

# Scientific and Technical Advisory Panel

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



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

Date of screening: 9 October 2009

Screener: David Cunningham

Panel member validation by: N.H. Ravindranath

### I. PIF Information

**Full size project**      **GEF Trust Fund**

**GEF PROJECT ID: 4129**      **PROJECT DURATION: 42 months**

**GEF AGENCY PROJECT ID:**

**COUNTRY:** China

**PROJECT TITLE:** Green Truck Demonstration Project

**GEF AGENCY:** The World Bank

**OTHER EXECUTING PARTNER(S):** Guangdong Provincial Government, Guangzhou Municipal Government, and Dongguan Municipal Government

**GEF FOCAL AREA:** Climate Change

**GEF-4 STRATEGIC PROGRAM(s):** Cc-Sp-5 Transport; TT Pilot

**NAME OF PARENT PROGRAM/UMBRELLA PROJECT:** Strategic Program on Technology Transfer

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

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

### III. Further guidance from STAP

2. The project aims at demonstration and technology transfer of green truck technologies, practices and knowhow. STAP recommends the project since it has a vast potential to transform the goods transportation sector in an important region of China. The Panel invites the World Bank to consider the following issues when developing the full project proposal:
  - a. Economic or financial analysis: The incremental investment and O&M cost of green truck technologies need to be considered. The cost of retrofitting a new truck with green technologies incorporated may be significant for the private investor. The financial viability of green truck technologies is necessary for any large-scale scaling up of the green truck technologies.
  - b. This seems to be a good demonstration project and all aspects including monitoring and evaluation components are included. However, it lacks the strategy and plan for scaling up or large scale market transformation. Technical assistance and capacity building activities alone may not be adequate. What is the incentive for the truck operators to shift to green technology trucks?
  - c. Development of a baseline scenario GHG emissions and energy use is necessary for the project.

<i>STAP advisory response</i>	<i>Brief explanation of advisory response and action proposed</i>
<b>1. Consent</b>	STAP acknowledges that on scientific/technical grounds the concept has merit. However, STAP may state its views on the concept emphasising any issues that could be improved and the proponent is invited to approach STAP for advice at any time during the development of the project brief prior to submission for CEO endorsement.
<b>2. Minor revision required.</b>	STAP has identified specific scientific/technical suggestions or opportunities that should be discussed with the proponent as early as possible during development of the project brief. One or more options that remain open to STAP include: <ol style="list-style-type: none"> <li>(i) Opening a dialogue between STAP and the proponent to clarify issues</li> <li>(ii) Setting a review point during early stage project development and agreeing terms of reference for an independent expert to be appointed to conduct this review</li> </ol>

	The proponent should provide a report of the action agreed and taken, at the time of submission of the full project brief for CEO endorsement.
<b>3. Major revision required</b>	STAP proposes significant improvements or has concerns on the grounds of specified major scientific/technical omissions in the concept. If STAP provides this advisory response, a full explanation would also be provided. Normally, a STAP approved review will be mandatory prior to submission of the project brief for CEO endorsement. The proponent should provide a report of the action agreed and taken, at the time of submission of the full project brief for CEO endorsement.