

# Scientific and Technical Advisory Panel

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

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

Date of screening: October 17, 2012

Screeener: Lev Neretin

Panel member validation by: Nijavalli H. Ravindranath  
Consultant(s):

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

**FULL SIZE PROJECT GEF TRUST FUND**

**GEF PROJECT ID:** 4949

**PROJECT DURATION :** 3

**COUNTRIES :** Brazil

**PROJECT TITLE:** Low-Carbon Urban Mobility for Large Cities

**GEF AGENCIES:** IADB

**OTHER EXECUTING PARTNERS:** Ministry of Cities, brazil

**GEF FOCAL AREA:** Climate Change

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

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

### III. Further guidance from STAP

STAP wishes to express its support to this project aimed at supporting low-carbon development of transport systems in large cities in Brazil. The project's incremental reasoning is strong and is based on a solid baseline of the ongoing institutional and financial investments in Brazil, both at the national and city levels. GEF support is sought to support the national ministry responsible for city development in designing and implementing different low-carbon transportation options and increase capacities at the national, state and city levels in conducting GHG reduction assessments that should guide investment decisions. The project combines technical support with demonstrations and investments and integrates decision-making systems between national and city levels. During project preparation STAP would recommend project proponents to address the following issues:

1. PIF does acknowledge that the best urban transport policies are those that are based on integration of the all three elements of the Avoid-Shift-Improve framework (GEF-STAP (2010). Advancing sustainable low-carbon transport through the GEF, available at: <http://www.stapgef.org/sustainable-low-carbon-transport>). While the project correctly puts an emphasis on Avoid and Improve, little detail is provided on the Improve pillar aimed at improving e.g., fuel economy standards, construction of low resistance road surfaces, etc.). If project resources are not used directly for addressing this pillar, complementarity with other initiatives/investments should be sought.
2. It is not clear if the project will address freight transport and it's not clear how important interventions in this sector are for GHG emission reduction in Brazil. IDB has important experience in this area including innovative project on freight transport (GEF ID#4603 Low-carbon and Efficient National Freight Logistics Initiative in Colombia). It would be beneficial if experiences learned in this project are shared and integrated into this project in Brazil.
3. Climate proofing of urban transport policies and investments is an important part of sustainable low-carbon urban planning. The PIF is silent on whether such proofing dealing with the impacts of climate change on transport planning and infrastructure will be considered in each and all three components of the project. Some guidance on these issues is available from GIZ Sourcebook on sustainable transport: Training Module 5f (2010) (available at: <http://www.giz.de/Themen/en/SID-F26A22D2-1C7A0BCA/dokumente/gtz2010-en-adapting-urban-transport-to-climate-change.pdf>). Project proponents are advised to consider climate impacts in the project components.
4. STAP recommends that lessons learned/qualitative and quantitative indicators in using the GEF Manual for calculating GHG benefits of GEF transport projects are analyzed and shared with the GEF partnership. This information will be critical in revising the existing methodology STAP is committed to undertake in the next few years.

<i>STAP advisory response</i>	<i>Brief explanation of advisory response and action proposed</i>
1. <b>Consent</b>	<p>STAP acknowledges that on scientific or technical grounds the concept has merit. However, STAP may state its views on the concept emphasizing any issues where the project could be improved.</p> <p>Follow up: The GEF Agency is invited to approach STAP for advice during the development of the project prior to submission of the final document for CEO endorsement.</p>
2. <b>Minor revision required.</b>	<p>STAP has identified specific scientific or technical challenges, omissions or opportunities that should be addressed by the project proponents during project development.</p> <p>Follow up: One or more options are open to STAP and the GEF Agency:</p> <ul style="list-style-type: none"> <li>(i) GEF Agency should discuss the issues with STAP to clarify them and possible solutions.</li> <li>(ii) In its request for CEO endorsement, the GEF Agency will report on actions taken in response to STAP's recommended actions.</li> </ul>
3. <b>Major revision required</b>	<p>STAP has identified significant scientific or technical challenges or omissions in the PIF and recommends significant improvements to project design.</p> <p>Follow-up:</p> <ul style="list-style-type: none"> <li>(i) The Agency should request that the project undergo a STAP review prior to CEO endorsement, at a point in time when the particular scientific or technical issue is sufficiently developed to be reviewed, or as agreed between the Agency and STAP.</li> <li>(ii) In its request for CEO endorsement, the Agency will report on actions taken in response to STAP concerns.</li> </ul>