

Scientific and Technical Advisory Panel

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

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

Date of screening: October 07, 2013

Screener: Nijavalli H. Ravindranath

Panel member validation by: Ralph E. Sims
Consultant(s):

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

FULL SIZE PROJECT GEF TRUST FUND

GEF PROJECT ID: 5358

PROJECT DURATION : 4

COUNTRIES : Morocco

PROJECT TITLE: Mainstreaming Climate Change in the National Logistics Strategy and Roll-Out of Integrated Logistics Platforms

GEF AGENCIES: UNDP

OTHER EXECUTING PARTNERS: Ministry of Equipment and Transport

GEF FOCAL AREA: Climate Change

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

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

III. Further guidance from STAP

The project aims to operationalize the mitigation potential of the Moroccan National Logistics strategy and roll-out of integrated logistics platforms. It is highly appreciated that the project aims to assist the National strategy to reduce CO2 emissions by 35%. STAP suggests consideration of the following issues which can be considered during the next phase:

1. The project could explore complementarity with BUR and National Communication projects of Morocco. Since BUR also aims at developing and reporting of NAMAs they also develop Emission Factors.
2. STAP suggests focusing on "ASI" framework and develop a full strategy for ASI. The rationale for a 1.5 MW solar power project is not clear for a transportation project (unless perhaps the plan is to eventually link it with electric road or rail vehicles but this is unlikely). The building owners will benefit from the green power generated, but it will only indirectly impact on the logistics problems being addressed by the project. Instead the focus could be more on activities to promote ASI framework.
3. The PIF could refer to STAP-GEF Technical Report on Transportation for GHG accounting, which is complex for transportation projects. The report is available on STAP's website: www.stapgef.org
4. The PIF reads some times as a CDM project (Emission Factors, MRV, NAMA, etc). It is also very narrowly focussed on just one specific location (Zenta site). Instead it should read more like a typical GEF project in trying to make an impact on the city, region, sector, or even at the national level.
5. Supporting the work of the new agency on logistics with this project is a good approach. Growth in demand for freight movements is likely to grow rapidly and linking to NAMAs makes sense. Reducing national road transport emissions by 35% in just two years is very ambitious, even for well-funded projects. Can stakeholders, (including drivers) be skilled up in that time and all necessary investments made? It could be that monitoring a few key changes then heavily promoting the cost savings (and GHG reductions) will help drive rapid progress but it is not clear how this would happen in the target time available.
6. Typical rapid growth in demand for road transport (passengers and freight) is evident in Morocco so the project is well timed to evaluate improved freight logistics and modal switch from road to rail where practical. But this is no easy task as suitable handling systems and container storage areas may need to be constructed.

7. The aim to have 18 cities with freight centers (or "hubs") spread throughout the country makes good sense, so concentrating on the Zenta site in Casablanca could work well to establish a model for the others but should be carefully considered. Is it typical and will lessons learned from experience be able to be easily applied elsewhere?

8. Using GEF funds for vehicle testing is okay, but since many of the heavy duty vehicles tested will be privately owned by commercial companies, the aim should be to eventually make the testing project self-funding.

9. The training of 1000 drivers in 2008 seemed to be satisfactory, but have they been revisited to see if lessons learned were maintained over the years. What share of national drivers is this? If only a few per cent as suspected since there are 68,000 trucks in the fleet, a considerable effort is still needed to reach all drivers. One consideration might be to pay them a bonus based on a share of the fuel saved by their eco-driving.

10. Innovative policy support could help meet the ambitious target â€“ for example by regulating the maximum road speed of trucks to be far lower than at present, this would save fuel as well as induce the modal shift to rail if it proved to be faster.

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