



REQUEST FOR CEO ENDORSEMENT
PROJECT TYPE: Medium-sized Project
TYPE OF TRUST FUND: GEF Trust Fund

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PART I: PROJECT INFORMATION

Project Title: Georgia: Green Cities: Integrated Sustainable Transport for the City of Batumi and the Achara Region (ISTBAR)			
Country(ies):	Georgia	GEF Project ID: ¹	5468
GEF Agency(ies):	UNDP	GEF Agency Project ID:	4980
Other Executing Partner(s):	Ministry of Environment and Natural Resources Protection of Georgia (MoENRP) City of Batumi	Submission Date: Resubmission Date:	October 14, 2014 February 3, 2015
GEF Focal Area (s):	Climate Change	Project Duration(Months)	48
Name of Parent Program (if applicable): ➤ For SFM/REDD+ <input type="checkbox"/> ➤ For SGP <input type="checkbox"/>	n/a	Agency Fee (\$):	81,035

A. FOCAL AREA STRATEGY FRAMEWORK²

Focal Area Objectives	Expected FA Outcomes	Expected FA Outputs	Trust Fund	Grant Amount (\$)	Co-financing (\$)
CCM-4	3.1 Sustainable transport and urban policy and regulatory frameworks adopted and implemented	3.1 Cities adopting sustainable transport and urban policies and regulations	GEFTF	300,560	159,000
CCM-4	3.2 Increased investment in less-GHG intensive transport and urban systems	3.2 Sustainable transport investments	GEFTF	480,840	10,149,000
CCM-4	3.3 GHG emissions avoided	3.3 Energy saving from sustainable transport investments	GEFTF	71,600	356,000
Total Project Costs				853,000	10,664,000

¹ Project ID number will be assigned by GEFSEC.

² Refer to the [Focal Area/LDCF/SCCF Results Framework](#) when completing Table A.

B. PROJECT FRAMEWORK

Project Objective: To promote sustainable transport in the City of Batumi and Region of Achara						
Project Component	Grant Type	Expected Outcomes	Expected Outputs	Trust Fund	Grant Amount (\$)	Confirmed Co-financing (\$)
1. Development of sustainable urban transport plans in Batumi and the Achara Region	TA	Sustainable transport plans adopted in Batumi and Achara Region	1.1 Draft integrated sustainable urban transport plan (ISUTP) for the City of Batumi. 1.2 Adopted ISUTPs for other municipalities of Achara	GEFTF	192,400	139,000 (City of Batumi)
2. Development of specific feasibility studies and functional plans for low carbon transport in Batumi	TA	Specific feasibility studies and functional plans developed to lower carbon intensity of urban transport along selected corridors in Batumi	2.1 Feasibility study for SUT along Gorgiladze-Baratashvili-Chavachavadze corridor 2.2 Functional plan for dedicated bus lane, bus stops, synchronized signals and a park-and-ride lot along demonstration corridor 2.3: Detailed plan for the procurement of CNG buses for Batumi 2.4: Functional plan for an expanded, integrated and safe bicycle network in the old city area of Batumi 2.5: Feasibility study on Batumi's overall parking strategy 2.6: Feasibility study on hybrid electric or electric vehicles for taxi fleets	GEFTF	147,660	209,000 (City of Batumi)
3. Investments in SUT measures in Batumi	Inv	Sustainable urban transport measures successfully implemented along a selected corridor in the City of Batumi	3.1 Investment in improved traffic flow 3.2: Investment in improved public transit services 3.3 Investment in the cycling network	GEFTF	270,000	9,811,000 (City of Batumi) 80,000 (UNDP)
	TA		3.4 Institutional mechanism for monitoring carbon reductions from SUT measures in Batumi	GEFTF	79,180	105,000 (City of Batumi)

			and to raise public awareness of SUT			
4. Development of sustainable transport plans developed for other municipalities in Achara Region and Georgia		Sustainable Transport Plans developed and adopted in other municipalities in Achara Region and Georgia	4.1: Institutional mechanism for promoting sustainable urban transport and green urban development 4.2: Functional plans for SUT measures in other Achara municipalities 4.3: National Workshops on development of SUT and GUD plans for other cities 4.4: National sustainable urban transport policies	GEFTF	124,160	20,000 (MoENRP) 20,000 (City of Batumi)
Subtotal					813,400	10,384,000
Project management Cost (PMC) ³				GEFTF	39,600	80,000 (MoENRP) 200,000 (UNDP)
Total project costs					853,000	10,664,000

C. SOURCES OF CONFIRMED CO-FINANCING FOR THE PROJECT BY SOURCE AND BY NAME (\$)

Sources of Co-financing	Name of Co-financier (source)	Type of Co-financing	Co-financing Amount (\$)
National Government	MoNREP	In-kind	100,000
Local Government	City of Batumi	In-kind	473,000
Local Government	City of Batumi	Investment	9,811,000 ⁴
Local Government	Ministry of Finance, Achara Region	In-kind	0
GEF Agency	UNDP	Investment	80,000
GEF Agency	UNDP	In-kind	200,000
Total Co-financing			10,664,000

D. TRUST FUND RESOURCES REQUESTED BY AGENCY, FOCAL AREA AND COUNTRY¹: N.A.

E. CONSULTANTS WORKING FOR TECHNICAL ASSISTANCE COMPONENTS:

Component	Grant Amount (\$)	Co-financing (\$)	Project Total (\$)
International Consultants	108,000	50,000	158,000
National/Local Consultants	183,800	100,000	283,800

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

⁴ The City of Batumi letter states that USD 3,100,000 is included in this amount that is directly related to UNDP-GEF Project goals

F. DOES THE PROJECT INCLUDE A “NON-GRANT” INSTRUMENT? No

PART II: PROJECT JUSTIFICATION

A. DESCRIBE ANY CHANGES IN ALIGNMENT WITH THE PROJECT DESIGN OF THE ORIGINAL PIF⁵

A.1: National strategies and plans or reports and assessments under relevant conventions, if applicable, NAPs, NBSAPs, national communications, TNAs, NCSA, NIPs, PRSPs, NPFE, Biennial Update Rep

1. The City of Batumi adopted their Sustainable Energy Action Plan (SEAP) as of March 27, 2014. The SEAP defines the City of Batumi’s action plan for reducing their 2012 GHG emissions by 20% by 2020. This includes reduction of transport GHG emissions, a top priority of the City.

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

2. N/A.

A.3: The GEF Agency’s comparative advantage:

3. N/A.

A.4. The baseline project and the problem that it seeks to address:

4. The greening of transport in Batumi has importance to civic leaders of Batumi: it will sustain the positive image of the city as a green tourist destination and reduce the City’s air pollution, notably at the end of tourist season when air flows from the Black Sea to the mountains becomes stagnant. Both the Batumi municipal government and the Achara government have intentions of implementing systematic planned development of the City and the region, especially in the transport sector. However, there has been no officially adopted policy and development approach in Batumi for sustainable urban transport (SUT). For Batumi, the adoption of the SEAP helps the City to focus on its highest priority, the reduction of GHG emissions from its transport sector.
5. From the national perspective, the Government of Georgia is developing a national policy framework for sustainable transport⁶ and a new law on transport; the policy framework has not yet been implemented and the new transport law has yet to be adopted. Results from this Project and its demonstrations on SUT will serve as a basis for informing this policy framework.
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6. The root cause for the lack of sustainable urban and transport development in Batumi as well as Georgia and several other cities of developing countries is the implementation of poor planning practices that emphasize short term benefits and rarely consider long term impacts and benefits. Moreover, most Georgian municipalities have not had much exposure until recently, to green city development approaches. Batumi City is somewhat unique in that it has recently developed into the region’s premier tourist hub and an important economic gateway into Georgia. These developments,

⁵ For questions A.1 –A.7 in Part II, if there are no changes since PIF and if not specifically requested in the review sheet at PIF stage, then no need to respond, please enter “NA” after the respective question

⁶ The policy framework was initially developed by the World Bank and provides statements on developing the concept of sustainable transport

however, have been accompanied by the development of large buildings for hotels and other businesses.

7. The City has struggled to keep pace with supporting infrastructure and services for its growing population. Despite their intentions to green the City since 2011, the municipal government in Batumi has seen an exacerbation of the City's traffic flows over the past 5 years. Traffic congestion during the peak tourist season between June and August is common. In addition, traffic jams have been observed as becoming more frequent during the off-season. The recently adopted SEAP for Batumi has a strategy in place for the reduction of GHG emissions from the transport sector. There have been some actions taken with the intention of addressing traffic congestion issues in Batumi including an expanded network of bicycle paths in the old city and some improvements in public transport⁷. These actions, however, have not resulted in any visible improvements in transport efficiencies and by extension, reduction in transport-related GHG emissions. In large part, this is due to the aforementioned poor planning practices that lack a holistic approach where singular actions such as bicycle paths or fuel efficient buses have been implemented in isolation with no resulting GHG emission reductions.
8. A key barrier for the City to overcome is its insufficient capacity and knowledge of "green city" development to holistically plan and implement sustainable transport measures. The City has developed linkages to external experience in the areas of green development with the CoM and other donors such as USAID, EBRD and ADB. These linkages along with this proposed UNDP-GEF Project should augment the City's efforts to remove capacity and "green" knowledge barriers. This will position the City to remove associated barriers related to the lack of standards and regulations for green development, lack of access to finance for green urban development projects and the lack of public knowledge and awareness of sustainable transport and other green urban development (GUD) activities.
9. The outcome of these actions to date, however, has not resulted in any improvement of urban traffic flows in Batumi City. A fundamental cause for this is a lack of government experience in holistic approaches to sustainable urban transport (SUT). Several efforts to improve the urban transport sector have been undertaken in isolation resulting in a high risk of not achieving a positive impact. A holistic approach considers the integration of a number of SUT measures as a prerequisite to a successful pilot demonstration. There has also been a neglect of enforcement transport standards. With no guidance from the national government on the framework for Georgian-specific holistic approaches to SUT, urban transport in the City of Batumi as well as other municipalities governments in Georgia has not been holistically addressed:
 - The Georgian government has taken a liberal approach to its economic development at the expense of deregulation of a number of sectors including the transport sector resulting in weak or non-existent standards and regulations;
 - Notwithstanding the proposed 2015 Georgian law on minimum technical fitness standards for all motor vehicles, technical inspection of transport has been completely abolished. As such, there are no engine efficiency, vehicle emission or fuel quality standards being enforced currently for all motor vehicles in Georgia⁸;

⁷ This included new fuel efficient buses and a dispatch system to locate buses in service.

⁸ The European standards of fuel are being quoted and some of the type of fuel are marked as Euro-Diesel or Euro-gasoline although there is no independent or state control of the fuel quality which is believed to be below the European standards even in cases when this is claimed

- There has been a neglect of urban development standards including the standards for utility service and road arrangement have led to inadequate planning of the old city center where the narrow driveways are causing obvious problems to residents and need to be reconstructed;
- The stone pavement of roads improved the aesthetics in the old city but has resulted in low motor vehicle speeds and added safety issues for bicycles;
- The absence of parking policies in Batumi city center has resulted in parked cars obstructing sidewalks and hampering traffic flow efficiencies. Political opposition to establishing the park-and-ride lots or parking free zones may be strong, unless strong communication strategies and PR campaigns are conducted and stakeholder support secured;
- Cycling has become more popular in Batumi with 120 bicycle terminals where people can rent bicycles along the seashore. The cycling network, however, is not visible in the old city with the perception that cycling in the old city is not safe, due to the stone pavement and the narrow roads that are shared with private cars.

10. Batumi City also reports that increases in traffic volumes and congestion have been observed since 2011 along several corridors including the Gorgiladze-Baratashvili-Chavachavadze corridor (GBC) which is a main thoroughfare on the perimeter of the old town, frequented by tourists. The City suggested that this corridor could serve as a demonstration or pilot for sustainable transport initiatives to improve traffic flows. Based on the City's directive, the Project has been designed to support the design and implementation of this pilot corridor under Components 2 and 3 respectively.

11. In summary, the Project is designed to remove barriers to the development of SUT for Batumi City that includes:

- Insufficient local government capacity to undertake holistic approaches to SUT development;
- Insufficient institutional exposure to best international practices to set national standards and regulations for SUT and GUD;
- Lack of access to finance for SUT and GUD initiatives;
- Lack of public awareness to support and increase demand for SUT and GUD initiatives being promoted by local government.
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- These barriers are analysed in detail on Table 1 and in the ProDoc in Paras 15 to 20.

A.5. Incremental /Additional cost reasoning: describe the incremental (GEF Trust Fund/NPIF) or additional (LDCF/SCCF) activities requested for GEF/LDCF/SCCF/NPIF financing and the associated global environmental benefits (GEF Trust Fund) or associated adaptation benefits (LDCF/SCCF) to be delivered by the project:

GEF support is needed to overcome the identified **key barriers** towards the development of sustainable transport in Batumi and the Achara Region as summarized in Table 1.

Table 1: Key Barriers and How will these be Addressed in the Project

Description	Barrier Type	Priority	Project Activities
<p><u>Insufficient local government capacity to undertake holistic approaches to SUT and development</u>: Despite numerous actions by Batumi City over the past 5 years to improve urban traffic flow efficiencies in Batumi City, there have been no visible improvements. This includes efforts to improve public transit services and improve infrastructure in the city center for cycling and walking. However, there have been no strategies towards improving traffic demand management, parking and employing best international practices for sustainable urban transport</p>	<p>Legal/ Regulatory/ Institutional</p>	<p>Very High:</p>	<p>Activities of Component 1 are expected to provide support to Georgia in its intention to adopt green urban development (GUD) plans in the context of GHG reductions. This will include support to the City of Batumi’s ongoing initiatives to formulate integrated sustainable urban transport plans (ISUTPs) that will serve as a template or demonstration of other ISUTPs for other municipalities of the Achara Region.</p> <p>Output 1.1 is the integrated sustainable urban transport plan (ISUTP) for the City of Batumi. The ISUTP will serve as the underpinning strategy to inform regional strategic plans; address all urban-related sustainable transport issues; identify funding modalities and sources from state and municipal budgets as well as corporate and philanthropic sources; and serve as a template in the preparation of GUD plans and ISUTPs for other municipalities of Achara Region. Activities for the ISUTP include:</p> <ul style="list-style-type: none"> ▪ Conduct traffic counts, end-to-end journey analysis, destination mapping, trip generation and modal split for all forms of transport in Batumi in an agreed format that can be used as baseline data; ▪ The procurement, commissioning and necessary training in the use of a computer traffic model (such as Aimsun Microsimulation⁹) to assist in the development of the ISUTP and emerging infrastructure level requirements; ▪ Stakeholder consultations to formulate the City’s vision for its future growth and urban mobility needs that can be used in the traffic model; ▪ Integrated planning for target corridors for improved public transport routes and feeders and ticketing policies with the aim to increase ridership and modal switches from private cars through improved delivery of public transit services and decreased journey time; ▪ Formulation of awareness raising plans to influence urban travel behaviour and support smarter choices including partnerships with public transport providers and a comprehensive walking and cycling plan; ▪ Integration of the plan with emerging and adopted spatial plans that integrate environmental and public concerns through an extensive public consultation processes;

⁹ www.aimsun.com

Description	Barrier Type	Priority	Project Activities
			<ul style="list-style-type: none"> ▪ An action plan setting out the necessary steps, performance targets, phasing and delivery of the investment over a 5-year period and beyond in a 15-year timeframe; ▪ A detailed business case identifying the level of investment required, the payback period, funding sources and procurement criteria for key infrastructure projects; ▪ An analysis of the potential of sustainable transport to stimulate the tourism sector and policies required to facilitate; ▪ Estimates of GHG reductions that will be achieved with proposed sustainable transport interventions; ▪ A comprehensive maintenance plan to sustain quality services of the public transit network; ▪ Periodic stakeholder reviews of the ISUTP throughout the course of the Project. <p>Output 1.2 will address the support required for the preparation of ISUTPs for other municipalities of the Achara Region. Development of their plans will follow the activities employed to develop the Batumi ISUTP as well as the spatial development plans for the Achara Region that may also include improving intra-city and inter-city bus travel using CNG buses. ISUTPs will be developed for Acharian municipalities where sustainable transport is a priority, where potential exists to reduce GHG emissions in a cost-effective manner, and where co-financing from the municipalities is available. In addition, lessons learned from the implementation of sustainable transport measures in Batumi (from Outcomes 2 and 3) will improve the quality of SUT measures planned for these other municipalities.</p>
<p><u>Insufficient institutional exposure to best international practices to set national standards and regulations for SUT and GUD.</u> Without any examples in Georgia of sustainable urban transport projects using best international practices, municipal governments in Georgia are unable to propose any such projects for implementation</p>	Financial/ awareness	High	<p>The activities of Component 3 will provide support for investments for consists of support for direct investments into reducing carbon intensity of urban travel along the 2.2 km Gorgiladze-Baratashvili-Chavachavadze (GBC) corridor. The expected outcome from the outputs that will be delivered by the activities carried out under this component is improved confidence of the municipal government in Batumi in the implementation of sustainable urban transport measures that will encourage modal shifts from private cars.</p> <p>Output 3.1 consists of direct investments into traffic control measures such as synchronization of signal lighting and traffic sensors at signaled intersections along selected corridors and implementing parking restrictions along the corridor to create more road space for moving vehicles. The sensor technology will be able to detect oncoming buses on a dedicated bus lane and change traffic signals to minimize wait times at various intersections. The impact of this technology will be to minimize journey times for public transit vehicles and improve the quality of public transit services as an urban transport mode and reduce traffic congestion in the City. The installation, commissioning and deployment of these control systems will consist of at least 3 sets of synchronized traffic signals. Parking spaces for visiting cars as well as residents affected by the SUT measures will be created but include restricted parking along the GBC corridor.</p>

Description	Barrier Type	Priority	Project Activities
			<p>Pavement of parking lots or spots along side roads and the installation of parking meters are the capital expenditures required to create these parking spaces</p> <p>Output 3.2 is the investment into improved public transit services that are designed to improve the City's confidence that improvements into public transit services can result in this mode of urban transport being competitive with private car usage to the extent that modal shifts from private cars will be encouraged. Along with the City's investments, Project resources will be a) invested to create bus priority lanes (2 x 2.2 km) to reduce bus journey times through congested traffic corridors; b) procure hardware for the provision of "real time" information for passengers on electronic display boards at bus stops and via SMS and mobile apps that track the route and predict the arrival and departure times of services; c) upgrade bus stops with improved seating, lighting, shelter, level access and passenger information; and d) used to cover the "incremental" cost of new CNG buses¹⁰ that would operate along the corridor.</p> <p>Output 3.3 consists of direct investments into improvements to the existing bicycle network to include improved visibility of cycle pathways and signage, more conveniently located cycle parking, dropped kerbs, and safer intersections for cyclists and motor vehicles. This investment along with the activities of Output 3.4 to raise public awareness of SUT measures undertaken in Outputs 3.1, 3.2 and 3.3, will improve the confidence of the City in their investments into the cycling network and its impact on urban mobility in the old city section of Batumi.</p> <p>Completion of the investments from Outputs 3.1, 3.2 and 3.3 will generate 877 tonnes of CO_{2e} of direct GHG emission reductions (ERs) for the City of Batumi during the Project, an action towards the ER commitments made under the Covenant of Mayors of approximately 26,375 tonnes of CO_{2e} per year by the EOP. Technical assistance to the City to measure these ERs will provided under Output 3.4 on the best international practices for direct monitoring of energy consumption and carbon emissions from urban transport in Batumi. This will be achieved by setting up a monitoring unit within the City to estimate carbon reductions resulting from SUT measures undertaken.</p> <p>The quantified environmental benefits emanating from this technical assistance will be used to strengthen the quality of information disseminated by the public awareness raising activities in Output 3.4 as well as national workshops under Output 4.3 that will catalyze the development of national standards and regulations for SUT development under Output 4.4. This would generate interest in SUT developments in</p>

¹⁰ The incremental cost is defined as the cost difference between a CNG bus and its equivalent diesel bus but up to a maximum of USD 25,000 per CNG bus (why this cap, why this much and not some other number?)How was it determined? - a review of available but lower-end diesel and CNG bus prices on the market. Batumi City cannot afford to purchase higher end CNG buses that are more than USD 100,000. Currently, they are looking at buses in the order of \$85,000

Description	Barrier Type	Priority	Project Activities
			other Georgian municipalities that would result in indirect GHG reductions of 560 and 2.6 ktonnes of CO _{2e} , top-down and bottom-up respectively.
<p><u>Lack of access to finance for SUT and GUD initiatives:</u> While this has been partially addressed through the preparation of the ISUTP for the City of Batumi, Batumi City and other municipalities in Georgia are not able to prepare bankable plans consisting of designs of green urban or sustainable transport infrastructure. As such, they are unable to access any financing for such initiatives.</p>	Information / financial/ awareness	Very high:	<p>The activities of Component 2 will support the development of specific detailed engineering plans for implementing sustainable transport activities along a selected corridor in Batumi using recommendations from the ISUTP of Output 1.1. Based on the City’s recommendation of developing the 2.2 km Gorgiladze-Baratashvili-Chavachavadze (GBC) corridor for sustainable transport, this component will support planning and development of the specific measures to lower the carbon intensity of travel along this corridor. The expected outcome from the outputs that will be delivered by the activities carried out under this component is the development of feasibility studies and functional plans (or detailed engineering designs) for specific sustainable transport measures in Batumi that can be leveraged for financing and implementation.</p> <p>Output 2.1 will provide assistance for preparing a feasibility study using data collected from Output 1.1 to prepare conceptual designs of the GBC corridor that will cluster sustainable transport measures to maximize its GHG reduction potential. The feasibility study will examine the measures to be taken in the context of the ISUTP with a public transit central transfer hub likely to be located at the Chavachavadze-Gogebashvili junction near the cable car, and possibly a park-and-ride lot at the western terminus.</p> <p>Output 2.2 will support the preparation of a functional plan for dedicated bus lane, bus stops, synchronized signals and a park-and-ride lot along the GBC demonstration corridor. Detailed engineering designs will be prepared with dimensions and specification of materials to be used for these facilities using best international practices. The designs will be accompanied by an implementation plan specifying the sequencing and phases over which these facilities are developed, and the required financing outlays.</p> <p>Output 2.3 will support the preparation of a detailed plan for the procurement of CNG buses for Batumi. The procurement plan will be divided into 2 phases: Phase I to determine the CNG bus models that represent the best value for improving transit services along the GBC corridor, and Phase II to determine CNG bus models along other priority corridors of Batumi. The plan to a large extent will be determined by forecasts of increased passenger loads resulting from improved public transit services. The growth of the fleet of CNG buses will also increase the need for a dedicated CNG station for the buses since re-fuelling time of these buses can be between 30 to 60 minutes per bus. A long-term procurement plan will be prepared that will allow the City to fiscally plan the growth and renewal of its public transit fleet to cleaner fuels such as CNG.</p>

Description	Barrier Type	Priority	Project Activities
			<p>Output 2.4 will support the preparation of a functional plan for an expanded, integrated and safe bicycle network in the old city area of Batumi. This plan will provide detailed actions and detailed designs to transform the current state of the existing bicycle network and rental bicycles to a network with increased cyclist usage and improved access to bicycles that will mainstream cycling as a low-carbon mode of transport in the old city area. This output will also have an implementation plan and cost outlay that can be used for leveraging financing from various sources.</p> <p>Output 2.5 will support a bankable feasibility study for Batumi’s overall parking strategy and formulation of a parking policy. The main purpose of the new parking management strategy will be to better incentivize the use of public transport and cycling within the city of Batumi and discourage the use of private cars in the city centre. The study will provide detailed designs for parking meters and park-and-ride systems to help with improved traffic management along the demonstration corridor. This may include the sizing of a park-and-ride lot at the western end of the GBC corridor, as well as other locations of other park-and-ride lots and their supporting public transit services. The economic feasibility and environmental impacts of these lots will be examined with action plans proposed for their implementation complete with financing plans and expected revenue streams to service any financing debts. Concessional parking pricing policies will also be considered for residences and businesses in the City’s central district, a target area for greening on this Project. These concessional policies would be similar to other cities in Europe and possibly other cities with Sustainable Transport Projects that have received support from GEF. This study can also be leveraged for financing.</p> <p>Output 2.6 will support the feasibility study on hybrid electric or electric vehicles for taxi fleets that could be used to leverage financing from public or private sources to modernize and “green” public transport in Batumi. The feasibility study will examine the costs and possible financing schemes or mechanisms that will allow current taxi owners to seamlessly convert to greener vehicles while servicing the debt for the EV or HEV while continuing to earn a living.</p>
<p><u>Lack of public awareness to support and increase demand for SUT and GUD initiatives being promoted by local government</u></p>	<p>Information / awareness</p>	<p><i>Medium:</i></p>	<p>Output 1.1 addresses the need for a comprehensive ISUTP that will form the basis for subsequent investments by Batumi City, and serve as the underpinning strategy that will inform regional strategic plans. The holistic nature of the ISUTP will address all urban-related sustainable transport issues as well as the formulation of awareness raising plans to influence urban travel behavior and support smarter choices including partnerships with public transport providers and a comprehensive walking and cycling plan; the awareness raising plans from Batumi will serve as a template in the preparation of green urban development plans for other municipalities of Achara Region.</p> <p>Outcome 4 is designed to provide mechanisms to disseminate to other municipalities and the public the lessons learned from the Project investments in the Batumi SUT demonstration:</p>

Description	Barrier Type	Priority	Project Activities
			<p>Output 4.1 consists of the development of the institutional mechanism to disseminate the lessons learned from implementing SUT measures in Batumi need to a wider forum. In close collaboration with the Achara Regional Government, with officials from other local municipalities in Achara will be invited to a series of workshops and seminars to formulate their own projects in SUT as well as other green urban development opportunities. Activities of this component will also facilitate the establishment of an institutional mechanism to support cities in Georgia who wish to develop of SUT and GUD plans through participation with the EU Covenant of Mayors or other similar movements. The formulation of SUT plans for other municipalities will also contain actions required to raise public awareness of SUT initiatives being undertaken.</p> <p>Output 4.3 consists of 2 national workshops for the dissemination of knowledge products from Outcomes 1, 2 and 3 to other municipalities in Georgia which will provide a forum for knowledge transfer and feedback from participating municipalities. The feedback will be used to refine the policies, standards, regulations and knowledge products from these outcomes including public outreach of municipalities to improve public awareness and increased usage of SUT measures to be implemented in these municipalities.</p>

12. The most direct impact of the proposed Project as it relates to core GEF objectives is the reduction in CO₂ emissions from pilot sustainable transport initiatives designed in Component 2 and implemented in Component 3. These transport-related emission reductions will demonstrate a shift away from the carbon intensive modes of transport, and catalyze interest towards further investments into GHG emission reductions in the carbon intensive urban transport sector. In addition, there are other key impact indicators to gauge the success of the Project and improve sustainability of the ISTBAR Project including:
- Number of ISUTPs (Component 1);
 - Number of feasibility studies and functional plans for SUT projects in Batumi and other municipalities in Georgia (Component 2);
 - Number of cars using the pilot park-and-ride facilities (Component 3);
 - Number of kilometers of improved corridor with SUT measures (Component 3);
 - % increase in passenger volume along a selected SUT-improved corridor (Component 3);
 - Tonnes of CO₂ saved through improved traffic flows, user-friendly public transit along a selected SUT-improved corridor (Component 3); and
 - Number of replication green cities in planning stages at the EOP (Component 4).
13. Successful implementation of the ISTBAR project will also contribute towards emission reductions from SUT efforts in Batumi as well as other Georgian municipalities resulting in:
- Cumulative direct emissions of 877 tonnes CO₂ resulting from technical assistance provided to other Acharian municipalities provided under Output 4.2; and,
 - Indirect emission reductions (top-down) of 560 ktonnes CO_{2eq} and 2.6 ktonnes CO_{2eq} (bottom-up) between 2019 and 2029, the 10 years after the EOP.

These are summarized in Table 2.

Table 2: Summary of Estimated GHG Emissions from Project Interventions¹¹

Detail	GHG Emission Reductions (Tonne CO _{2eq})
Traffic efficiency measures along GBC demo route (i.e. synchronized lighting, restrictions on street parking, dedicated bus lane, and consolidation of bus routes)	741
Modal switches from private cars to public transit through the use of park-and-ride lots at the terminus of the GBC demo bus route, and the avoidance of fossil fuel consumption of cars travelling along the GBC corridor based on improved access to safe cycling network provided by Project investment	136
Modal switches from private cars to bicycles based on improved access to safe cycling network provided by Project investment	negligible
Technical assistance provided to municipalities for functional plans for SUT measures in other Georgian municipalities or Batumi (under Output 4.2)	0 ¹²
<i>Totals for Direct Emissions:</i>	877
Indirect emission reductions (top-down)	560,000
Indirect emission reductions (bottom-up)	2,631

¹¹ Details of the GHG emission reductions can be found in Annex II in the Project Document

¹² Likely to be zero due to financing being available after the EOP.

14. Without GEF support to cover the incremental cost associated with the removal of knowledge barriers for developing sustainable urban transport projects, Batumi City will continue its trends of increasing traffic congestion and a decline in the quality of the city as a tourist destination as well as a place to live. Without GEF support, the investments envisaged under component 3 of this project will be unlikely to take place. On a national scale, the absence of this Project under a business-as-usual scenario, sustainable urban transport development is unlikely to take hold and gather momentum in Georgia. The problem that this Project seeks to address is the lack of confidence in implementing SUT projects in Georgia. By using Project resources to implement SUT measures in Batumi, GHG reductions as well as urban environmental benefits can be demonstrated. This demonstration should catalyze interest and the leveraging of capital finances to implement SUT projects in a number of Georgian municipalities.

A.6 Risks, including climate change, potential social and environmental risks that might prevent the project objectives from being achieved, and measures that address these risks:

15. These are summarized on Table 3.

Table 3: Description of risks and proposed mitigation measures

Description of Risk	Level of Risk	Proposed Mitigation Measures
<p>Political risks related to political uncertainty and a drop in tourism: The impact could result in less operating revenue for the City's improved public transport services.</p>	<p><u>Low</u></p>	<p>A drop in number of tourists visiting Batumi could lead to a decline in revenues for the city budget and is an external risk to the project. Batumi is a leading tourist destination in Georgia and is expected to remain so and so one mitigation measure is that government marketing for tourism emphasizes the increasing stability in Georgia political situation. The economy of Batumi is also growing through diversification of its economy as a regional trade hub, which will make the economy less dependent on tourism as a source of revenue and will help mitigate the risk of decreased tourism revenues having a negative impact on the city budget.</p>
<p>Financing Risks related to demonstration and replication projects: Lack of municipal co-financing to invest in sustainable urban transport</p>	<p><u>High</u></p>	<p>The risk is that that plans are drawn up but then funding is not available to finance sustainable green urban development. This risk is rated as high due to the fact that budget allocations are changing and the long-term vision of the new national government is still being developed. The mitigation measure for this risk is thorough preparations of feasibility studies with Project resources that will assess a wide range of funding sources for SUT measures including funds from a possible NAMA. Finally, this risk will be mitigated by developing a Plan B for the project and by switching to the Plan B by a certain date if the co-financing has not yet materialized by this date.</p>
<p>Regulatory/ Awareness risks: Resistance by local residents and tourists to various SUT measures that may be deemed as disruptive such as parking restrictions and limitations</p>	<p><u>Moderate to High</u></p>	<p>The Project will need to carefully prepare feasibility studies for metered parking and new traffic control changes for the old city area where the GBC demo corridor is to be located. These feasibility studies will need to minimize the disruptiveness of SUT measures for local residents but knowing that local businesses will benefit from SUT measures in creating an improved environment for retail shopping along the GBC corridor.</p>

Description of Risk	Level of Risk	Proposed Mitigation Measures
to private car mobility in the old city area		
Institutional risks: related to government officer capacity to address green urban development and planning issues related to green cities.	<u>Low</u>	The Project will augment ongoing efforts by the City to implement sustainable urban transport projects and green urban development through working closely with the City's urban planning development and capital works departments. This close working relationship with the Project will expose municipal staff through "on-the-job" training and building their technical capacity on best international practices for implementing SUT and GUD projects.

A.7: Coordination with other relevant GEF financed initiatives.

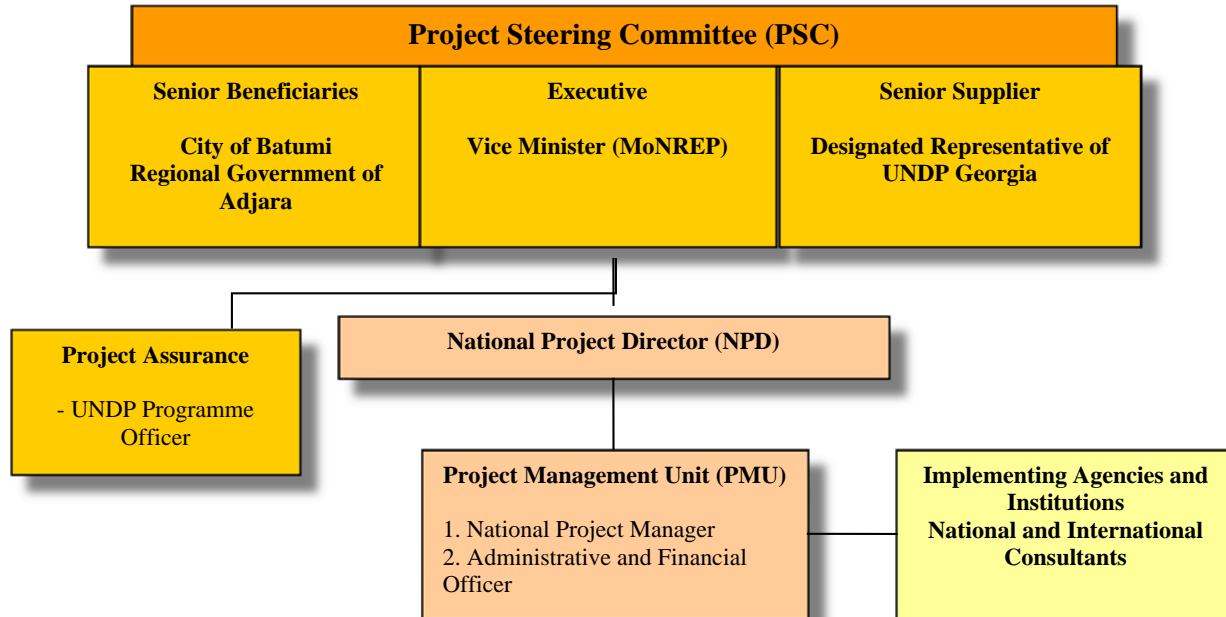
16. There are no other related GEF-financed initiatives in the area of green cities or sustainable urban transport development in Georgia.

B. ADDITIONAL INFORMATION NOT ADDRESSED AT PIF STAGE:

B.1. Describe how the stakeholders will be engaged in project implementation.

17. The Project will be executed by MoENRP which will assume the overall responsibility for the achievement of project results as the UNDP's *Implementing Partner*. This IP will be subject to the micro assessment and subsequent quality assurance activities as per Harmonized Approach to Cash Transfers to Implementing Partners (HACT) framework. UNDP will provide overall management and guidance from its Country Office in Tbilisi and the Regional Center of UNDP in Istanbul, and will be responsible for monitoring and evaluation of the project as per normal GEF and UNDP requirements. MoENRP will designate a senior official as the *National Project Director (NPD)* for the project. The NPD will be responsible for overall guidance to project management, including adherence to the Annual Work Plan (AWP) and achievement of planned results as outlined in the ProDoc, and for the use of UNDP funds through effective management and well established project review and oversight mechanisms. The NPD also will ensure coordination with various ministries and agencies provide guidance to the project team to coordinate with UNDP, review reports and look after administrative arrangements as required by the Government of Georgia and UNDP. The project will be executed according to UNDP's National Implementation Modality (NIM), as per the NIM project management implementation guidelines agreed by UNDP and the Government of Georgia. The organization structure of ISTBAR is depicted on Figure 1.

Figure 1: Project Organization Structure



18. The Project Steering Committee (PSC) will have oversight of the Project Management Unit (PMU). The PSC will consist of a Chairperson (MoENRP Vice Minister); with PSC members from the MoENRP, the municipal government of Batumi, the Achara Regional Government, and UNDP Georgia. The primary functions of the PSC will be to provide the necessary direction that allows the Project to function and achieve its policy and technical objectives, and to approve the annual Project plans and M&E reports.
19. The PMU will report to the Project Director from MoENRP. The PMU will be responsible to MoENRP and UNDP for implementing the Project, planning activities and budgets, recruiting specialists, conducting training workshops and other activities to ensure the Project is executed as per approved work plans.
20. As a senior supplier, UNDP also has a role of project assurance. This role will be exercised by the UNDP Programme Officer responsible for the project, based in the UNDP Country Office (CO).
21. Both the PMU and the NPD will implement mechanisms to ensure ongoing stakeholder participation and effectiveness with the commencement of the Project by conducting regular stakeholder meetings, issuing a regular project electronic newsletter, conducting feedback surveys, implementing strong project management practices, and having close involvement with UNDP Georgia as the GEF implementing agency. A list of Project stakeholders and their projected roles on the Project are provided on Table 4.

Table 4: List of Stakeholders and Proposed Roles on ISTBAR Project

Stakeholder	Role on the ISTBAR Project
Government Stakeholders	
Ministry of Environmental and Natural Resources Protection (MoENRP)	MoENRP will serve as the executing agency for the Project responsible for overall delivery of Project outcomes and outputs
Municipality of Batumi	The Municipality will play a lead role on all Project Components including the integrated sustainable urban transport plan (ISUTP) for Batumi and activities to demonstrate and promote less carbon intensive modes of urban transport, increased cycling and the development of a parking strategy for Batumi
Ministry of Finance and Economy of the Autonomous Republic of Achara	The Transport Department of this Ministry will play a key role in the development and allocation of financing for SUT projects for the City of Batumi and other municipalities/districts in Achara that work with this Project.
Other Municipalities in Achara	Other municipalities in Achara will play a key role on Component 4 of the Project where they will be beneficiaries of support to develop SUT plans. The choice of six other municipalities/city administrations will be based upon co-financing commitments and the potential for reducing GHG emissions from the transport sector in a cost-effective manner. Municipalities for consideration include Keda, Kobuleti, Khelvachauri, Shuakhevi and Khulo.

- B.2 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):
22. There are a number of positive social and environmental impacts from the implementation of this Project including:
- Demonstrating a means of reducing air pollution from urban transport that can be replicated throughout other corridors in Batumi and other cities in the Achara Region and Georgia;
 - Reduction of noise pollution from motor vehicles;
 - Improved and safer urban mobility within Batumi city through improved access to public transport and increased spaces for non-motorized transport.
23. One potential negative impact from the Project will be the increased congestion resulting from the changes made to traffic patterns in the old city including road restrictions on private car access, parking restrictions along the GBC corridor and the location of park-and-ride lots away from the old city. This is viewed as a short-term impact that would be offset by improved environmental conditions along the GBC corridor. In addition, there will be an adjustment period (of neutral impact) for local residents and tourists while they adapt to new urban mobility patterns within the old city.
- B.3. Explain how cost-effectiveness is reflected in the project design:
24. Georgia has expressed its commitment to reducing GHG emissions through its 2nd National Communications (SNC) to the UNFCCC submitted in 2009 where transport was identified transport as the country's key source of GHG emissions, notably in the urban sector. The SNC states that if Georgia is to reduce its GHG emissions in a cost-effective manner, the transport sector has to be targeted

and sustainable transport has to be promoted. The 3rd National Communications of Georgia (TNC) that will be finalized in late 2014 reiterates the importance of transport for GHG emissions reductions. The rehabilitation of transport infrastructure, improvements in public transport services and the promotion of low emission vehicles were listed as transport-related mitigation measures for the Achara Region.

25. Through the activities of ISTBAR, incremental support will remove knowledge barriers for developing sustainable urban transport projects for Batumi City, and increase the likelihood that the City will be able to address the challenges of reducing its traffic congestion and the associated decline in the quality of the city as a tourist destination as well as a place to live. On a national scale, ISTBAR will provide Georgia's first demonstration of sustainable urban transport development that can be replicated in other municipalities in Georgia. The demonstration will catalyze interest and increase confidence of Batumi City and other Georgian municipalities in implementing SUT projects. This should facilitate the leveraging of capital finances to implement SUT projects in a number of Georgian municipalities.
26. ISTBAR also seeks to produce knowledge of global value on how to green urban and sustainable urban transport development that can be applied in other countries in the region, not participating in the Project and even for countries in other regions of the world. The value of these early lessons will make the GEF resources applied, more cost-effective in the medium term.

C. DESCRIBE THE BUDGETED M & E PLAN:

27. The project team and the UNDP Office in Tbilisi supported by the UNDP-GEF Regional Coordination Unit in Istanbul will be responsible for project monitoring and evaluation conducted in accordance with established UNDP and GEF procedures. The Project Results Framework provides performance and impact indicators for project implementation along with their corresponding means of verification. The GEF CC Tracking Tool will also be used to monitor progress in reducing GHG emissions. The M&E plan includes inception workshop and report, project implementation reviews, quarterly and annual review reports, independent mid-term review, and independent final evaluation. The following sections outline the principle components of the Monitoring and Evaluation Plan and indicative cost estimates related to M&E activities. The M& E budget is provided on Table 5.

Table 5: M&E Work Plan and Budget

Type of M&E activity	Responsible Parties	Budget US\$ <i>Excluding project team staff time</i>	Time Frame
Inception Workshop and Report	<ul style="list-style-type: none"> ▪ Project Manager ▪ UNDP CO, UNDP GEF 	Indicative cost: 20,000	Within first four months of project start up
Measurement of Means of Verification of project results.	<ul style="list-style-type: none"> ▪ UNDP GEF RTA/Project Manager will oversee the hiring of specific studies and institutions, and delegate responsibilities to relevant team members. 	To be finalized in Inception Phase and Workshop.	Start, mid and end of project (during evaluation cycle) and annually when required.
Measurement of Means of Verification for Project Progress on <i>output and implementation</i>	<ul style="list-style-type: none"> ▪ Oversight by CTA with support from the Project Manager ▪ Project team 	To be determined as part of the Annual Work Plan's preparation.	Annually prior to ARR/PIR and to the definition of annual work plans
ARR/PIR	<ul style="list-style-type: none"> ▪ Project manager and team ▪ UNDP CO ▪ UNDP RTA ▪ UNDP EEG 	Indicative cost: 5,000 for the first year for the completion and update of the GEF CCM Tracking Tool	Annually by July
Project Board meetings	Project Manager	5,000 x 4 years	Following IW and annually thereafter.
Periodic status/ progress reports	<ul style="list-style-type: none"> ▪ Project manager and team 	None	Quarterly
Mid-term Review	<ul style="list-style-type: none"> ▪ Project manager and team ▪ UNDP CO ▪ UNDP RCU ▪ External Consultants (i.e. evaluation team) 	Indicative cost: 20,000	At the mid-point of project implementation.
Final Evaluation	<ul style="list-style-type: none"> ▪ Project manager and team, ▪ UNDP CO ▪ UNDP RCU ▪ External Consultants (i.e. evaluation team) 	Indicative cost : 20,000	At least three months before the end of project implementation
Project Terminal Report	<ul style="list-style-type: none"> ▪ Project manager and team ▪ UNDP CO 	0	At least three months before the end of the project
Audit	<ul style="list-style-type: none"> ▪ UNDP CO ▪ Project manager and team 	Indicative cost per year: 2,000 x 4 years	Yearly
Scheduled audits and spot check	<ul style="list-style-type: none"> ▪ UNDP CO ▪ Project manager and team 	Indicative cost per year: 3,000 x 4 years	To be decided based on risk assessment from the micro-assessments
Visits to field sites (UNDP staff travel costs to be charged to IA fees)	<ul style="list-style-type: none"> ▪ UNDP CO ▪ UNDP RCU (as appropriate) ▪ Government representatives 	2,500 x 4 years	Yearly
TOTAL indicative COST Excluding project team staff time and UNDP staff and travel expenses		\$115,000 (+/- 5% of total budget)	


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 form. For SGP, use this [OFP endorsement letter](#)).

NAME	POSITION	MINISTRY	DATE (MM/dd/yyyy)
Mr. Grigol LAZRIEV	Head of the Climate Change Service	Ministry of the Environment and Natural Resources Protection	03/10/2014

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 CEO endorsement/approval of project.

Agency Coordinator, Agency Name	Signature	Date (Month, day, year)	Project Contact Person	Telephone	Email Address
Adriana Dinu UNDP – GEF Executive Coordinator		February 3, 2015	John O'Brien, Regional Technical Advisor EITT	+421 917 415 017	john.obrien@undp.org

ANNEX A: PROJECT RESULTS FRAMEWORK

Primary applicable Key Environment and Sustainable Development Key Result Area (same as that on the cover page, circle one): 1. Mainstreaming environment and energy OR 2. Catalyzing environmental finance OR 3. Promote climate change adaptation OR 4. Expanding access to environmental and energy services for the poor.
Applicable GEF Strategic Objective and Program: GEF-5 CCM Strategic Program 4: Promote Energy Efficient Low-Carbon Transport and Urban Systems
Applicable GEF Expected Outcomes: a) Appropriate policy, legal and regulatory frameworks adopted and enforced; b) Sustainable financing and delivery mechanisms established and operational; and c) GHG emissions avoided
Applicable GEF Outcome Indicators: a) Extent to which EE policies and regulations are adopted and enforced; b) Volume of investment mobilized; c) Tonnes of CO ₂ equivalent avoided

Outcomes	Indicator	Baseline	Targets End of Project (EOP)	Source of verification	Risks and Assumptions
Project Objective: ¹³ To promote sustainable transport in the City of Batumi and Region of Achara	<ul style="list-style-type: none"> ▪ Cumulative direct and indirect CO₂ emission reductions resulting from the GBC demo project and technical assistance to municipalities for SUT functional and detailed engineering plans by EOP, tons CO₂. ▪ Cumulative direct energy saving (MJ) from improved traffic efficiency measures for public transit through 2.2 km GBC corridor, and the avoidance of gasoline consumption from cars in the park-and-ride and modal switches to public transport 	<ul style="list-style-type: none"> ▪ 0 ▪ 0 	<ul style="list-style-type: none"> ▪ 877 ¹⁴ ▪ 2,631 ¹⁵ ▪ 13.6 million 	<ul style="list-style-type: none"> ▪ Project final report as well as annual surveys of energy consumption & reductions from the GBC demo corridor ▪ Surveys of park-and-ride usage to estimate the number of modal switches from private cars to public transit 	<ul style="list-style-type: none"> ▪ Insufficient capital is available for financing SUT projects.
Outcome 1: ¹⁶ Sustainable transport plans adopted in Batumi and Achara Region	<ul style="list-style-type: none"> • Number of versions of the Integrated Sustainable Urban Transport Plans for Batumi prior to adoption by the City by EOP 	<ul style="list-style-type: none"> • 0 • 0 	<ul style="list-style-type: none"> • 3¹⁷ • 3 	<ul style="list-style-type: none"> • Official documentation various drafts of the ISUTP by Batumi 	<ul style="list-style-type: none"> • Land use master plan is completed by the City. This will improve the quality of the sustainable transport plan since the location and quantity of urban transport demand will be better defined

¹³ Objective (Atlas output) monitored quarterly ERBM and annually in APR/PIR

¹⁴ This is the direct emission reduction during the course of the 4-year Project.

¹⁵ These are indirect GHG ERs accumulated over the 10-year period after the EOP. These ERs can be estimated from SUT Projects in other Adjarian municipalities and in Batumi that receive technical assistance from Project during Year 4 (Output 4.2)

¹⁶ All outcomes monitored annually in the APR/PIR.

¹⁷ Integrated sustainable urban transport plan (ISUTP) for Batumi will be based on new land uses suggested in the new Batumi Urban Development Strategy (BUDS)

Outcomes	Indicator	Baseline	Targets End of Project (EOP)	Source of verification	Risks and Assumptions
	<ul style="list-style-type: none"> Number of municipalities with adopted ISUTPs by EOP 			<ul style="list-style-type: none"> Official documentation on the adoption of the ISUTP by Batumi City Hall 	
Outcome 2: Specific feasibility studies and functional plans developed to lower carbon intensity of urban transport along selected corridors in Batumi	<ul style="list-style-type: none"> Number feasibility studies for sustainable transport measures in Batumi Number of specific functional plans to lower carbon intensity of urban transport along selected corridors in Batumi 	<ul style="list-style-type: none"> 0 0 	<ul style="list-style-type: none"> 4¹⁸ 2¹⁹ 	<ul style="list-style-type: none"> Completed feasibility studies and functional plans Municipal budget lines on capital costs for functional plan Financing agreement for capital purchases of equipment and CNG buses from OEM 	<ul style="list-style-type: none"> Completion of various drafts and adoption of the ISUTP for Batumi to guide the feasibility studies and functional plans
Outcome 3: Sustainable urban transport measures successfully implemented along a selected corridor in the City of Batumi	<ul style="list-style-type: none"> Kilometres of corridor improved with dedicated bus lanes, restricted private car access, synchronized lighting and improved access to bicycles as public transport by Year 3 Average number of passengers per bus along improved corridor by EOP²⁰ % increase in average speed of buses through the selected corridor by EOP Average number of cars during Year 4 who are parked in park- 	<ul style="list-style-type: none"> 0 50 0 0 	<ul style="list-style-type: none"> 2.2²² 80 25²³ 250 	<ul style="list-style-type: none"> Municipal permits to construct sustainable transport measures or use of equipment M&E reports and surveys on baseline and post-project reductions on energy consumption and carbon after sustainable transport measures implemented as prepared by monitoring unit of Batumi City Hall Campaign assessments and feedback from participants 	<ul style="list-style-type: none"> Assumed that the City undertakes Gorgiladze-Baratashvili-Chavachavadze corridor for traffic improvements A private company forms a public-private partnership for developing and operating park-and-ride lots strategically located around Batumi

¹⁸ Refers to feasibility studies as detailed in Outputs 2.1, 2.3, 2.5 and 2.6

¹⁹ Refers to functional plans as detailed in Outputs 2.2 and 2.4

²⁰ This only includes the 20 to 40-seat buses and does not include marshrutkas

²² Assumes the Gorgiladze-Baratashvili-Chavachavadze (GBC) corridor

²³ Assumes decreased journey times resulting from traffic efficiency measures along GBC demo route (i.e. synchronized lighting, restrictions on street parking, dedicated bus lane, and consolidation of bus routes)

Outcomes	Indicator	Baseline	Targets End of Project (EOP)	Source of verification	Risks and Assumptions
	<p>and-ride lots and switched to public transit along a SUT-improved corridor²¹</p> <ul style="list-style-type: none"> Total MJ of energy saved from passengers leaving cars at park-and-ride facilities in favor of public transit by EOP Kilometers of bicycle network improved by EOP 	<ul style="list-style-type: none"> 0 0 	<ul style="list-style-type: none"> 13.6 million 6²⁴ 		
<p>Outcome 4: Sustainable Transport Plans developed and adopted in Batumi and other municipalities in Achara Region and Georgia</p>	<ul style="list-style-type: none"> Number of institutional mechanisms to support SUT and GUD development in Batumi, the Achara Region and Georgia by EOP Number of feasibility studies and functional plans for SUT in Batumi and other Acharian municipalities by EOP Number of national SUT policies developed for sustainable urban transport by EOP <p>28.</p>	<ul style="list-style-type: none"> 0 0 0 	<ul style="list-style-type: none"> 1 6 6 	<ul style="list-style-type: none"> Report on lessons learned from Batumi Sustainable Transport projects Sustainable transport workshop proceedings 	<ul style="list-style-type: none"> Successfully implemented demonstration project from Outcome 3.

²¹ Passenger surveys are required at the commencement of the operation of the park-and-ride lots until the EOP to estimate the daily modal switch from private cars to public transit. Survey will need to know the passenger's mode of travel was public transit instead of the private car as well as the intended distances to be travelled (that would have otherwise been done with a private car)

²⁴ This can include the rehabilitation of the existing bicycle network near City Hall which needs to be better integrated with the cycle network along the coastal areas of Batumi.

ANNEX B: RESPONSES TO PROJECT REVIEWS (from GEF Secretariat and GEF Agencies, and Responses to Comments from Council at work program inclusion and the Convention Secretariat and STAP at PIF).

Georgia: Green Cities: Integrated Sustainable Transport for the City of Batumi and the Achara Region (ISTBAR)

Please address the following items by the CEO approval stage. a) To consider adding the funding for the Enhancing Capacity-Low Emission Development Strategy project as co- finance. b) To elaborate the interaction among components to have a greater impact of the project. c) To be more specific about how to coordinate with other initiatives.

- A) UNDP prepared a draft co-financing letter for USAID to sign on this project and followed up several times. They declined the opportunity and did not reply to follow up emails requesting a co-financing letter. However, USAID has an agreement with four cities including Batumi to develop sustainable development strategies and so this project can and will cooperate with USAID in this regard despite the lack of existence of a co-financing letter.
- B) Component 1 and Component 2 will develop plans and strategies for the investment that will take place under Component 3. Sustainable transport plans and studies will pave the way for the investment under component 3. This now clearer in the GEF Request for CEO Endorsement when compared to the PIF.
- C) The USAID enhancing capacity low emission development strategy project will develop baseline surveys for traffic and also the land use management plan and will develop a CNG strategy with a focus on the transport sector. The work of the USAID enhancing capacity low emission development strategy project will contribute to the outputs of this project.

ANNEX C: STATUS OF IMPLEMENTATION OF PROJECT PREPARATION ACTIVITIES AND THE USE OF FUNDS²⁵

A. DESCRIBE FINDINGS THAT MIGHT AFFECT THE PROJECT DESIGN OR ANY CONCERNS ON PROJECT IMPLEMENTATION, IF ANY:

None are identified at this time.

B. PROVIDE DETAILED FUNDING AMOUNT OF THE PPG ACTIVITIES FINANCING STATUS IN THE TABLE BELOW:

PPG Grant Approved at PIF:			
<i>Project Preparation Activities Implemented</i>	<i>GEF/LDCF/SCCF/NPIF Amount (\$)</i>		
	<i>Budgeted Amount</i>	<i>Amount Spent To date</i>	<i>Amount Committed</i>
National Consultants	10,000	4,039	4,317
International Consultants	35,000	18,231	12,134
Travel tickets international/other/DSA	1,000	1,843	
Contractual services			
Consultations & Validation Process	4,000	2,058	
Total	50,000	26,171	16,451

The main result of this PPG phase is the validation of the initial concept with confirmation of co-financing available, the revision of the project to address the immediate priorities by the Government of Georgia and the City of Batumi, following more detailed studies and in-country research on the enabling framework, project site profiling and overall project strategy; and, the identification of management arrangements for project implementation.

ANNEX D: CALENDAR OF EXPECTED REFLOWS (if non-grant instrument is used)

Provide a calendar of expected reflows to the GEF/LDCF/SCCF/NPIF Trust Fund or to your Agency (and/or revolving fund that will be set up)

n/a

²⁵ If at CEO Endorsement, the PPG activities have not been completed and there is a balance of unspent fund, Agencies can continue undertake the activities up to one year of project start. No later than one year from start of project implementation, Agencies should report this table to the GEF Secretariat on the completion of PPG activities and the amount spent for the activities.

