TERMINAL EVALUATION

Project ID:	3461
Project Name:	Promoting Sustainable Transport Solutions for East Africa
Countr(ies):	Regional, Ethiopia, Kenya, Uganda
Implementing Agency:	UNEP

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I. Overview

A. Description

Project name Promoting Sustainable Transport Solutions for East Africa	
Country Regional, Ethiopia, Kenya, Uganda	
GEF ID 3461	Implementing Agency UNEP
Executing Entity UN-HABITAT, ITDP Europe, TRL, City Councils of Addis Ababa, Kampala and Nairobi	
Trust Fund GET	Project Type FSP

Objective

Increase awareness of and support for the implementation of sustainable transport solutions, amongst policy makers, stakeholders and the general public in East Africa and beyond, by providing technical assistance and institutional support for the design and implementation of inter-related sustainable transport system in the three capital cities of Kenya, Uganda and Ethiopia.

B. Key Dates

CEO Endorsement/Approval 11/10/2010	Agency Approval 2/24/2011
Implementation Start 3/28/2011	First Disbursement 4/5/2011
Expected MTR 7/30/2013	MTR Submission 5/6/2026
Actual MTR	Expected Completion 12/31/2017
Actual Completion 9/30/2019	Actual TE 1/31/2019
TE Submission 5/6/2026	Final Disbursement

C. Disbursements

Project Financing	Cumulative Disbursement
3,135,000.00	2,419,944.00

II. PROGRESS STATUS AND ISSUES

A. Main Terminal Evaluation Findings

Overall, the performance of the SusTrans Project is rated as 'Satisfactory'. The SusTrans Project served as a necessary and useful contributor to the institutional development of sustainable transport systems in East African cities. There is little doubt that the SusTrans Project has built a critical mass of activities and momentum intended to boost the confidence of international donors and financial institutions for providing financial support for the construction of viable SMT systems for all 3 cities. The significance of SusTrans assistance has been to build institutional capacity for SUT developments in these cities and ensure pilot designs for BRT systems in these cities will maximize ridership and demonstrate the socioeconomic and environmental benefits of SUT systems (Paragraph 125). Notwithstanding the complexities and difficulties in developing SUT systems in 3 different countries, all 3 cities now have staff dedicated to the improvement of public urban transport, though challenges remain to maintain a level of capacity of these personnel to navigate the technical and administrative complexities in setting up and operationalizing modern SUT systems. The Project has also supported learning for these cities and other regional cities by organizing study tours to and inviting personnel from other cities with successful BRT operations (including Dar es Salaam, Johannesburg, and Istanbul), which have been useful in the development of SUT, particularly in Addis Ababa and Nairobi.

Moreover, Nairobi and Addis Ababa are poised to have operational systems within the next 2 to 4 years, but will require continued external support for their development and sustained optimal operations that meet best international practices with Kampala behind these cities in their development curve. SUT development experiences of other regional cities (such as Johannesburg, Dar es Salaam, Lagos and Istanbul) have been used by the 3 SusTrans cities, allowing them to more effectively plan their implementation activities for developing SUT systems (Paragraph 81). There is a moderate likelihood that the impact of the SusTrans Project will lead to a shift towards less carbon intensive modes of urban transport, reduced traffic congestion, transit oriented development and a reduction in urban transport related GHG emissions. With SusTrans leaving an institutional and technical basis for implementation of pilot BRT systems in 3 cities in East Africa, external support is still required to ensure that demonstration SUT systems are developed as models for future SUT investments in the 3 SusTrans cities and other regional cities of developing countries.

B. Stakeholder Engagement

Evidence based on available documents and discussions with Project personnel indicates that the executing agency, UN Habitat, had a key role in the engagement of stakeholders into the activities of the SusTrans Project:

• In Addis Ababa, UN Habitat partnered with TRL from the UK in early 2011 to lead technical assistance for SMT systems development to the Ministry of Transport, the Addis Ababa Roads and Transport Bureau (AARTB) and the AACTA. Their involvement over a 5-year period was effective and included numerous reports critical to planning and implementing a BRT corridor that complies with best international practices, and covering nearly all aspects of pre-construction activities for a BRT corridor. These reports cover topics such as BRT preliminary design, BRT feasibility, pedestrian audits, NMT integration, parking reform, operational planning, demand forecasting, service plan, bus specifications, bus scrappage schemes, safety aspects, fare collection systems. To collect information for these studies, TRL provided strong support in their

engagement with other parties active in the development of BRT corridors in Addis Ababa including DMITS from India who were recruited through AFD funding on the B2 BRT corridor feasibility study, and existing bus operators to solicit their feedback on BRT designs. After 2016, ITDP became the lead consultant representing the SusTrans Project. Their role of oversight management to advise AACTA on integrating best international practices with detailed designs of the B2 BRT corridor was also determined to be satisfactory. The selection of the B2 BRT corridor addressed the Government's desire to have the first pilot BRT corridor providing enhanced public transport services to disadvantaged stakeholders, notably those areas of the city that are poor;

• In Kampala, UN Habitat signed an MoU with MoWT to serve as the PMU for SusTrans in Kampala; MoWT was the agency responsible for design and construction of these infrastructure projects. The Project was also partnered with KCCA who were actively promoting NMT and BRT pilot corridors. Assistance has been mostly effective with difficulties encountered in consultations with all stakeholders involved in NMT and BRT projects. To improve the effectiveness of technical assistance to MoWT, SusTrans recruited a National Project Officer as well as ITDP to strengthen its delivery of services that included review of BRT detailed designs and operational plans prepared by a consortium of companies, namely ROM Transport Engineering, ARUP and AH Consulting; providing recommendations to develop a BRT agency MATA; dissemination of information for the BRT pilot corridor through engagement of stakeholders coordinated through the Kampala-based FABIO46; and support to KCCA for the NMT initiative of stakeholder engagement and communications. With ITDP's recommendations to revise the design of the pilot BRT corridors with NMT infrastructure to improve its capacities, the SusTrans Project made an impact on the public transport design in Kampala to enhance the benefits of the project to minimize social and economic impacts of the project as well as alleviate poverty;
• In Nairobi, SusTrans partnerships have been maintained with KeNHA, KURA and the newly formed NAMATA. While the PMU was originally setup with KURA, it was moved to KeNHA in 2012 when the mandates of KeNHA became clearer in the context of SMT system development for Nairobi. These partnerships have facilitated SusTrans assistance (through ITDP) in providing guidance on BRT best international practices to teams responsible for feasibility and detailed designs of the A104 BRT corridor. In addition, ITDP provided assistance to the Government of Kenya and the Nairobi City Council to review the institutional landscape for BRT implementation as well as necessary steps to form an authority dedicated to improving urban transport and a Metropolitan Nairobi. Through its engagement with these partners, the SusTrans Project has been able to provide useful technical assistance to enhance BRT corridor designs with NMT infrastructure that will maximize ridership. This has also been manifested through ITDP's engagement with a number of local consultants, local matatu associations and relevant government agencies on the required administrative efforts for operating a BRT system that also included a program to collect baseline data for GHG emissions inventory of urban transport in Nairobi.

One common factor in the enhancement of stakeholder involvement for all 3 cities has been the transition studies to ensure the engagement of para-transit operators47. These studies were necessary to be in place to identify conditions for a fair and transparent process that brings together the paratransit industry with weak operational and administrative capacity, and relevant government agencies, both of whom benefitted from experienced consultants who have successfully engaged paratransit operators to overcome the mistrust. With all the 3 SusTrans cities, there was limited understanding of the complexities of negotiations with paratransit operators. SusTrans resources used for these transition studies and some negotiations have contributed to a healthy dialogue between paratransit operators and relevant government agencies in the 3 SusTrans cities. The presence of ITDP in all 3 cities has provided a consistent approach to these very important but sensitive processes for engaging paratransit operators.

Overall, stakeholder participation and cooperation was effective in delivering the outputs required for the development of SMT systems in all 3 cities, with an outcome thus far that the SMT systems being designed in

Addis Ababa and Nairobi or proposed in Kampala are or will be compliant with best international practices. In conclusion, stakeholder participation and cooperation was rated as satisfactory.

C. Gender Equality

There is no reference in the Project Document to human rights and gender equality, related to the fact that this Project was designed as a GEF-4 Project, during which no emphasis was placed on gender. The SusTrans Project document does not address issues related to gender inequalities, specific vulnerabilities of women and children to urban mobility issues within cities in developing countries. An examination of budgeting of SusTrans activities indicates that there were no gender-targeted activities. As such, the rating for this Project's responsiveness to human rights and gender equality based on current UN Environment evaluation criteria would be 0 or gender blind.

Despite the absence of gender considerations in the Project Document, improved urban mobility designs through BRT systems integrated with NMT infrastructure will generate significant benefits to vulnerable sectors of the population of these cities. The Evaluator notes that SMT system designs for the 3 pilot cities will have a positive effect for women, children and the elderly with level boarding and safety being the most important design considerations. Furthermore, the goal of SusTrans was to "create the technical and institutional basis for implementing metropolitan sustainable transport networks and systems and establish a demonstration corridor for sustainable urban mobility". This was to involve building awareness amongst policy makers and stakeholders of establishing SUT systems and developing demonstration SUT systems. Analysis of the SusTrans Project design reveals Project activities are concerned with SUT engineering designs complying with best practices which already incorporates benefits for all humans. At this stage of development, there would have been little benefit from SusTrans activities to focus on disaggregated information. Since the human rights and gender were not programming requirements nor part of the corporate strategies at the time of the SusTrans design, the "gender blind" rating is not included in the overall rating of this Project.

D. Knowledge Management

Communication and public awareness activities of SusTrans was confined to Component 4 which covered regional awareness raising and the sharing of lessons learned and experiences of implementing SMT systems. Based on available information provided to the evaluation mainly through GIZ reports and the SusTrans website (http://gefsustran.sutp.org), there is evidence to suggest that:
• The communication activities were well targeted to specific audiences given the content of the website and the newsletters that focused on sustainable transport issues in Africa;
• The content of the SusTrans website that been largely effective in driving changes towards improving urban mobility in the 3 pilot cities;
• The sharing of implementation experiences from SusTrans-supported study tours to Istanbul, Johannesburg and Dar es Salaam has had more impact in affecting changes in the SUT designs of the 3 pilot cities. The DART system in Dar es Salaam has been touted as the BRT system most relevant for the 3 cities from a learning perspective on implementing BRT systems and integrating NMT infrastructure.

III. Core Indicators

IV: Co Financing

Sources of Co-financing	Name of Co-financier	Type of Co-financing	Investment Mobilized	Anticipated at CEO($)	Materialized at MTR($)	Materialized at TE($)
Multilateral	UNEP	In-kind		30,000.00		30,000.00
NGO	ITDP	In-kind		200,000.00		64,000.00
NGO	ITDP	Grant		60,000.00		
Private Sector	TRL	In-kind		40,000.00		8,900.00
Multilateral	World Bank	Soft Loan		3,200,000.00		3,200,000.00
Multilateral	UNEP	Grant		40,000.00		40,000.00
Multilateral	UN-Habitat	Grant		185,000.00		171,000.00
Multilateral	UN-Habitat	In-kind		450,000.00		328,337.00
GEF Agency	GTZ	In-kind		130,000.00		95,000.00
Total Co-financing				**4,335,000.00**	**0.00**	**3,843,237.00**

Comments

V: ENVIRONMENTAL AND SOCIAL SAFEGUARDS

Overall Project/Program Risk Classification

PIF	CEO Endorsement/Approval	MTR	TE
			Not available at this stage

Measures to address identified risks and impacts

VI. ANNEX

Uploaded Document		
Document Category	Prefix	Title
M and E Document	Terminal Evaluation (TE)	3461_2019_TE_UNEP_REGIONAL_CCM_FSP_Sustainable_Transport_East Africa