

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: November 08, 2017
Screener: Sunday Leonard
Panel member validation by: Ralph E. Sims
Consultant(s):

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

FULL-SIZED PROJECT	GEF TRUST FUND
GEF PROJECT ID:	9742
PROJECT DURATION:	5
COUNTRIES:	Chile
PROJECT TITLE:	Supporting the Chilean Low Emissions Transport Strategy CLETS
GEF AGENCIES:	CAF
OTHER EXECUTING PARTNERS:	Ministry of Environment (MMA), Ministry of Transport and Telecommunications (MTT), Ministry of Housing and Urbanism (MINVU)
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):
Concur

III. Further guidance from STAP

1. The project aims to support urban mobility by promoting national and local government policies. Encouragement for increased use of buses, cycles, walking, and collective taxi modes of transport are included in the proposal.
2. Useful data on journeys and modes have been collected for Santiago and other cities, many with lower GDP/capita than the capital city. Public and non-motorised transport systems are already well populated with many more journeys made than by private car.
3. A range of barriers such as lack of information and a lock-in to fossil fuel use needs to be overcome to increase the share of zero or low carbon modes. The challenge of changing human behaviour to use low-carbon transport modes more often is not discussed but depends on cost, comfort, convenience, speed, and safety as well as emissions.
4. Various initiatives by local and national governments have been undertaken as outlined in the baseline. This GEF project aims to bring relevant ministries together under the Chilean Low Emissions Transport Strategy to provide mobility for all citizens with low environmental impacts as well as the social co-benefits of reduced congestion, lower local air pollution, and reduced noise.
5. Given all the benefits and potential cost savings for the traveler, the project is low risk, although the possible failure of the private sector to respond as expected was not discussed.
6. A recent publication Financing the transition to soot-free urban bus fleets in 20 megacities by the International Council on Clean Transportation (ICCT) (<http://www.theicct.org/publications/financing->

transition-soot-free-urban-bus-fleets-20-megacities) could be a useful resource when developing the opportunities for bus transit options.

7. The USD 37.6 M project co-financing includes USD 11.6 M from the private sector, but not yet committed, as well as USD 25.8 M from government ministries. USD 150 k is from the proposer, the Latin American bank CAF.

8. The transport sector produces over one-tenth of total GHG emissions in Santiago of which urban mobility produces around 5.4 Mt CO₂-eq. This project claims to deliver 720 kt CO₂-eq emission reductions over the 5-year project and beyond to 2034. This equates to a relatively high USD 324/t CO₂ avoided but could be justified by the value of the air quality, health and other environmental benefits that could also accrue from the project. The project supports Chile's Sustainable Development Goals as well as its NDC.

9. Selecting cleaner buses could also contribute to climate benefits by avoiding black carbon emissions, a short-lived climate forcer. See further information at <http://www.theicct.org/publications/financing-transition-soot-free-urban-bus-fleets-20-megacities>.

<i>STAP advisory response</i>	<i>Brief explanation of advisory response and action proposed</i>
1. Concur	In cases where STAP is satisfied with the scientific and technical quality of the proposal, a simple “Concur” response will be provided; the STAP may flag specific issues that should be pursued rigorously as the proposal is developed into a full project document. At any time during the development of the project, the proponent is invited to approach STAP to consult on the design prior to submission for CEO endorsement.
2. Minor issues to be considered during project design	<p>STAP has identified specific scientific /technical suggestions or opportunities that should be discussed with the project proponent as early as possible during development of the project brief. The proponent may wish to:</p> <p>(i) Open a dialogue with STAP regarding the technical and/or scientific issues raised.</p> <p>(ii) Set a review point at an early stage during project development, and possibly agreeing to terms of reference for an independent expert to be appointed to conduct this review.</p> <p>The proponent should provide a report of the action agreed and taken, at the time of submission of the full project brief for CEO endorsement.</p>
3. Major issues to be considered during project design	<p>STAP proposes significant improvements or has concerns on the grounds of specified major scientific/technical methodological issues, barriers, or omissions in the project concept. If STAP provides this advisory response, a full explanation would also be provided. The proponent is strongly encouraged to:</p> <p>(i) Open a dialogue with STAP regarding the technical and/or scientific issues raised; (ii) Set a review point at an early stage during project development including an independent expert as required.</p> <p>The GEF Secretariat may, based on this screening outcome, delay the proposal and refer the proposal back to the proponents with STAP’s concerns.</p> <p>The proponent should provide a report of the action agreed and taken, at the time of submission of the full project brief for CEO endorsement.</p>