and Working Conditions; 3.1,3.2 - Principle 3, Standard 7: Pollution Prevention and Resources Efficiency; 7.1	I=3 P=4	**Moderate**		As mentioned an ESMP will be prepared for this project. it will include proposed mitigation measures to eliminate this risk through: - Disposal C&D waste in licensed sites or reuse it whenever possible - Proper storage and disposal or reuse of used oil - Safe storage of used batteries with proper precautionary measures before they are taken away by specialized vendors During its operation, the Tashkent Department of Beautification will undertake measures to ensure the aesthetic quality of the Shota Rustaveli GUTC by providing waste bins for disposal of solid waste at frequent intervals along the GUTC.
Risk 8: Loss of livelihood for local business due to access restrictions during construction of the GUTC Owners of the shops along the proposed road might be economically affected due to the removal of parking lots near their shops. **Related to risks:** - Principle 3, Standard 5: Displacement and resettlement; 5.2	I=3 P=4	**Moderate**		Before the implementation of the project, a participatory process will be undertaken with affected communities including shop owners in order to take their concerns in to consideration. As such a stakeholder engagement plan has been prepared to address these issues.
	QUESTION 4: What is the overall Project risk categorization?			
	Select one (see SESP for guidance)			**Comments**
	Low Risk	**?**		

	Moderate Risk	**?**	As the project has been categorized as a Moderate Risk Projects, an Environmental and Social Management Framework has been prepared and a standalone ESMP will be undertaken prior to commencement of project activities. The ESMP will describe how potential risks can be avoided or when avoidance is not possible, minimized, mitigated and managed. The ESMP will include an Occupational Health and Safety Plan, a Traffic Management Plan and a Spill Prevention and Management Plan. In addition, a Stakeholder Engagement Plan and Gender Strategy and Action Plan have already been prepared to ensure participation of all relevant stakeholders and women within the project area.
	High Risk	**?**	
	QUESTION 5: Based on the identified risks and risk categorization, what requirements of the SES are relevant?		
	Check all that apply		**Comments**
	Principle 1: Human Rights	**?**	The project will provide means for local communities and affected populations to raise concerns where activities may adversely impact them through a Stakeholder Engagement Plan.
	Principle 2: Gender Equality and Women?s Empowerment	**?**	The implementation of a gender strategy and action plan will address risks of excluding women from decision making in and from benefiting from project

	1. Biodiversity Conservation and Natural Resource Management	**?**	The risk of pollution of natural water bodies within the project area from discharged wastewater and improper disposal of generated waste can be minimized through the adoption of ESMP measures.
	2. Climate Change Mitigation and Adaptation	**?**	No identified risks
	3. Community Health, Safety and Working Conditions	**?**	The local community will be exposed to health and safety risks mainly during construction of the Shota Rustaveli GUTC, including noise and air pollution, traffic disruption and water pollution. An ESMP will be prepared to address all these risks and minimize them to the extent possible.
	4. Cultural Heritage	**?**	No identified risks
	5. Displacement and Resettlement	**?**	Owners of the shops along the proposed road who may be economically affected due to the removal of parking lots near their shops will be consulted as part of the Stakeholder Engagement Plan.
	6. Indigenous Peoples	**?**	Not applicable.
	7. Pollution Prevention and Resource Efficiency	**?**	Air emissions, wastewater discharge and improper waste disposal will be addressed in the ESMP to ensure elimination and/or minimization of these risks, notably during the construction phase.

Final Sign Off

Signature	*Date*	*Description*
QA Assessor		UNDP staff member responsible for the Project, typically a UNDP Programme Officer. Final signature confirms they have ?checked? to ensure that the SESP is adequately conducted.
QA Approver		UNDP senior manager, typically the UNDP Deputy Country Director (DCD), Country Director (CD), Deputy Resident Representative (DRR), or Resident Representative (RR). The QA Approver cannot also be the QA Assessor. Final signature confirms they have ?cleared? the SESP prior to submittal to the PAC.

PAC Chair		UNDP chair of the PAC. In some cases, PAC Chair may also be the QA Approver. Final signature confirms that the SESP was considered as part of the project appraisal and considered in recommendations of the PAC.

Supporting Documents

Upload available ESS supporting documents.

Title	Module	Submitted
6417_TAILEV_Annex 11_ESMF_19 Nov 2020	**CEO Endorsement ESS**	
6417_TAILEV_Annex 8_SESP_19 Nov 2020	**CEO Endorsement ESS**	

ANNEX A: PROJECT RESULTS FRAMEWORK (either copy and paste here the framework from the Agency document, or provide reference to the page in the project document where the framework could be found).

Project Results Framework

Table 2: TAILEV Project Results Framework (PRF)

This project will contribute to the following Sustainable Development Goal (s): ? **Goal 11. Make cities and human settlements inclusive, safe, resilient and sustainable; and** ? **Goal 13. Take urgent action to combat climate change and its impacts**				
This project will contribute to the following country outcome (UNDAF/CPD): Outcome 5: By 2025, most at risk regions and communities of Uzbekistan are more resilient to climate change and disasters, and benefit from increasingly sustainable and efficient management of natural resources and infrastructure, better climate action, environmental governance and protection and Output 1.5: Innovative and sustainable climate change adaptation and mitigation initiatives in agriculture, health water, transport and building/housing sectors are implemented at national and regional levels.				
	Objective and Outcome Indicators	**Baseline**	**Mid-term Target**	**End of Project Target**
Project Objective: To accelerate the adoption of electric vehicles in the City of Tashkent that can be replicated in other cities in the Republic of Uzbekistan, significantly reduce greenhouse gas emissions in the transport sector, and improve urban environmental	Indicator 1: # direct project beneficiaries disaggregated by gender (number of passengers using new Shota Rustaveli GUTC e-bus route per day)	0	3,000 (50% female/50% male)	6,000 (50% female/50% male)
	Indicator 2: # consequential project beneficiaries disaggregated by gender (individual people)	0	60,000	68,000

	Objective and Outcome Indicators	Baseline	Mid-term Target	End of Project Target
quality	Indicator 3: Emission reductions, cumulative lifetime direct (tonnes of CO_{2eq})	0	9,590	20,700 and
	Indicator 4: Cumulative direct reduction of pollutant load (for CO, NOx and NH) along GUTC corridor (% reduction)	0	5%	10%
Project component 1	**Institutionalization of low carbon e-mobility and green urban development**			
Project Outcome 1: The government establishes an institutional framework and adopts a strategy for the promotion of gender-inclusive low-carbon electric mobility and GUTCs	Indicator 5: Number of adopted gender-inclusive national and municipal level strategies and plans that increase the uptake of EVs and development of GUTCs and include gender considerations	0	1	5

	Objective and Outcome Indicators	Baseline	Mid-term Target	End of Project Target
	Indicator 6: Number of adopted gender-inclusive national policies and regulations to support growth and increased use of EVs and the development of GUTCs that include gender considerations	0	0	3
Outputs to achieve Outcome 1	Output 1.1: National Strategy and Roadmap on electric vehicles (EVs) Output 1.2: National Strategy and Roadmap for increasing development of green urban corridors (GUTCs) and improving urban environmental conditions Output 1.3: Municipal-level strategy for increased adoption of EVs and development of GUTCs for cities in Uzbekistan Output 1.4: Proposed new codes and standards for EVs and development of GUTCs corridors in Uzbekistan Output 1.5: Adopted national policy statement on EVs and GUTCs			
Project component 2	**Short term barrier removal through low-carbon e-mobility demonstrations and green urban development in Tashkent**			
Outcome 2: Pilots in Tashkent provide evidence of technical, financial and environmental sustainability to plan for scale-up of low-carbon e-mobility and GUTCs	Indicator 7: Number of completed feasibility studies for pilot GUTC and e-bus fleet	0	1	1
	Indicator 8: Kilometers of pilot GUTC corridor developed	0	7.5	16.6

	Objective and Outcome Indicators	Baseline	Mid-term Target	End of Project Target
	Indicator 9: Number of e-buses in operation along pilot GUTCs with gender-inclusive features such as at least 1 or 2 female drivers for e-bus.	0	10	30
Outputs to achieve Outcome 2	Output 2.1: Feasibility study on GUTCs in Tashkent with gender-inclusive features and an emphasis on e-buses for public transport, fast charging stations, NMV infrastructure to increase public transport ridership, and green belts Output 2.2: An operational GUTC demo project in Tashkent with measures to attract and maximize ridership along corridor with e-buses (with features that are inclusive of gender and vulnerable groups) and green belts for maintaining urban resilience to climate change Output 2.3: An operational fleet of electric buses and fast charging stations within Tashkent City Administration Output 2.4: Additional e-buses under Tashkent management operating along GUTC			
Project component 3	**Preparing for scale-up and replication of low-carbon e-mobility and green urban development**			
Outcome 3: Conditions are created to shift market towards low-carbon e-mobility and accelerate adoption of e-vehicles and GUTCs	Indicator 10: Number of developed gender-inclusive guidelines and regulatory documents for Tashkent City on EV fleets and GUTC developments	0	2	2

	Objective and Outcome Indicators	Baseline	Mid-term Target	End of Project Target
	Indicator 11: Number of personnel involved in the monitoring and reporting of key environmental indicators along the GUTC	0	5 (with a minimum of 20% women)	10 (with a minimum of 30% women)
	Indicator 12: Number of students (% female students) enrolled and graduated on courses for e-vehicles and green urban development	0	50 (with a minimum of 20% women)	100 (with a minimum of 30% women)
	Indicator 13: Number of bankable and gender-inclusive feasibility studies and business plans for scaling-up of e-bus fleets and additional GUTCs in several main cities of Uzbekistan	0	0	3
	Indicator 14: Number of private bankable proposals for financing at EOP	0	0	2

	Objective and Outcome Indicators	Baseline	Mid-term Target	End of Project Target
Outputs to achieve Outcome 3	Output 3.1: Guidelines for EV fleet procurement, operation and maintenance Output 3.2: Environmental monitoring program under a cell setup within Goscomecology for key environmental indicators along GUTC Output 3.3: GUTC codes and standards that are gender inclusive Output 3.4: Workshops and technical assistance for municipal personnel (with a minimum of 30% participation by females) to sustain high levels of ridership on public transit e-buses along GUTCs Output 3.5: Curriculum for gender-inclusive development e-vehicles and green urban transport in higher educational institutions in Uzbekistan Output 3.6: Feasibility study and business plans for the scale-up of e-bus fleets and additional GUTCs in Tashkent and other cities in Uzbekistan such as Samarkand and Namangan Output 3.7: Workshops (at least (20-30% female) and technical assistance to promote and increase adoption of EVs focusing on private investment from taxi fleets, delivery companies and private owners			
Project component 4	**Long-term environmental sustainability of low-carbon e-mobility and green urban development**			
Outcome 4: Measures are developed to ensure the long-term environmental sustainability of e-vehicles and GUTCs	Indicator 15: Number of joint actions proposed by municipalities (with targets and dates) on improving urban environmental quality	0	0	2

	Objective and Outcome Indicators	Baseline	Mid-term Target	End of Project Target
	Indicator 16: Number of adopted guidelines for re-use and recycling of downgraded EV batteries and business models for extended supplier responsibility for EV infrastructure and components at EOP	0	0	1
	Indicator 17: Number of reports on best practices and lessons learned from the Uzbekistan project that is shared with the global programme	0	0	1
Outputs to achieve Outcome 4	Output 4.1: National workshops with other Uzbek municipalities to share findings of monitoring program of key environmental indicators along Tashkent GUTC, and joint actions to improve and manage urban environmental quality Output 4.2: Adopted guidelines for tracking, downgrading, re-use and recycling of batteries from electric vehicles and business models for extended supplier responsibility for EV batteries and other EV-related waste streams Output 4.3: Lessons Learned Study			

ANNEX B: RESPONSES TO PROJECT REVIEWS (from GEF Secretariat and GEF Agencies, and Responses to Comments from Council at work program inclusion and the Convention Secretariat and STAP at PIF).

Council Comments	Responses
(Germany) Germany welcomes that the project foresees a clear role for the private sector as a supplier for electro mobility technologies. However, given that private sector investments in electric mobility will be key, Germany would welcome the inclusion of activities that specifically directed at spurring private investments in electric mobility (from the demand side). For instance, some firms have switched parts of their operations to electric fleets. These types of opportunities could be considered within the PIF.	The TAILEV Project will engage with the private sector at several different levels. The private sector entities that will be part of the project are mainly from national automotive sector. Four different companies have provided co-finance letters and indicated their interest in participating to the project activities, increasing their capacities in electric mobility, and assessing the potential for production and deployment of electric vehicles in their own capacities. Moreover, the project will involve private sector into several project activities including but not limited to: -Preparation of national strategies, regulations, and standards and codes for EVs and green urban transit corridors; -Development of guidelines for EV fleet procurement, operation and maintenance; -Undertaking feasibility studies and preparing business plans for the scale-up of e-bus fleets and additional green urban transport corridors in Uzbekistan; -Adoption of EVs focusing on private investments from taxi fleets, delivery companies and private owners.
(Norway - Denmark) Every country has to choose their own path. However, an important lesson so far is that one needs to tax emissions. You need carrots and sticks. In line with general GEF principles of an enabling policy framework, one should pay attention to relevant tax policies when designing GEF programs, including policies for reducing fossil fuel subsidies.	The TAILEV project will have specific activities for the development of an enabling environment for the upscaling of EVs including strengthening the policy and regulatory basis in the country. In this respect, the project will focus on development of a national strategy and roadmap for electric vehicles (EVs), drafting municipal-level strategy for increased adoption of EVs and development of green urban transport corridors (GUTC), and adoption of national policy statements on EVs and GUTCs. These interventions to be realized during the project period will have analysis on options for tax regulations as well as other approaches based on best cases from other countries and national context and priorities of Uzbekistan.

ANNEX C: Status of Utilization of Project Preparation Grant (PPG). (Provide detailed funding amount of the PPG activities financing status in the table below:

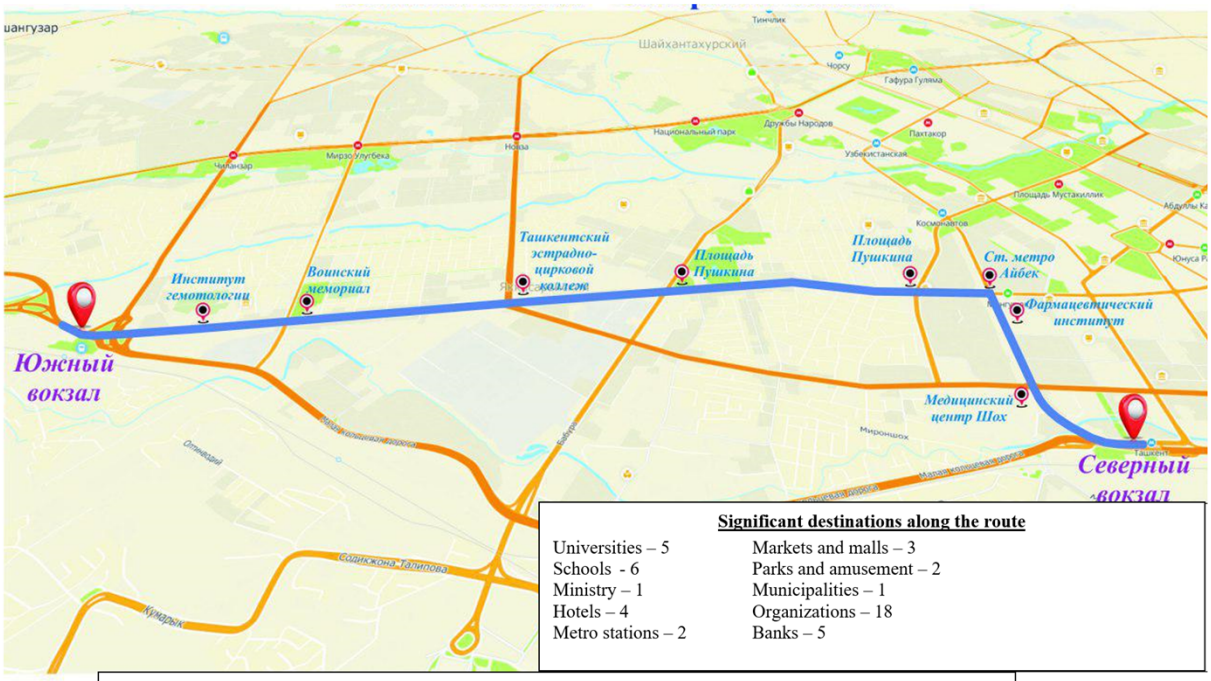
PPG Grant Approved at Child Project Concept: USD **100,000**			
Project Preparation Activities Implemented	***GETF Amount ($)***		
	Budgeted Amount	***Amount Spent To date***	***Amount Committed***
Component A: Preparatory Technical Studies & Reviews	60,000	59,026	974
Component B: Formulation of the UNDP-GEF Project Document, CEO Endorsement Request, and Mandatory and Project Specific Annexes	30,000	29,026	974
Component C: Validation Workshop and Report	10,000	10,000	0
Total	**100,000**	**98,052**	**1,948**

If at CEO Endorsement, the PPG activities have not been completed and there is a balance of unspent fund, Agencies can continue to undertake exclusively preparation activities up to one year of CEO Endorsement/approval date. No later than one year from CEO endorsement/approval date. Agencies should report closing of PPG to Trustee in its Quarterly Report.

ANNEX D: Project Map(s) and Coordinates

Please attach the geographical location of the project area, if possible.

Figure 1-1: Proposed Shota Rustaveli GUTC (7.5 km length) connecting the South Train station to North Train station (provided from the Tashkent Bus Company)



Significant destinations along the route

Universities – 5	Markets and malls – 3
Schools - 6	Parks and amusement – 2
Ministry – 1	Municipalities – 1
Hotels – 4	Organizations – 18
Metro stations – 2	Banks – 5

*Average distance – **7.5 km***	*Number of schedules - **8***
*Average route time – **23 minutes***	*Interval – **5-6 minutes***

Figure 1-2: Assumed 1 km² areas around the Shota Rustaveli GUTC (length 7.5 km) to calculate consequential beneficiaries[50]

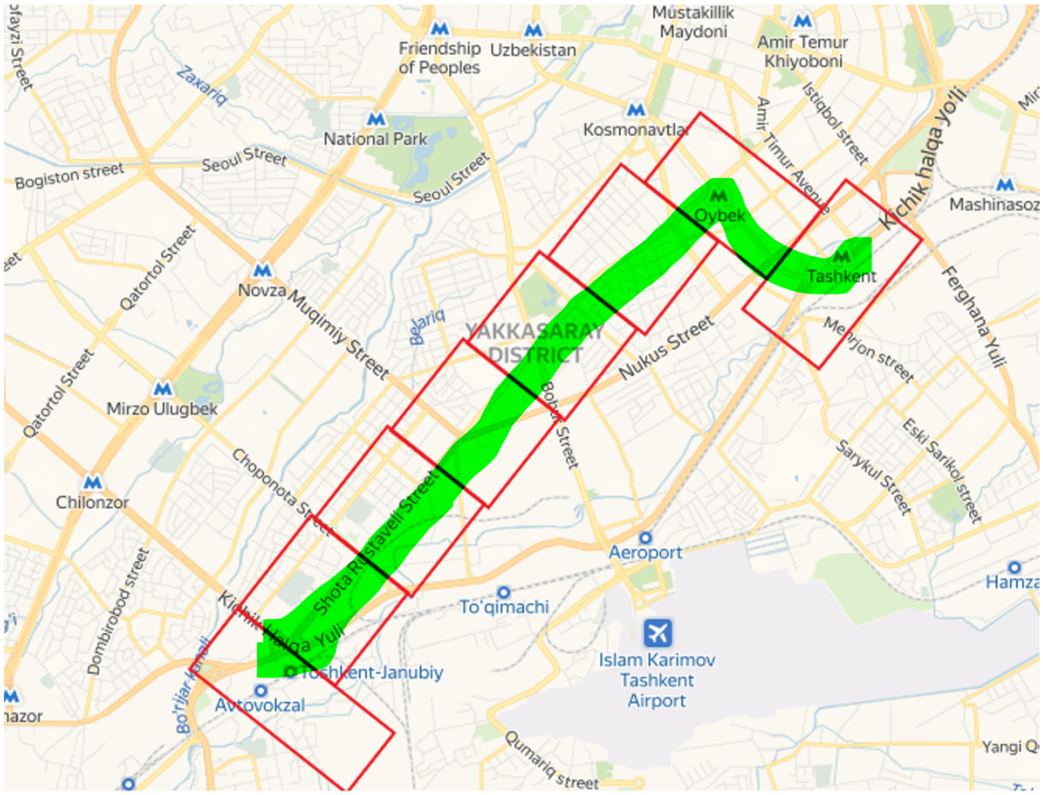


Figure 1-3: Population densities in Uzbekistan[51]

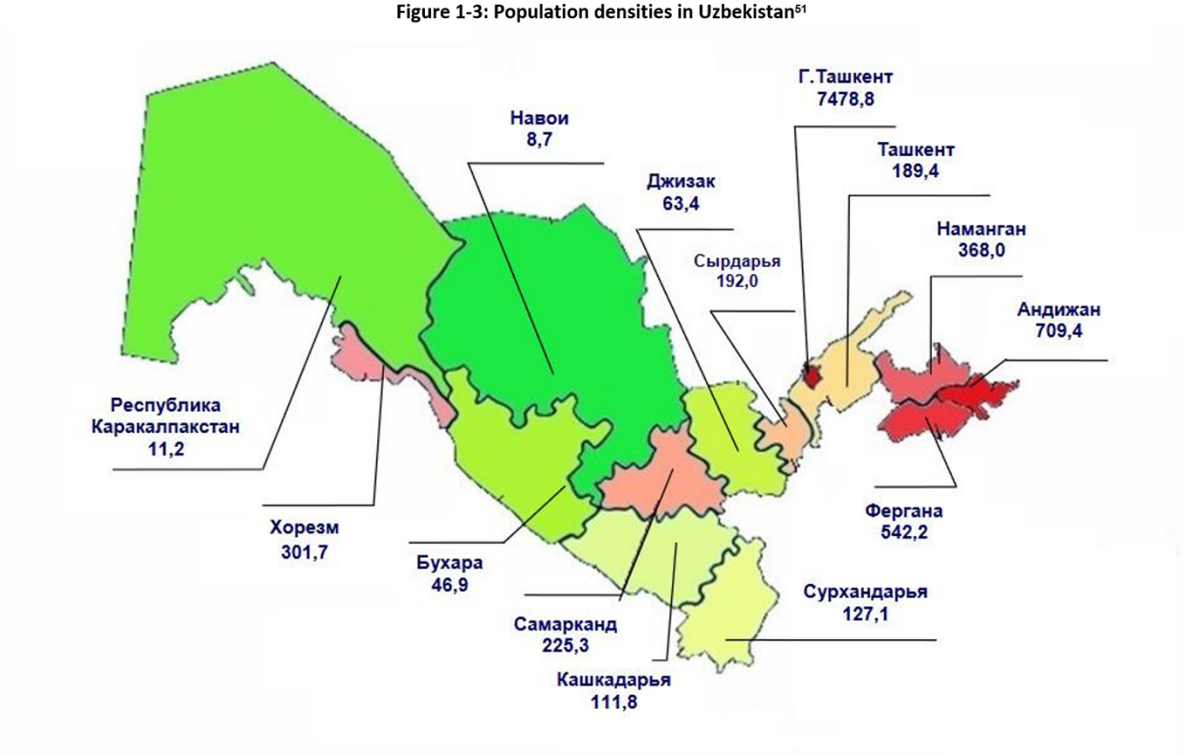
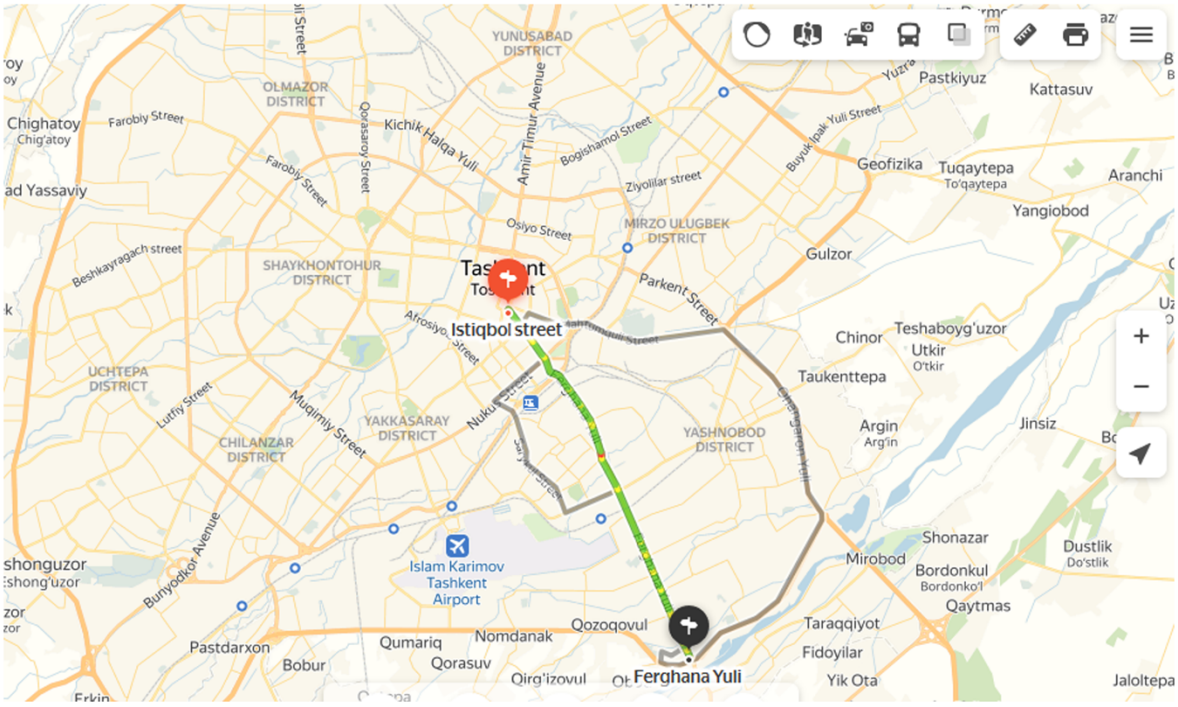


Figure 1-4: Location of the Fargona Yuli BRT Corridor (9.1 km)



ANNEX E: Project Budget Table

Please attach a project budget table.

Expenditure Category	Detailed Description	Component (USDeq.)								Sub-Total	M&E	PMC	Total (US Deq.)	Responsible Entity (Executing Entity receiving funds from the GEF Agency) [1]
		Component 1		*Component 2*		*Component 3*		*Component 4*						
		Sub-component 1.1	*Sub-component 1.2*	*Sub-component 2.1*	*Sub-component 2.2*	*Sub-component 3.1*	*Sub-component 3.2*	*Sub-component 4.1*	*Sub-component 4.2*					
Goods	For mobile phone communications.									0		6,335.00	6,335.00	MoT

Goods /Vehicles	Partial buydown on e-buses (assumed to be in the range of US$300,000 to US$550,000 each for a 40-seater bus) and fast charging stations (assumed to be in the range of US$300,000 to US$1.0 million each). Fund will be used to maximize leverage of e-buses to be procured through performance-based tenders and payment schedules as detaile			1,400,000.00						1400000			1,400,000.00	TBC

Goods /Vehicles	For office equipment such as computers, copy machines and desks.									0		17,000.00	17,000.00	MoT

Grants	$15,000 for Yrs 3, 4, and 5 for selected higher educational institutes to provide training and capacity building mainly for Activity 3.5.2, but also for technical support for Activities 3.1.6 and 3.3.3. These grants will have to follow the Micro-Capital Grants policy.					45,000.00				45000			45,000.00	MoT

Contractual Services ? Individual	These are costs for a National Evaluation Specialist to support the Mid Term Review and the Terminal Evaluation in Yrs 4 and 6.									0	18,016.00		18,016.00	MoT
										0			-	

Contractual Services ? Company	In Yr 4: a) $50,000 for study on public opinion of GUTC, and its economic impact from retail and real estate developments along the GUTC for Activity 1.2.1; b) $65,000 to develop municipal level strategies to accelerate EV adoption as part of Activity 1.3.2 that may include how city provides permits to EV fleets (i.e. taxis, delivery companies) based	200,534.00									200534			200,534.00	MoT

Contractual Services ? Company	$20,000 to meet with affected residents in the area of the GUTC in Yr 1 under Activity 2.1.2, and $25,000 for preparation of public transit awareness campaign in Yr 1 under Activity 2.2.5 and $15,000 each year to conduct the campaign from Yrs 2 to 6 also under Activity 2.2.5, and $30,000 in Year 2 for operation and maintenance manuals for TBC personnel			150,000.00						150000			150,000.00	TBC		

	Contractual Services ? Company	In Yr 1, $30,000 for baseline survey as defined in Activity 3.1.3, $20,000 in both Yrs 4 and 6 for impacts surveys as defined in Activity 3.1.5, $10,000 in Yr 2 and $15,000 in Yr4 for e-bus and charging station guidelines, codes and regulations in Activity 3.1.6, and $35,000 in Yr 4 for pilot GUTC operational experiences and draft GUTC codes and					145,000.00				145000			145,000.00	MoT

Contractual Services ? Company	For Activities 4.2.1 and 4.2.2 in Yr 6 for international consulting team to develop guidelines for tracking, downgrading, re-use and recycling of batteries from electric vehicles and preparing business models for extended supplier responsibility for EV infrastructure and EV components							75,000.00		75000			75,000.00	MoT

International Consultants	This includes consultancy services from the International Electric Bus Specialist (IEBS) and an International Green Urban Development Specialist (IGUDE) each @ US$800 per day for 4 and 3 weeks for Yrs 4 and 5 respectively.	56,000.00								56000			56,000.00	MoT

International Consultants	This includes IEBS for 6 wks during Yrs 1 to 3 and 3 wks during Yrs 4 to 6@ US$800 per day; IGUDE for 6 wks during Yrs 1 to 3 and 3 wks during Yrs 4 to 6@ US$800 per day; and the International Procurement Specialist (IPS) for 4 wks during Yrs 1, 2 and 3 @ US$800 per day.			264,000.00						264000			264,000.00	TBC

International Consultants	This includes in the IEBS for 2, 4 and 4 wks for Yrs 3, 4 and 5 respectively @ US$800 per day; the IGUDE for 2, 4 and 4 wks for Yrs 3, 4 and 5 respectively @ US$800 per day; and the IPS for 1 wks in Yr 3 @ US$800 per day.					84,000.00				84000			84,000.00	MoT

International Consultants	International Evaluation Specialists (IES) for Mid Term Review (early in Yr 4), and Terminal Evaluation (late in Yr 6).									0	52,000.00		52,000.00	MoT

Local Consultants	This includes Project Manager (PM) for 8 weeks during Yrs 4, 5 and 6 @ US$525 per week; Chief Technical Advisor (CTA) for 10, 8 and 8 wks in Yrs 4, 5 and 6 respectively @ US$410 per week; Urban Planning Specialist (UPS) for 2 and 20 wks in Yrs 5 and 6 respectively @ US$410 per week; and a Public Transport Specialist (PTS) for 2 and 20 wks in Yrs 5 and 6 respect	41,300.00								41300			41,300.00	MoT

Local Consultants	This includes Project Manager (PM) for 20, 20 and 10 weeks during Yrs 1, 2 and 3 respectively @ US$525 per week; CTA for 50, 34, 24, 18, 18 and 6 wks in Yrs 1 to 6 respectively @ US$410 per week; Procurement Specialist (PS) for 52, 22 and 12 wks in Yrs 1 to 3 respectively @ US$410 per week; UPS for 51, 52, 42, 41, 38 and 24 wks in Yrs 1 to 6 respectively @ US$410 per week;			373,110.00						373110			373,110.00	TBC

Local Consultants	This includes PM for 20, 24 and 23 weeks from Yrs 4 to 6 respectively @ US$525 per week; and the CTA for 16, 26, 22, 20 and 20 wks in Yrs 2, 3, 4, 5 and 6 respectively @ US$410 per week; UPS for 10, 10 and 10 wks in Yrs 3, 4 and 5 respectively @ US$410 per week; the PTS for 10, 10 and 10 wks in Yrs 3, 4 and 5 respectively @ US$410 per week.					102,415.00				102415			102,415.00	MoT

Local Consultants	This includes PM for 4 and 5 weeks from Yrs 5 to 6 respectively @ US$525 per week; the CTA for 4 and 16 wks in Yrs 5 and 6 respectively @ US$410 per week; the UBS for 6 wks in Yr 6 @ US$410 per week; and the PTS for 6 wks in Yr 6 @ US$410 per week. Most of their time will be used in Year 6 to deliver Output 4.4, the Lessons Learned Study that will serve as the							17,845.00		17845			17,845.00	MoT			

Local Consultants	PM involved in ?monitoring of indicators in project results frame work?, and PIR preparation for 6 wks during Yrs 4, 5 and 6 @ US$525 per week. The CTA, UPS, and PTS together are monitoring of stakeholder engagement plan for 5 wks each year from Yrs 1 to 6 @ US$410 per week, and the GSO for 32 wks each year from Yrs 1 to 6 @ US$410 per week.									0	100,470.00		100,470.00	MoT

Local Consultants	This includes PM for 32, 32, 42, 18, 10 and 10 weeks for Yrs 1 to 6 respectively @ US$525 per week.									0		75,600.00	75,600.00	MoT

Trainings, Workshops, Meetings	Activity 3.4.2 workshops assumed to be $8,000 per workshop with 4 in Tashkent in Yrs 3 and 4, and two each in Namangan and Samarkand (total of 8 workshops). Workshops for Activities 3.6.2 and 3.7.2 assumed to be $8,000 each with 9 workshops scheduled, 3 in Yr 5 and 3 in Yr 6.					136,000.00				136000			136,000.00	MoT

Trainings, Workshops, Meetings	Towards 1 national workshop to unveil the LL Study of Output 4.4. There is also $16,000 for Activity 4.1.1 consisting of 2 workshops in Yrs 5, each workshop assumed to be $10,000 each.							36,000.00		36000			36,000.00	MoT
Trainings, Workshops, Meetings	This is the cost for conducting the Inception Workshop in Yr 1									0	8,000.00		8,000.00	MoT

Travel	$25,000 for GUTC travel (in Year 1) for Activity 2.1.6 for 6 MoT persons to visit Almaty (Airfare $400, DSA $170 for 3 days =$5,500) and Istanbul (Airfare $1,000, DSA $235 for 4 days=$11,640) with sum of both trips being $17,000. Added a contingency to the $17,000 so that budgeted amount for travel under Activity 2.1.6 is $25,000. UNEP budget for			55,000.00						55000			55,000.00	MoT

Travel	Expenses under Activity 3.7.1 for travel to UNEP E-Mobility Global events focusing on the promotion of EVs and green urban transport in Yrs 3 and 4					30,000.00				30000			30,000.00	MoT
Travel	Expenses under Activity 4.2.1 for travel to UNEP Global E-Mobility events focusing global practices for waste management from EV programmes							15,000.00		15000			15,000.00	

Office Supplies	Budget set up for office supplies used in PMU									0		21,100.00	21,100.00	MoT
Other Operating Costs	In support of Activity 3.7.1 where audio-visual print materials will be required to assist potential private sector investors in e-vehicle investments, and Activity 4.1.1 where audio-visual print materials will be required for workshop on GUTC environmental indicators					15,000.00				15000			15,000.00	MoT

Other Operating Costs	Budget set up for Project audit									0		30,000.00	30,000.00	
Grand Total		297,834.00		2,242,110.00		557,415.00		143,845.00		3,241,204.00	178,486.00	150,035.00	3,569,725.00	

ANNEX F: (For NGI only) Termsheet

Instructions. Please submit an finalized termsheet in this section. The NGI Program Call for Proposals provided a template in Annex A of the Call for Proposals that can be used by the Agency. Agencies can use their own termsheets but must add sections on Currency Risk, Co-financing Ratio and Financial Additionality as defined in the template provided in Annex A of the Call for proposals. Termsheets submitted at CEO endorsement stage should include final terms and conditions of the financing.

ANNEX G: (For NGI only) Reflows

Instructions. Please submit a reflows table as provided in Annex B of the NGI Program Call for Proposals and the Trustee excel sheet for reflows (as provided by the Secretariat or the Trustee) in the Document Section of the CEO endorsement. The Agencys is required to quantify any expected financial return/gains/interests earned on non-grant instruments that will be transferred to the GEF Trust Fund as noted in the Guidelines on the Project and Program Cycle Policy. Partner Agencies will be required to comply with the reflows procedures established in their respective Financial Procedures Agreement with the GEF Trustee. Agencies are welcomed to provide assumptions that explain expected financial reflow schedules.

ANNEX H: (For NGI only) Agency Capacity to generate reflows

Instructions. The GEF Agency submitting the CEO endorsement request is required to respond to any questions raised as part of the PIF review process that required clarifications on the Agency Capacity to manage reflows. This Annex seeks to demonstrate Agencies? capacity and eligibility to administer NGI resources as established in the Guidelines on the Project and Program Cycle Policy, GEF/C.52/Inf.06/Rev.01, June 9, 2017 (Annex 5).