



REQUEST FOR MSP APPROVAL (1-STEP PROCEDURE)

TYPE OF TRUST FUND: GEF Trust Fund

PART I: PROJECT IDENTIFICATION

Project Title:	Low-carbon and Efficient National Freight Logistics Initiative		
Country(ies):	Colombia	GEF Project ID: ¹	5842
GEF Agency(ies):	IADB (select) (select)	GEF Agency Project ID:	CO-T1303
Other Executing Partner(s):		Submission Date:	2014-06-11
GEF Focal Area (s):	Climate Change	Project Duration (Months)	36
Name of parent program (if applicable):		Project Agency Fee (\$):	95,000

A. FOCAL AREA STRATEGY FRAMEWORK²:

Focal Area Objectives	Expected FA Outcomes	Expected FA Outputs	Trust Fund	Grant Amount (\$)	Co-financing (\$)
CCM-4 (select)	Sustainable transport and urban policy and regulatory frameworks adopted and implemented	National Government adopts low-carbon programs	(select)	1,000,000	4,000,000
(select) (select)			(select)		
(select) (select)			(select)		
(select) (select)			(select)		
(select) (select)			(select)		
(select) (select)			(select)		
(select) (select)			(select)		
(select) (select)			(select)		
(select) (select)			(select)		
Total Project Cost				1,000,000	4,000,000

B. PROJECT FRAMEWORK

Project Objectives: The objective of this operation is to reduce the Green House Gas (GHG) emissions from the freight transport sector. The operation will finance technical cooperation activities with the specific objectives of: (i) training truck drivers towards more efficient and cleaner driving practices; (ii) developing and implementing a pilot program for a freight broker service. The GEF financing will be leveraged by national counterpart funding that will finance ongoing efforts with the objectives of: (i) train local staff and freight transport stakeholders; (ii) design, develop and improve the existing freight information systems at the Ministry of Transport.

Project Component	Grant Type	Expected Outcomes	Expected Outputs	Trust Fund	Grant Amount (\$)	Cofinancing (\$)
1. Institutional strengthening and capacity building	TA	Increased capacity in the public and private sectors to plan, regulate, operate and supervise freight transport	(i) 200 freight transportation stakeholders are trained (ii) The National Registry of Cargo Delivery (RNDC), the Cost Efficient Information System (SICE) and the Model of Vehicle Supply (MOV) have been upgraded and improved.	GEFTF		3,150,000

¹ Project ID number will be assigned by GEFSEC.

² Refer to the reference attached on the [Focal Area Results Framework and LDCF/SCCF Framework](#) when filling up the table in item A.

2. Efficient driving practices	TA	Increased efficiency and lower GHG emissions in truck driving patterns	(i) 300 drivers are trained	GEFTF	450,000	200,000
3. Freight demand management	TA	Increased efficiency and lower GHG emissions in a pilot fleet of trucks	(i) 1000 truck owners are using the freight broker application	GEFTF	500,000	400,000
4. Monitoring and Evaluation	TA	Monitoring and evaluation in place	(i) Annual reports and final evaluation completed	GEFTF	0	50,000
	(select)			(select)		
	(select)			(select)		
	(select)			(select)		
	(select)			(select)		
	(select)			(select)		
	(select)			(select)		
Subtotal					950,000	3,800,000
Project Management Cost ³				(select)	50,000	200,000
Total Project Cost					1,000,000	4,000,000

C. CO-FINANCING FOR THE PROJECT BY SOURCE AND BY NAME IF AVAILABLE, (\$)

Sources of Cofinancing	Name of Cofinancier	Type of Cofinancing	Amount (\$)
National Government	Ministry of Transport	Cash	4,000,000
(select)		(select)	
(select)		(select)	
(select)		(select)	
(select)		(select)	
(select)		(select)	
(select)		(select)	
(select)		(select)	
(select)		(select)	
(select)		(select)	
(select)		(select)	
Total Cofinancing			4,000,000

D. GEF/LDCF/SCCF/NPIF RESOURCES REQUESTED BY AGENCY, FOCAL AREA AND COUNTRY¹

GEF Agency	Type of Trust Fund	Focal Area	Country Name/Global	Grant Amount (a)	Agency Fee (b) ²	Total c=a+b
(select)	(select)	(select)				0
(select)	(select)	(select)				0
(select)	(select)	(select)				0
(select)	(select)	(select)				0
(select)	(select)	(select)				0
(select)	(select)	(select)				0
(select)	(select)	(select)				0
(select)	(select)	(select)				0

³ PMC should be charged proportionately to focal areas based on focal area project grant amount in Table D below.

(select)	(select)	(select)				0
(select)	(select)	(select)				0
Total Grant Resources				0	0	0

¹ In case of a single focal area, single country, single GEF Agency project, and single trust fund project, no need to provide information for this table

² Please indicate fees related to this project.

E. CONSULTANTS WORKING FOR TECHNICAL ASSISTANCE COMPONENTS:

Component	Grant Amount (\$)	Cofinancing (\$)	Project Total (\$)
International Consultants	400,000	2,000,000	2,400,000
National/Local Consultants	550,000		550,000

F. DOES THE PROJECT INCLUDE A “NON-GRANT” INSTRUMENT? (Select)

(If non-grant instruments are used, provide an indicative calendar of expected reflows to your Agency and to the GEF/LDCF/SCCF/NPIF Trust Fund).

PART II: PROJECT JUSTIFICATION

A. PROJECT OVERVIEW

A.1. Project Description. Briefly describe the project, including ; 1) the global environmental problems, root causes and barriers that need to be addressed; 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) incremental cost reasoning and expected contributions from the baseline , the GEFTF, LDCF/SCCF and co-financing; 5) global environmental benefits (GEFTF, NPIF) and adaptation benefits (LDCF/SCCF); 6) innovativeness, sustainability and potential for scaling up.

Global Environmental Problems: Colombia's domestic transport of goods experienced sustained growth over the past decades and it is expected to continue expanding given positive economic growth trends of the country's economy. Cargo transport in the country is consolidated in specific market niches for different types of goods: roads (trucks) are used primarily for bulk and general freight; railways and waterways are used for specialized freight transport; and air transportation is used for high value cargo. In 2009, freight transport amounted to about 200 million tons, of which 71.9% were transported by road, 25.3% by rail (mainly coal), 2.5% by water and 1.5% by air. Road transport represents 80% of Colombia's tons-kilometers and the trucking industry corresponds to about 73.4% of the transport sector's GDP. Colombia developed a national inventory of Green House Gas (GHG) emissions for 2000 and 2004 following IPCC directives . The inventory shows that Colombia emits about 180 Mt CO₂eq per year (0.37% of all the world GHG emissions). The sectors which emitted most GHGs in 2004 were agriculture (38%), energy (37%) and land-use, land-use change and forestry - LULUCF (42%). Estimates indicate that the transport sector in Colombia represents 12% of the country's total CO₂ emissions and 32% of the total CO₂ emissions from national energy consumption.

Most of the 217,000 units operating on Colombian roads are relatively small in size, with inefficient highly pollutant combustion engines, and an extended service age (average is about 18.4 years). Official figures show that 35% of the fleet is more than 20 years old and 28% of the fleet is over 30 years old. The average service age for the Colombian fleet is quite high when compared to international standards (i.e. USA average service age is 7.6 years). The inefficiencies of the ground carrier industry contribute to the sector's low energy efficiency performance and significant CO₂ emissions. The transport sector represents 12% of the country's total CO₂ emissions (180 Mt CO₂-eq per year) and 32% of the total CO₂ emissions from national energy consumption. Of this, road transport accounts for about 90% of the sector's CO₂ emissions. Under a business as usual (BAU) scenario, where no major policy changes are placed to formalize the industry and renew the transport fleet, road freight transport emissions would increase from 3.6 MtCO₂eq in 2004 to 4.6 Mt CO₂eq in 2030.

The limited capacity in the sector entities in charge of freight transport regulation has hindered the ability of the government to adequately plan and execute strategies towards a low carbon growth. As per the Ministry of Transport's (MT) assessment, the workforce of relevant entities is limited in capacity and their scope of work rarely incorporates the prospects for climate change mitigation, energy efficiency and environmental protection. Such approaches are, however, considered indispensable in order to modernize the road freight sector in Colombia as a world-class and competitive industry. Additionally, the information captured by the current systems available to the industry is incomplete, making it difficult to plan the operation of the sector. The National Registry Cargo Delivery (RNDC), which should register the majority, if not all of the industry transactions, is only capturing 30% of all freight operations. In addition, the Cost Efficient Information System

(SICE) is utilizing outdated data to assess the freight rates and carry out the market regulation computations. The Model of Vehicle Supply (MOV) is a system to monitor and diagnose the conditions and amounts of vehicle supply and freight demand throughout the country, however, it is currently operating with sub-optimal data

Baseline Scenario/projects: The Government of Colombia (GoC) is aware of the need to reform road freight transportation services as a mean to promote national competitiveness, create less polluting and more efficient logistics practices and to reduce the logistic costs of local products and imports. The National Logistics Policy (Política Nacional Logística, CONPES N° 3547, issued in 2008) outlines the primary strategies to support the strengthening of the national logistical system. This policy is aimed at integrating the supply chain with quality transport infrastructure, promote inter-modality and support it with elements of information technology in order to facilitate trade, generating added value through the continued adoption of best business practices in freight logistics and transport such as efficient driving and demand management programs. As part of the implementation of the policy the government will be implementing a training and information systems upgrade program which will be part of the project and are described below.

Alternative Scenario: The objective of the project is to reduce the Green House Gas (GHG) emissions from the freight transport sector. To accomplish this objective the project is structured in the following three components.

Component 1. Institutional Strengthening and Capacity Building. This project will finance training and outreach programs for stakeholders in the road (freight) transport sector including: (i) public officials; (ii) trucking companies; and (iii) other stakeholders, in matters of climate change, energy efficiency and environmental protection. This activity is expected to generate awareness and ownership about the importance and opportunities posed by this project, including the outcomes and outputs of components 2 and 3, to develop the sector in a more efficient and lower emission path. The training program will be complemented by linking experts in the field of sustainable transport with industry officials to obtain expert advice during the implementation of Components 2 and 3. The implementation of the National Logistics Policy will require a robust institutional support to manage and coordinate the implementation of measures to mitigate climate change and increase energy efficiency in transport operations. This implies the need to forming teams, in the public and private sectors, with a clear understanding of the principles of sustainable transport. Thus, the component it will train about 200 individuals involved in the regulation and operation of the sector, officers, employees of decentralized government agencies, labor leaders and transport entrepreneurs, among others. The component will also finance the design and preparation of this capacity building program.

Additionally, the component will finance strengthening the information systems utilized to plan, monitor and supervise freight transport in Colombia. This component includes the development of a major consultancy to evaluate the performance of the existing information systems in the sector. The study will diagnose, along the chain of freight transport operation, the causes of inefficiencies and formulate solutions. The consultancy will formulate guidelines in order to improve the: (i) data collection and data processing systems and procedures; (ii) tools and procedures for assigning priorities; (ii) Information technology and communication systems for monitoring and supervision. The study will analyze the freight transport cycles, logistics operations and the relationships between the different logistics agents that are involved in the chain. A better information system on freight transport and logistics performance will provide better coordination and will provide a common data between the public and private sectors in Colombia.

Component 2: Efficient driving practices. This component will finance the design, implementation and monitoring of a truck efficient driving program demonstration pilot, which consist in training truck drivers in efficient driving principles and techniques to reduce the consumption of diesel, and thereby, CO2 emissions. Emission reductions result from fuel savings associated to the right acceleration cycles, slow stopping, less frequent high boost acceleration. These initiatives have been implemented at a smaller scale by private companies within their own fleet. However, this is an opportunity where the GoC wants to carry out at the initiative at a national scale to reduce GHG emissions and the likelihood of accidents. In addition, to the above mentioned scope, these training programs will complement ongoing efforts towards the better understanding of the drivers and the industry. The success of the program will depend on the willingness of drivers to participate. Understanding the background of participants will be necessary to prepare a tailor-made program for their needs and possibilities and an eco-driving guideline to share with truck drivers. A pilot program for about 200 drivers will be executed including the certification of two instructors to participate in the program. This component will be executed with the support of the National Learning Service (SENA) leveraging the experience of this institution delivering efficient driving programs in other transport sub-sectors (public transport).

Component 3: Freight Demand management. This component will finance the design and implementation of a freight broker pilot project. Freight brokers are technologies that collect demand information from both the freight generator (shipper) and the transport companies (carriers). The freight generator reports the broker the amount required to be transported and the system assigns, based on criteria of availability, capacity and wait times among others, the vehicles that can carry out the operation. In other words, freight broker projects centralize information regarding the demand requirements requirements in order to assign vehicles in the most efficient and safe manner. This demand management tool will stream the processes of cargo procurement and transport operations planning in order to improve the utilization of transport fleet, minimize empty and light trips, and cut travel distances. It will benefit fleet operations by improving loading and unloading times, minimizing waiting times, and reducing fuel consumption. Furthermore, these benefits can be translated into lower emissions of GHG and air pollutants, and fuel and costs savings. Not to mention lower noise levels, and better, less congested and safer routes. International experience implementing freight broker programs suggest a reduction of empty trips up to 22%. A freight broker system has the potential to provide greater security for all actors in the supply chain by providing direct verification and monitoring of vehicle, driver and cargo information. A technology service provider will develop and implement their own freight information exchange application; beneficiaries of the use of this application can include single truck owners to any structured vehicle or service association. The implementation of this component will help remove risks and market barriers, as it will serve as a trial, which can later be used for studying results, failures, and solving possible obstacles in the future. If successful, it could be expanded to the whole road freight transportation sector.

Global environmental benefits: The proposed interventions represent cost-effective alternatives for GHG emissions reductions in freight transport. In the case of Component 2, the baseline GHG emissions of a 300 truck fleet range between 1.000 and 14.000 Tons per year, depending mainly on the size of the trucks (2 or 3 axle trucks, trailer). With the implementation of the Efficient Driving Practices component, the reduction in GHG emissions are expected to vary between 0 and 20% compared to the baseline, (TEEMP model), peaking in the first years after the driver has been trained. Emissions savings in a four year span vary between 426 and 5,657 Co2 Ton-eq. In the case of Component 3, the baseline GHG emissions for a 1000 truck fleet is about 9,392 CO₂ Ton-eq, considering a combination of truck sizes, a combination of truck loads levels and a ramp-up implementation period. With the implementation of the Freight Demand Management component,

the share of empty trips for the pilot fleet is expected to be reduced between 26% to 18% mainly due to better consolidated loads. Emissions savings over a four year span will vary between 284 and 1,705 CO₂ Ton-eq. Total emissions reductions including direct and indirect in a ten year span amount up to 8945 CO₂ Ton-eq.

Innovativeness and potential for scaling-up: The project is innovative as it will finance improvements in the freight transport and logistics sector. This is a sector where there is usually a smaller degree of intervention by the public sector, but that has an enormous potential for reduction of GHG emissions considering the precarious state of the sector. The project has the potential to be scaled-up considering the financial co-benefits of efficient driving and freight broker systems for the trucking industry.

A.2. Stakeholders. Identify key stakeholders (including civil society organizations, indigenous people, gender groups, and others as relevant) and describe how they will be engaged in project and/or its preparation:

Governmental institutions like the Ministry of Transport (MT) and the National Planning Department (DNP) are principal stakeholders for the program because they establish the guidelines and policies that organize the sector of road freight transport in Colombia. Furthermore, the MT is an actor of particular importance because it will be the co-investor in the strategies for emissions reductions, and therefore the actions implemented as part of this GEF project must be aligned with their priorities.

The development of the Efficient Driving Practices project includes two main parties: the trainers/driving schools and the untrained drivers. As a training institution, it is important to involve educational institutions such as the National Learning Service (SENA) which already offer driving courses for private companies. It has the educational infrastructure, expertise and material that would serve as a base to develop an eco-driving pilot program demonstration in Colombia. Regarding the untrained drivers, the stakeholders identified to present truck drivers to this pilot program are the truck business associations made up of small and individual truck owner-operators, such as the Federation of Road Freight Transporters (COLFECAR) and the Colombian Association of Truck Drivers (CCT).

The stakeholders identified for the development of the Freight Demand Management project include three main parties that are involved in the freight transport productive chain: shippers, carriers and transport technology providers. The shippers include industrial companies who do not own vehicles to transport goods and merchandise, but instead hire the service with different transport companies. These companies are grouped and represented by the National Business Association of Colombia (ANDI by its initials in Spanish). The carriers are principally individual truck owners who do not take part of any associative mechanism, operate in disorganized ways, and do not have job stability and service continuity. Because of this, they are involved in greater amounts of empty trips, more fuel consumption, and higher operational costs. Some of them, nonetheless, are grouped and represented by road freight transport guilds such as the CCT. Transport technology providers in this case refers to companies dedicated to providing services of freight information exchange services. At least three companies were identified providing similar services. Applications are limited in geographical scope but include an internet-based platform in which the freight information exchange service is provided for livestock transport and an intelligent platform that allows optimizing the transportation of its costumers' freight, through offering trucks with suitable characteristics regarding the type and size of the load to be transported.

A.3. Describe the socioeconomic benefits to be delivered by the Project at the national and local levels, including consideration of gender dimensions, and how these will support the achievement of global environment benefits (GEF Trust Fund/NPIF) or adaptation benefits (LDCF/SCCF).:

The proposed projects generate co-benefits related to the reduction in emissions of particulate matter (PM) produced by the combustion of diesel. These include reductions in levels of accidents, prevention of certain respiratory diseases and saving in health expenses. The extensive use of diesel fuel in road transportation in Colombia generates fine particles responsible for severe respiratory and cardiovascular and pulmonary diseases. In addition, there are economic gains directly related to the savings in fuel consumption. In the long term, these savings are expected to translate into lower transport costs and therefore more competitive products.

A.4 Indicate risks, including climate change, potential social and environmental risks that might prevent the project objectives from being achieved, and if possible, propose measures that address these risks:

Difficulty in engaging the truck drivers to participate in Component 2. It is possible that the program might not be sufficiently attractive for drivers to join. However, both drivers and owners will benefit from the program because the economic incentives for them are aligned with the environment. The executing agency will carefully prepare an outreach strategy for drivers to explain the relevant benefits and incentives of participating in the efficient program for drivers and owners. The participation of SENA should also strengthen and bring credibility to the program due to their prior experiences with drivers in the transport sector.

Willingness of individual truck owners to participate in Component 3 and difficulty in changing the way they currently operate. While the use of the demand management tool will benefit individual truck owners economically, it is possible that the use of this technology might not be increasingly attractive for truck owners. The executing agency will ensure the participation of the individuals prior to implementing the system by consulting this proposal with various members of the trucking industry.

A.5. Explain how cost-effectiveness is reflected in the project design:

The activities financed with GEF resources will follow the procurement policies and procedures of the Inter-American Development Bank. The procurement policies reflect the principles of economy, efficiency and integrity in the procurement. These policies reflect the interest of the IDB and its member countries to grant transparency, competition and equality of opportunities. The cost effectiveness of the GEF financing is 112 CO2 US\$ / Ton-eq

A.6. Outline the coordination with other relevant GEF financed initiatives [not mentioned in A.1]:

There are no similar GEF financed initiatives executed in Colombia or implemented at the IDB that demand a particular coordination effort for this project

A.7 Describe the institutional arrangement for project implementation:

Execution structure. The Ministry of Transport, through the Office of the Deputy Minister for Transport, will be responsible for executing this technical cooperation. This office has appointed a Technical Execution Group (TEG), which is in charge of implementing other IDB loans. The organization of the TEG includes a sector coordinator, a financial-accounting specialist, a procurement specialist, and a project technical assistant. Among the main responsibilities of the executing agency are: (i) act as the counterpart to the Bank in relation to the Technical Cooperation; (ii) coordinate and articulate the different components and actors; (iii) carry out and manage procurement processes; (iv) act as the counterpart for any audit process relevant to the Bank; and (v)

be responsible for the execution of this operation. There is a standing cooperation agreement between the Ministry of Transport and the National Learning Service (SENA) in order to coordinate the definition of activities and training programs and related to the promotion of professional drivers of public transport service. SENA, through this agreement, will support the Ministry of Transport in the execution of the training elements of Component 2.

B. DESCRIPTION OF THE CONSISTENCY OF THE PROJECT WITH:

B.1 National strategies and plans or reports and assessments under relevant conventions, if applicable, i.e. NAPAs, NAPs, NBSAPs, national communications, TNAs, NCSA, NIPs, PRSPs, NPFE, etc.

According to the Colombia UNFCCC Second National Communication (2010), Colombia made a national inventory of GHG for 2000 and 2004 following IPCC directives on Good Practices, and the management of uncertainty. The inventory shows that Colombia emits about 180 Mt CO₂eq per year (0.37% of all the world GHG emissions). The sectors which emitted most GHGs in 2004 were agriculture (38%), energy (37%) and land-use, land-use change and forestry - LULUCF (42%). Estimates indicate that the transport sector in Colombia represents 12% of the country's total CO₂ emissions and 32% of the total CO₂ emissions from national energy consumption. Hence, the transport sector is a priority for targeting mitigation actions, to which the objective of this project aims for. In the 2008 Technology Needs Assessment Report, Colombia reports transport as a main priority area for the reduction of GHG emissions. Among the key sector elements that the document identifies to consider during the GHG emissions inventory are: (i) transport control technologies; (ii) vehicle operations; (iii) quality of fuels; (iv) technologies of engines.

The GoC issued in 2010-2014 National Development Plan, identifying the key strategies to consolidate the economic gains of the past decade into a path of sustainable development. The Plan supports the implementation of the National Logistics Policy (NLP) identifies the logistic and transport services as priority sectors to foster growth and make the country more competitive. It also proposes the following areas of work in the sector: (a) implementing specialized logistics platforms; (b) improving the complementarities of multi-modal transport; (c) developing the industry of logistical services and; (d) improving trade facilitation and control in border crossings. The National Development Plan explicitly identifies the GEF as a partner to implement strategic actions in logistics and transport services that promote environmental sustainability and contribute to mitigate climate change effects.

B.2. GEF focal area and/or fund(s) strategies, eligibility criteria and priorities

The project is aligned with the Climate Change mitigation results framework because it contributes to the goal to support developing countries and economies in transition toward a low-carbon development path. The proposed interventions have the potential to reduce growth in GHG emissions and contribute to the stabilization of GHG concentrations in the atmosphere. In particular, the project promotes the adoption and implementation of sustainable transport regulatory frameworks

B.3 The GEF Agency's program (reflected in documents such as UNDAF, CAS, etc.) and Agencies comparative advantage for implementing this project:

The project is aligned with the Bank's institutional priorities as outlined in the Report on the Ninth General Increase in Resources for the Inter-American Development Bank (GCI-9) (AB-2764) as it contributes to the goals of "supporting climate change initiatives, sustainable energy and environmental sustainability". The project is aligned with the sector priorities of "protecting the environment, responding to climate change, promoting renewable energy and enhancing food security". The project is aligned with the "Integrated Strategy for Climate Change Adaptation and

Mitigation, and Sustainable and Renewable Energy” (GN-2609-1) in the line of intervention to expand lending and technical assistance in climate change relevant sectors. The project is aligned with the Bank’s Country Strategy for Colombia (GN-2648-1) which sets as a priority to support the implementation of the National Logistics Policy to improve the efficiency of freight transport services.

C. DESCRIBE THE BUDGETED M &E PLAN:


The project includes the Monitoring and Evaluation related cost, which is fully integrated in the overall project budget. The executing agency will be responsible for developing the following tasks and activities for the monitoring and evaluation plan: (i) monitor the completion of the results indicators, identify key implementation issues and propose actions in order to solve them; (ii) develop periodic reports every year showing the progress in the completion of products and results; (iii) carry out periodic meetings and visits to assess stakeholder’s needs and challenges; (iv) establish criteria to measure performance, results, and impact for each of the results indicators; (v) prepare a final evaluation of the program. Truck owners that participate in components 2 and 3 will sign agreements with the Ministry of Transport to facilitate data collection for monitoring and evaluation purposes. The specific data collection arrangements and results verification models will be designed during project implementation.

PART III: APPROVAL/ENDORSEMENT BY GEF OPERATIONAL FOCAL POINT(S) AND GEF AGENCY(IES)

A. RECORD OF ENDORSEMENT OF GEF OPERATIONAL FOCAL POINT (S) ON BEHALF OF THE GOVERNMENT(S): (Please attach the [Operational Focal Point endorsement letter\(s\)](#) with this template. For SGP, use this [OFP endorsement letter](#)).

NAME	POSITION	MINISTRY	DATE (MM/dd/yyyy)
Alejandra Torres	Head, Office of International Affairs	Ministry of Environment and Sustainable Development	04/25/2014

B. GEF AGENCY(IES) CERTIFICATION

This request has been prepared in accordance with GEF/LDCF/SCCF/NPIF policies and procedures and meets the GEF/LDCF/SCCF/NPIF criteria for project identification and preparation.					
Agency Coordinator, Agency name	Signature	DATE (MM/dd/yyyy)	Project Contact Person	Telephone	Email Address
Michael Collins		06/11/2014	Carlos Mojica	202 623 3537	cmojica@iadb.org
			Ana Maria Pinto	+571 3257036	apinto@iadb.org

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).

Activity/Component	Outcome (indicator)	Baseline	Target	Completion date (months after approval date)
1. Institutional strengthening and capacity building	A sustainable transport training program is prepared (unit)	0	1	6
	A sustainable transport training program is delivered (number of individuals)	0	200	18
	An evaluation of the existing information systems is concluded (unit)	0	1	9
	Freight transport information systems have been improved (unit)	0	3	30
2. Efficient driving practices	An efficient driving training program is prepared (unit)	0	1	9

	Local trainers are trained (number of individuals)	0	5	15
	Truck drivers are trained (number of individuals)	0	300	24
3. Freight demand management	Technical, legal and financial design for an online freight information exchange service (unit)	0	1	9
	Launch an online freight exchange application (unit)	0	1	15
	Truck owners using the application (number of users)	0	1000	24