



# Enabling Electric Vehicles (EVs) Adoption in the framework of Sustainable energy based Transportation in Bangladesh

Review CEO Endorsement and Make a recommendation

## Basic project information

**GEF ID**

10640

**Countries**

Bangladesh

**Project Name**

Enabling Electric Vehicles (EVs) Adoption in the framework of Sustainable energy based Transportation in Bangladesh

**Agencies**

UNDP

**Date received by PM**

3/4/2022

**Review completed by PM**

4/24/2022

**Program Manager**

Satoshi Yoshida

**Focal Area**

Climate Change

**Project Type**

MSP

**PIF**   
**CEO Endorsement**

**Part I ? Project Information**

**Focal area elements**

**1. Does the project remain aligned with the relevant GEF focal area elements as presented in PIF (as indicated in table A)?**

Secretariat Comment at CEO Endorsement Request

Yes.

Agency Response

**Project description summary**

**2. Is the project structure/design appropriate to achieve the expected outcomes and outputs as in Table B and described in the project document?**

Secretariat Comment at CEO Endorsement Request

April 23, 2022: Comments cleared.

March 9, 2022: The main project design remains the same while there are some changes described in the alternative scenario.

In terms of sustainability and scaling up of the project, we note that establishing financing mechanisms by public (e.g. IDCOL or the Bangladesh Bank) and private

financial institutions is missing. Please clarify/add how the project ensures mobilizing finance to sustain the dissemination of EVs in the country in the mid- and long-term to fully utilize demonstration and enabling environment established by the project.

On M&E, supervision and oversight missions and other elements may not fit in this table. They can be streamlined to workshops, monitoring, and evaluations.

Please address some formatting issues in the table B including missing numbers and the alignments in the table.

## Agency Response

### **Response to comments on March 9, 2022:**

We are thankful to GEF Sec on raising the financial sustainability/ scaling up as a key point. Below some clarifications are provided by Project Design Team based on the findings of feasibility work made during the PPG phase. Also, a new Output 1.5. is now added to the Project design.

In Bangladesh, the EV market conditions are in such a nascent stage that during the PPG phase, defining a financial mechanism was not seen feasible given that four-wheel EVs are non-existent and the 3-wheeler market is in semi-legal status, that is, they are not allowed in the city and metropolitan areas. These 3-wheelers are only allowed in the peri-urban and rural areas. Hence, a specific mechanism was not included in the BEEVA design at first place. However, based on GEF Sec recommendation, UNDP and Government of Bangladesh agreed to have an mechanism to support initial financing efforts as part of the project strategy. The Project now aims to support Government of Bangladesh through formulation of a blended EV financial mechanism(s)/model under the new output 1.5: *EV financial mechanism(s) developed and agreed on*. Also, the Project will coordinate efforts with other players like IDCOL, Bangladesh Bank, FCDO and USAID that are planning to invest in EV sector in Bangladesh in near future. However, their upcoming support is in conceptual and infant stage and can only confirm it during project implementation stage as it may take significant time to develop their business proposal. Therefore, potential key partners will be identified during the project implementation phase and will be assessed during the mid-term review.

In this respect, IDCOL (Infrastructure Development Company) has expressed interest in helping set up:

- Low-cost financing with flexible terms as well as capacity building support for the MFIs to offer loan products aimed at financing (2/3 wheel) EV purchase;
- Encourage banks to offer EV loans similar to conventional car loans. IDCOL can channel funding to banks to set up low-cost refinancing schemes for EV loans. This does require that the proposed EV registration process is implemented;

- Further subsidized interest rate can be provided to the women owned businesses;
- Low-cost financing products for battery recyclers to establish environmentally sound business as well as for EV manufacturers/assemblers;
- Loans for private sector for setting up charging station network in major cities.

These aspects are now added to the CEO ER and UNDP Project documents (Please see CEO ER Private Sector Engagement section).

M&E table was adjusted with leaving only ?Supervision missions? as per GEF comment.

Formatting issues have been addressed.

**3. If this is a non-grant instrument, has a reflow calendar been presented in Annex D?**

Secretariat Comment at CEO Endorsement Request

Agency Response

**Co-financing**

**4. Are the confirmed expected amounts, sources and types of co-financing adequately documented, with supporting evidence and a description on how the breakdown of co-financing was identified and meets the definition of investment mobilized, and a description of any major changes from PIF, consistent with the requirements of the Co-Financing Policy and Guidelines?**

Secretariat Comment at CEO Endorsement Request Yes. Investment mobilized identified is described in another section in CER doc.

Agency Response

**GEF Resource Availability**

**5. Is the financing presented in Table D adequate and does the project demonstrate a cost-effective approach to meet the project objectives?**

Secretariat Comment at CEO Endorsement Request Yes.

Agency Response

**Project Preparation Grant**

**6. Is the status and utilization of the PPG reported in Annex C in the document?**

Secretariat Comment at CEO Endorsement Request

April 23, 2022: Comment cleared.

March 9, 2022: Yes. Please indicate what activities have been done rather than just the preparation.

Agency Response

**Response to comments on March 9, 2022:**

Detailed funding amounts of the PPG activities financed by GEF resources are provided in Annex C of the CEO ER Doc. The table is also provided below.

<i>Project Preparation Activities Implemented</i>	<i>GETF Amount (\$)</i>		
	<i>Budgeted Amount</i>	<i>Amount Spent To date</i>	<i>Amount Committed</i>
<b>Project preparation grant to finalize the UNDP-GEF project document for project.</b> Enabling Electric Vehicles (EVs) Adoption in the framework of Sustainable energy-based Transportation in Bangladesh			
Preparatory Technical Studies & Reviews	12,025	4,301	9,441
Formulation of the UNDP-GEF Project Document, CEO Endorsement Request, and Mandatory and Project Specific Annexes	21,125	18,215	3,600
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**Core indicators**

**7. Are there changes/adjustments made in the core indicator targets indicated in Table E? Do they remain realistic?**

Secretariat Comment at CEO Endorsement Request

April 23, 2022: Comment cleared (the unit of 6.4 is MW, not kW).

March 9, 2022: Please add indicator 6.4 as solar-powered battery stations will be built by the project and co-financing and also add start year of accounting and duration of accounting. Please also see comments on GEBs below.

#### Agency Response

##### **Response to comments on March 9, 2022:**

The Indicator 6.4 is added to the Table 6.4. The amounts are also provided below for information:

##### *Increase in installed renewable capacity (in kW)*

*- Additional capacity by solar energy (related to direct emissions): 1441 kW*

(Reference: CERDoc: Section F & Annex F; ProDoc: Annex F.2 )

#### **Part II ? Project Justification**

**1. Is there a sufficient elaboration on how the global environmental/adaptation problems, including the root causes and barriers, are going to be addressed?**

#### Secretariat Comment at CEO Endorsement Request

April 23, 2022: Comment cleared.

March 9, 2022: Barriers are described in another section in CER/ProDoC. Please adjust the descriptions of the global environmental problems (i.e. GHG emissions in Bangladesh from the transport sector) as they rather focus on development challenges.

#### Agency Response

##### **Response to comments on March 9, 2022:**

The following text has been added to CEO ER, under the global environmental and/or adaptation problems section.

*According to the Third National Communication (NC3, 2018), greenhouse gas (GHG) emissions amounted to 69.87 million tons of CO<sub>2</sub> (MtCO<sub>2</sub>) in 2012. The transport sector accounted for 11.5% of total GHG emissions amounting to 8.44 MtCO<sub>2</sub> (of the transport sector's GHG emissions, 74% from road transport, 23% each from rail and aviation, and 3% from water transport). The NC3 further mentions that by 2030*

*emissions from transport in the business-as-usual scenario would increase by 118% to 37 MtCO<sub>2</sub> by the year 2030. Total emissions increased to 83.6 million tons in 2016, of which 12% in the transport sector (9.8 million tCO<sub>2</sub>) and 94.2 million tCO<sub>2</sub> in 2020.*

(Reference: CEODoc: 1) the global environmental problems)

**2. Is there an elaboration on how the baseline scenario or any associated baseline projects were derived?**

Secretariat Comment at CEO Endorsement Request

Yes with descriptions in ProDoc.

Agency Response

**3. Is the proposed alternative scenario as described in PIF/PFD sound and adequate? Is there sufficient clarity on the expected outcomes and components of the project and a description on the project is aiming to achieve them?**

Secretariat Comment at PIF/Work Program Inclusion

April 23, 2022: We note the below responses and changes.

March 9, 2022: Please add ToC on this CER doc as well focusing on GEBs (rather than development challenges).

Please also add descriptions on the alternative scenario on each outcome/output including expected results. In this regard, please include the below points in this section:

- how the project will support establishing financing mechanisms to support promotion of EVs and charging stations across the sector, including replacing old ones after their lifetimes.

- what business models are envisaged for private charging stations in particular in the initial stage, addressing the space shortage issue.

- what types of batteries will be used for each mode (e.g. 3-wheels and buses) and what kind of infrastructure is already there for recycling them in the country and what is missing (and how the project will fill the gap).

- plans on public procurement for EVs and charging stations and other incentives to them in terms of finance and regulations.

Agency Response

**Response to comments on March 9, 2022:**

a) ToC Diagram has been added to CEO ER, under *proposed alternative scenario* section.

The project's objective (approved by GEF) reads: "to create enabling conditions towards the transformation of the transport sector of Bangladesh to low carbon and sustainable transportation system by adopting electric vehicles (EVs) that facilitate reducing the GHG emissions, enhancing *green growth*, and *minimizing the adverse impact on public health*". Being referred to in the objective, we cannot remove these *development challenges* from the ToC. We do have added "global environment challenge" in the ToC diagram.

b) the incremental reasoning section has been revised based on GEF comment. The following explanations are now added to the section.

The Project will technically and financially support a pilot activity with 50 electric buses (as part of an electric bus program implemented by Bangladesh Road Transport Corporation and its charging infrastructure (with GEF INV support for three charging facilities) and the demonstration of solar/hybrid charging infrastructure (for small EV outside major cities, such as two- and three-wheelers) with 190 kW of solar (of which GEF INV support for charging facilities with a total of 48 kW of solar PV). It is estimated that about USD 16.95 million of investment in EV infrastructure (including buses and charging stations) will be leveraged from a GEF grant of USD 1.789 million, delivering lifetime direct emission reduction (from expected investments, co-financing for EV and for charging facilities as well as GEF INV) of 278.7 ktCO<sub>2</sub>. There is no private charging station in BEEVA in the main cities (only outside). The issue will be looked at but an obvious option (if the market for EV cars would pick up) is not to use new land, the focus would be on using existing fuel pump stations or parking lots and devote same space to EV charging. Given a shortage of public entities (e.g., power companies) to take the lead, over time support may be provided to the private sector for setting up charging station networks in major cities (i.e. concessional land lease, grant for purchase of charging equipment). In the context of the Project, the e-buses will use lithium-ion batteries and will be recycled as part of the old bus recycling. New regulations proposed will require all EVs to have Li batteries (or highly efficient other types), prohibiting lead-acid for use in EV after 31/12/2025. Regarding 3-wheelers, these currently use lead-acid batteries and will informally use lead-acid batteries. This is explained in detail in section 2.2.1 and Box 10 in the Project Document. Enhancing the recycling and recovery of heavy metals and other pollutants is a social issue and is therefore subject of separate outputs in the BEEVA project document, namely Output 1.3. Finally, mechanisms for public procurement for EVs and charging stations and also other financial incentives do not exist in Bangladesh yet. Nevertheless, the project will invest in developing country's first financial mechanism under the new output 1.5. Also, the activity 1.2.6. on government procurement and activity 1.2.6 on incentives-regulations will contribute towards these gaps in the EV sector.



(Reference: CERDoc: 5) incremental/ additional cost reasoning)

**4. Is there further elaboration on how the project is aligned with focal area/impact program strategies?**

Secretariat Comment at CEO Endorsement Request

April 23, 2022: Comment cleared.

March 9, 2022: The alignment with the CCM strategy (Promote innovation and technology transfer for sustainable energy breakthroughs for electric drive technologies and electric mobility) is clear. Please adjust the descriptions focusing on GEBs (SDGs are relevant but secondary and already described in ProDoc).

Agency Response

**Response to comments on March 9, 2022:**

The SDG paragraph has been removed from the text.

(Reference: CERDoc: Alignment with focal area/ impact program strategies.)

**5. Is the incremental reasoning, contribution from the baseline, and co-financing clearly elaborated?**

Secretariat Comment at CEO Endorsement Request

Yes. The project is backed by strong co-financing, which is vital for achieving the expected results.

Agency Response

**6. Is there further and better elaboration on the project's expected contribution to global environmental benefits or adaptation benefits?**

Secretariat Comment at CEO Endorsement Request

April 23, 2022: Comments cleared (separation of co-financing in the sheet meant that excluding financial numbers, not GEBs by co-financing).

March 9, 2022: Please streamline tables focusing on GEBs (excluding co-financing) in an excel sheet with explanations. On post-project direct emissions reduction, 4 wheels cars fit in indirect emissions reduction as project interventions are limited and any of emissions reductions should be supported by mechanisms established by the project. Please also clarify how many years are expected for accounting GEBs.

## Agency Response

### **Response to comments on March 9, 2022:**

With regard to primary direct emissions (related to specific project outputs (pilots/demos, Output 2.2 and 2.4), the GEBs cannot be separated in parts belonging to co-financing and GEF INV. For example, the GEBs for the 50 buses (plus charging) is one package paid for with GEF funds and MoRTB co-financing. This is summarized in the table on page 11 of CEO ER.

Thank you for raising the concern regarding the inclusion of post-project direct emissions reductions; having looked into this matter further, we agree and have now removed post project direct emission reductions from the project estimates (these are being associated with the indirect emission reductions).

The Project's direct emission reductions target is now 15,657 tCO<sub>2</sub>. We note the significant difference between the original direct emission reduction estimate of the project concept (PFD) of 421.4 ktCO<sub>2</sub> and the amount at CEO endorsement, 15,657 tCO<sub>2</sub>. The PFD concept's number was an early-stage estimate, using a top-down approach as sometimes used in determining indirect emissions calculations, and based on assumptions for market development which the PPG stage identified as over-optimistic (note that the full electric 4-wheel vehicle market is virtually non-existent, while the million electric 3/3-wheelers are to be considered baseline). In line with GEF-STAP methodology, the new, revised direct emission reduction target of 15,657 tCO<sub>2</sub> has been related to the GEF INV and *confirmed* co-financing. This is consistent in numeric value with targets for other participating countries in the global mobility program. We believe this is an achievable and realistic target for Bangladesh.

Notwithstanding the above, the INV co-financing for e-buses of US\$ 13 million is part of a wider program of USD 52.2 million of MoRTB-BRTC that will be expanded over time (e.g. ADB will dedicate some funding in bus transport project to EV buses). Also, expansion of hybrid solar charging stations (outside main cities to cater for 2-3 wheelers mainly) will be helped by the financial mechanism that will be defined (guided by National Solar Plan targets) and set up for post-project operation with BEEVA technical assistance (newly added output 1.5). As the market development for EV personal cars is still uncertain, these could not be confirmed by co-financing letters at this time, but have been taken into account as a basis for estimating indirect emission reductions.

Finally, to address the GEF SEC's question, GEBs are accounted over the charging facilities' lifetime. Numbers have been added at the appropriate place in CEO ER doc (see part 1, section F).

(Reference: CERDoc: Global environmental benefits and other sections with reference to GHG targets. / Prodoc: Annex F on GHG calculations. Also, other places with reference to GHG targets.)

**7. Is there further and better elaboration to show that the project is innovative and sustainable including the potential for scaling up?**

Secretariat Comment at CEO Endorsement Request

April 23, 2022: Comments cleared.

March 9, 2022: Please separately describe each element. On sustainability and scaling up, please add financial and knowledge management roles to support them on top of policy interventions.

Agency Response

**Response to comments on March 9, 2022:**

Text has been adjusted and two subsections are now provided.

(Reference: CEO ER: innovativeness, sustainability, and potential for scaling up)

**Project Map and Coordinates**

**Is there an accurate and confirmed geo-referenced information where the project intervention will take place?**

Secretariat Comment at CEO Endorsement Request

Yes.

Agency Response

**Child Project**

**If this is a child project, is there an adequate reflection of how it contributes to the overall program impact?**

Secretariat Comment at CEO Endorsement Request

Yes.

Agency Response  
Stakeholders

**Does the project include detailed report on stakeholders engaged during the design phase?  
Is there an adequate stakeholder engagement plan or equivalent documentation for the  
implementation phase, with information on Stakeholders who will be engaged, the means of  
engagement, and dissemination of information?**

Secretariat Comment at CEO Endorsement Request

April 23, 2022: Comment cleared.

March 9, 2022: Yes. Please replace the table with a better format in the stakeholder  
column.

Agency Response

**Response to comments on March 9, 2022:**

A column has been added to the table that relates to the project outcomes.

(Reference: CERDoc: Stakeholders section)

**Gender Equality and Women's Empowerment**

**Has the gender analysis been completed? Did the gender analysis identify any gender  
differences, gaps or opportunities linked to project/program objectives and activities? If so,  
does the project/program include gender-responsive activities, gender-sensitive indicators  
and expected results?**

Secretariat Comment at CEO Endorsement Request

Yes.

Agency Response  
Private Sector Engagement

**If there is a private sector engagement, is there an elaboration of its role as a financier  
and/or as a stakeholder?**

## Secretariat Comment at CEO Endorsement Request

April, 23, 2022: Comment cleared.

March 9, 2022: Please further describe the engagements with private financial institutions and bus operators as well as potential charging stations businesses.

## Agency Response

### **Response to comments on March 9, 2022:**

The Private Sector Engagement Section is revised as per GEF Sec comment.

Also, please note that a separated output 1.5 has been added to the project strategy, with the following activities:

Output 1.5: EV financial mechanism(s) developed and agreed upon.

1.5.1 Carry out needs survey and feasibility assessment for setting up EV and EVB charging stations financial tools (based on results of outputs 1.1, 1.3 and 1.4).

1.5.2 Set up blending financing support mechanisms (with IDCOL, Bangladesh Bank) that enable micro-finance institutions to provide low-cost credit for EV purchase (2-3 wheelers) and for banks to offer loans for EV purchase and investment in (private) EV charging.

## **Risks to Achieving Project Objectives**

**Has the project elaborated on indicated risks, including climate change, potential social and environmental risks that might prevent the project objectives from being achieved? Were there proposed measures that address these risks at the time of project implementation?**

## Secretariat Comment at CEO Endorsement Request

April 23, 2022: Comments cleared.

March 9, 2022: On Covid-19 risks, please add a risk of materializing co-financing other than communications. On climate risks, the risk is identified as low while the country faces significant flooding risks in many parts. Please further elaborate them including the risks for EVs themselves in disasters, not only on charging stations. Please add sustainability risks including financial ones.

## Agency Response

### **Response to comments on March 9, 2022:**

(1) The project team doesn't anticipate a risk regarding COVID in relation to co-financing materializing. There are no indications that MoRTB will withhold co-financing as these plans have already been approved by the Government. Therefore, no new risk was added to the risk table.

(2) The climate vulnerability related risk is now updated, and the risk level is increased to moderate. Please note that the project is designed to require Environmental and Social Impact Assessments for the infrastructural investments (as mentioned in the ESMF, see Annex J in ProDoc) and this will also look at flooding risks. Regarding EV this run the same risks as conventional cars. Some parts of the Dhaka city are flood prone and all types of vehicles including EV may partially submerged into flood water during heavy rainfall. The Li-ion battery and body of the car may soak into flood water. EV safety systems and battery packs are designed to be safe in water, even if fully submerged. However, EVs that have been submerged in water, particularly saline water (near coastal areas), may have a higher potential risk of experiencing a battery short circuit. This may be remedied by appropriate insurance packages (will be looked into as part of Output 1.5 (text added as footnote in 'risk table' in CER and ProDoc

(3) The financial risk was added to the 'co-financing' risk. Regarding support for financial mechanisms by MFIs or bank, the situation will be assessed as part of the new Output 1.5. Development banks, such as IDCOL and private banks have expressed interest, provided that a basic functioning legal-regulatory framework is in place.

#### **Coordination**

**Is the institutional arrangement for project implementation fully described? Is there an elaboration on possible coordination with relevant GEF-financed projects and other bilateral/multilateral initiatives in the project area?**

Secretariat Comment at CEO Endorsement Request

Yes. This project is full NIM modality.

Agency Response

**Consistency with National Priorities**

**Has the project described the alignment of the project with identified national strategies and plans or reports and assessments under the relevant conventions?**

Secretariat Comment at CEO Endorsement Request

Yes.

Agency Response  
**Knowledge Management**

**Is the proposed ?Knowledge Management Approach? for the project adequately elaborated with a timeline and a set of deliverables?**

Secretariat Comment at CEO Endorsement Request

April 23, 2022: Comment cleared.

March 9, 2022: Please add collaboration with other projects including the e-mobility program to utilize lessons learned and contribute to them as well as KM deliverables in a table (and budget and timelines, as appropriate).

Agency Response

**Response to comments on March 9, 2022:**

The suggestion has been added at the appropriate place in ProDoc and CEO ER (see table in the section in CEO ER on ?knowledge management?.

**Monitoring and Evaluation**

**Does the project include a budgeted M&E Plan that monitors and measures results with indicators and targets?**

Secretariat Comment at CEO Endorsement Request

April 23, 2022: Comment cleared.

March 9, 2022: Please also include descriptions how the project will operate M&E with rough timelines on top of the budget table.

Agency Response

**Response to comments on March 9, 2022:**

The M&E section is now updated with further details of M&E activities and timeframes.

**Benefits**

**Are the socioeconomic benefits at the national and local levels sufficiently described resulting from the project? Is there an elaboration on how these benefits translate in supporting the achievement of GEBs or adaptation benefits?**

Secretariat Comment at CEO Endorsement Request

Yes.

Agency Response

**Annexes**

**Are all the required annexes attached and adequately responded to?**

Secretariat Comment at CEO Endorsement Request

April 29, 2022: The below comments cleared.

April 23, 2022: Please address the below points.

1. Office expenses (equipment and auxiliary machinery) should be covered by PMC (GEF and co-financing portion).
2. Project Manager is charged across components and PMC. Per Guidelines, the costs associated with the project's execution have to be covered by the GEF portion and the co-financing portion allocated to PMC. As the co-financing portion to PMC is 1.97 million, and considering that the grants portion of co-financing are 100K, there is room to cover some portion of the costs of the Project Manager from co-financing. (technical tasks can be charged to Components as long as there has to be dual roles by PM with detailed ToRs provided).

March 9, 2022: We note them with the checklist (not for responses to comments).

Please revise the budget table to address PMC related budget lines charged to components and UNDP's travel budget line (to be managed by EE instead). If PM staff have technical roles other than project management, it is necessary to highlight them in ToRs separated from PM roles. It is not clear from the budget table explanation to differentiate them. Please delete "subtotal" column for spaces for budget line explanations.



## Agency Response

### **Response to comments on April 23, 2022:**

1. All office expenses are now moved under PMC. Budget related changes are reflected to relevant parts of the Project documents (CEO ER, GEF Budget Table etc.)
2. Based on GEF Secretariat comment, the UNDP grant co-financing amount of 100,000 is now allocated to Project Manager salary under PMC section, which was previously covering TA related activities under the 3rd component. Budget related changes are now made in different parts of the Project documents (CEO ER, GEF Budget Table, UNDP Project documents).

(Reference: CEO ER: Table B; page 12, para 21 / GEF Budget Table) / ProDoc: TBWP; page 41, para 63; Annex E)

### **Response to comments on March 9, 2022:**

Technical role has been mentioned as separate point in PM's ToR (Annex G in ProDoc). In GEF-funded PMC, all budget lines are managed by MoRTB (including travel), except for 'professional services' for auditing which is part of UNDP's oversight function.

A travel budget line managed by UNDP is related to Mid-Term Review and Terminal Evaluation, the M&E activities to be conducted by UNDP.

(Reference: ProDoc: Annex G, GEF Budget Table)

## **Project Results Framework**

Secretariat Comment at CEO Endorsement Request Yes.

## Agency Response

### **GEF Secretariat comments**

Secretariat Comment at CEO Endorsement Request

April 23, 2022: We note the response.

March 9, 2022: Please add responses to relevant comments to this child project in the CER doc.

## Agency Response

### **Response to comments on March 9, 2022:**

GEF Sec comments on the global programme were responded by UNEP and they are uploaded to the GEF Portal. Also, GEF Sec comments related to the Bangladesh Project are responded now under Annex B of CEO ER.

### **Council comments**

#### Secretariat Comment at CEO Endorsement Request

April 23, 2022: We note the response.

March 9, 2022: Please add responses to relevant comments to this child project in the CER doc.

## Agency Response

### **Response to comments on March 9, 2022:**

Council comments on the global programme were responded by UNEP and they are uploaded to the GEF Portal. Also, Council comments related to the Bangladesh Project are responded now under Annex B of CEO ER.

### **STAP comments**

#### Secretariat Comment at CEO Endorsement Request

April 23, 2022: We note the response.

March 9, 2022: Please add responses to relevant comments to this child project in the CER doc.

## Agency Response

### **Response to comments on March 9, 2022:**

STAP comments on the global programme were responded by UNEP and they are uploaded to the GEF Portal. Also, STAP comments related to the Bangladesh Project are responded now under Annex B of CEO ER.

### **Convention Secretariat comments**

#### Secretariat Comment at CEO Endorsement Request

## Agency Response

**Other Agencies comments**

Secretariat Comment at CEO Endorsement Request

Agency Response

**CSOs comments**

Secretariat Comment at CEO Endorsement Request

Agency Response

**Status of PPG utilization**

Secretariat Comment at CEO Endorsement Request Yes. Please see the comment above.

Agency Response

**Response to comments on March 9, 2022:**

Detailed funding amounts of the PPG activities financed by GEF resources are provided in Annex C of the CEO ER Doc.

<i>Project Preparation Activities Implemented</i>	<i>GETF Amount (\$)</i>		
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Total	45,872	30,755	15,117

**Project maps and coordinates**

Secretariat Comment at CEO Endorsement Request Yes.

Agency Response

**Does the termsheet in Annex F provide finalized financial terms and conditions? Does the termsheet and financial structure address concerns raised at PIF stage and that were pending to be resolved ahead of CEO endorsement? (For NGI Only)**

Secretariat Comment at CEO Endorsement Request  
Agency Response

**Do the Reflow Table Annex G and the Trustee Excel Sheet for reflows provide accurate reflow expectations of the project submitted? Assumptions for Reflows can be submitted to explain expected reflows. (For NGI Only)**

Secretariat Comment at CEO Endorsement Request

Agency Response

**Did the agency Annex H provided with information to assess the Agency Capacity to generate and manage reflows? (For NGI Only)**

Secretariat Comment at CEO Endorsement Request

Agency Response

**GEFSEC DECISION**

**RECOMMENDATION**

**Is CEO endorsement recommended? (applies only to projects and child projects)**

Secretariat Comment at CEO Endorsement Request

April 29, 2022: The remaining comments cleared including the end date of implementation.

April 28, 2022: Previous comments cleared and please address the comment on the budget table. Please also change the completion date to 2026, which is the same as in ProDoc.

March 9, 2022: Please address comments above. Please fix numbering of paragraphs.

**Review Dates**

**Secretariat Comment at  
CEO Endorsement**

**Response to  
Secretariat  
comments**

<b>First Review</b>	<b>3/9/2022</b>
<b>Additional Review (as necessary)</b>	<b>4/23/2022</b>
<b>Additional Review (as necessary)</b>	<b>4/29/2022</b>
<b>Additional Review (as necessary)</b>	
<b>Additional Review (as necessary)</b>	

**CEO Recommendation**

**Brief reasoning for CEO Recommendations**