



PROJECT IDENTIFICATION FORM (PIF)

PROJECT TYPE: Full-sized Project

TYPE OF TRUST FUND: GEF Trust Fund

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PART I: PROJECT INFORMATION

Project Title:	Mainstreaming climate change in the National Logistics Strategy and Roll-Out of Integrated Logistics Platforms		
Country(ies):	Morocco	GEF Project ID: ¹	5358
GEF Agency(ies):	UNDP (select) (select)	GEF Agency Project ID:	5181
Other Executing Partner(s):	Ministry of Equipment and Transport	Submission Date:	April 09, 2013
GEF Focal Area (s):	Climate Change	Project Duration (Months)	48
Name of parent program (if applicable):			Agency Fee (\$):
<ul style="list-style-type: none"> For SFM/REDD+ <input type="checkbox"/> For SGP <input type="checkbox"/> 			216,071

A. INDICATIVE FOCAL AREA STRATEGY FRAMEWORK²:

Focal Area Objectives	Trust Fund	Indicative Grant Amount (\$)	Indicative Co-financing (\$)
CCM-3 (select)	GEFTF	459,396	3,211,106
CCM-4 (select)	GEFTF	1,815,033	14,338,894
(select) (select)	(select)		
(select) (select)	(select)		
(select) (select)	(select)		
(select) (select)	(select)		
(select) (select)	(select)		
(select) (select)	(select)		
(select) (select)	(select)		
Total Project Cost		2,274,429	17,550,000

B. INDICATIVE PROJECT FRAMEWORK

Project Objective: To operationalize the mitigation potential of the National Logistics Strategy through facilitation of the Government's roll-out of integrated logistics platforms in a NAMA framework.						
Project Component	Grant Type ³	Expected Outcomes	Expected Outputs	Trust Fund	Indicative Grant Amount (\$)	Indicative Cofinancing (\$)
1. Strengthened national enabling environment for green logistics	TA	Enhanced institutions, policies and regulations for low-carbon development of the Moroccan transport sector	1.1 Institutional strengthening and capacity development for the Ministry of Equipment and Transport and the newly-established Moroccan Agency for Logistics Development (AMDLD) 1.2 Climate change mitigation dimension of the National Logistics Strategy specified and operationalized for the	GEFTF	650,000	6,650,000

¹ Project ID number will be assigned by GEFSEC.

² Refer to the reference attached on the [Focal Area Results Framework](#) when completing Table A.

³ TA includes capacity building, and research and development.

			<p>development of a low-carbon regulatory framework for the logistics sector</p> <p>1.3 Country-specific road fleet profile and emission factors developed for Moroccan transport modes (road and rail), and used for scenario development</p> <p>1.4 Replication strategy for 17 additional low-carbon logistics platforms developed, building on the Greater Casablanca model</p> <p>1.5 National Climate Change Committee strengthened and its role established as NAMA Focal Point</p> <p>1.6 Implementation of knowledge-sharing and communication activities related to transport GHG mitigation solutions</p>			
2. Comprehensive mitigation programme for Greater Casablanca integrated logistics platform developed as a NAMA	TA	Greater Casablanca logistics platform developed as a proof-of-concept NAMA under the National Logistics Strategy	<p>2.1 GHG inventory and MRV systems designed and implemented for NAMA purposes</p> <p>2.2 NAMA designed for immediate implementation of 3 selected components (mandatory road vehicle testing, mandatory eco-driving training, and a 1.5 MW rooftop PV installation) and follow-up implementation of fleet renewal</p> <p>2.3 Standardised baseline for transport modal switch (from road to rail) developed as a mitigation tool to promote replication</p> <p>2.4 Innovative 'nested NAMA' framework developed to couple the Greater Casablanca logistical platform NAMA to a broader New Town urban NAMA ('NAMA Ville') initiative so as to promote mitigation</p>	GEFTF	640,000	890,000

			synergies in a consistent and robust GHG inventory and MRV framework			
3. Emission reductions implemented in a NAMA framework through targeted investments	INV	NAMA operationalized through investments in upgrading the Greater Casablanca logistics platform road fleet and implementing Morocco's first large-scale rooftop PV project	3.1 Partial GEF investment financing for 3 specified mitigation interventions in the Greater Casablanca logistics platform (mandatory road vehicle testing, mandatory eco-driving training, and a 1.5 MW rooftop PV installation) accompanied by design support for a supplementary mitigation initiative (fleet renewal)	GEFTF	876,123	8,950,000
	(select)			(select)		
	(select)			(select)		
Subtotal					2,166,123	16,490,000
Project Management Cost (PMC) ⁴				GEFTF	108,306	1,060,000
Total Project Cost					2,274,429	17,550,000

C. INDICATIVE 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 Equipment and Transport	Grant	600,000
National Government	Moroccan Agency for Logistics Development (AMDL)	Grant	10,000,000
National Government	Ministry of Energy, Mines, Water and Environment	In-kind	100,000
GEF Agency	UNDP	Grant	350,000
National Government	Greater Casablanca logistics platform stakeholders (National Society of Transportation and Logistics (SNTL), National Office for Moroccan Railways (ONCF), National Federation of Road Transport (FNTR), Caisse de Depot et de Gestion Développement (CDG-D), Casablanca Urban Agency)	Grant	6,500,000 ⁵
Total Cofinancing			17,550,000

D. INDICATIVE TRUST FUND 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
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⁴ To be calculated as percent of subtotal.

⁵ A minimum, highly conservative, estimate that will be firmed up (and likely increased significantly) during the PPG phase.

(select)	(select)	(select)				0
(select)	(select)	(select)				0
(select)	(select)	(select)				0
(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. PMC amount from Table B should be included proportionately to the focal area amount in this table.

² Indicate fees related to this project.

E. PROJECT PREPARATION GRANT (PPG)⁶

Please check on the appropriate box for PPG as needed for the project according to the GEF Project Grant:

	<u>Amount Requested (\$)</u>	<u>Agency Fee for PPG (\$)⁷</u>
• No PPG required.	-- 0--	--0--
• (upto) \$50k for projects up to & including \$1 million		
• (upto)\$100k for projects up to & including \$3 million	100,000	9,500
• (upto)\$150k for projects up to & including \$6 million		
• (upto)\$200k for projects up to & including \$10 million		
• (upto)\$300k for projects above \$10 million		

PPG AMOUNT REQUESTED BY AGENCY(IES), FOCAL AREA(S) AND COUNTRY(IES) FOR MFA AND/OR MTF PROJECT ONLY

Trust Fund	GEF Agency	Focal Area	Country Name/ Global	(in \$)		
				PPG (a)	Agency Fee (b)	Total c = a + b
(select)	(select)	(select)				0
(select)	(select)	(select)				0
(select)	(select)	(select)				0
Total PPG Amount				0	0	0

MFA: Multi-focal area projects; MTF: Multi-Trust Fund projects.

PART II: PROJECT JUSTIFICATION⁸

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

Baseline scenario and projects

The transport sector is the third-largest energy consumer in Morocco, after the residential sector and industry. The sector depends almost exclusively on petroleum products (99%) which must be fully imported and place a heavy burden on the country's trade balance: the Ministry of Mines, Energy,

⁶ On an exceptional basis, PPG amount may differ upon detailed discussion and justification with the GEFSEC.

⁷ PPG fee percentage follows the percentage of the GEF Project Grant amount requested.

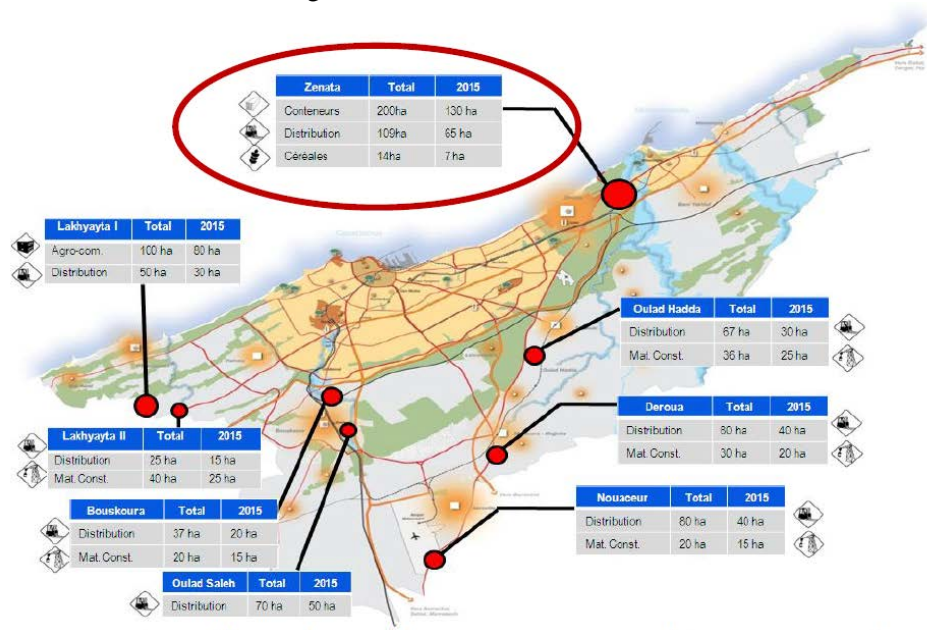
⁸ Part II should not be longer than 5 pages.

Water and Environment estimates that fuel imports for the transport sector alone account for 8% of Morocco's total imports. Despite having the highest fuel prices in the region (due to a concerted Government effort to reduce fuel subsidies), the vehicle fleet is growing rapidly – by 6% per year between 2002-2010 – with considerable potential for future growth. Commercial vehicles account for 27% of the total fleet, of which approximately 70,000 are freight vehicles. The road freight sector is fragmented and is characterized by old vehicles (28% are over 15 years old) that are often poorly maintained, over-loaded and badly driven. Logistics costs are estimated by the Government to be as high as 20% of domestic value-added, imposing a burden on firms and consumers and contributing an estimated 1.7 million tCO₂/year of greenhouse gas emissions.

In an effort to improve the competitiveness of the logistics sector by reorganizing and optimizing the flow of goods, the Ministry of Equipment and Transportation has recently developed a National Logistics Strategy. The Strategy outlines three specific objectives to be achieved by 2015: reducing the burden of logistics costs in relation to GDP from 20% to 15%, accelerating GDP growth by 3-5 percentage points as a result of rationalization and better regulation of the sector, and reducing road transport CO₂ emissions by 35% relative to 2009 levels. A new agency under the supervision of the Ministry of Equipment and Transport, the Moroccan Agency for Logistics Development (AMDL), has been established to implement the Strategy. A central component of the Strategy is the development of a national network of 18 'logistics platforms' (multi-modal freight centres) in 70 locations in 18 cities, located near large pools of production / consumption and major transport infrastructure (ports, highways and railways). Such multi-modal freight centres are an extremely effective way of achieving sustainable freight development. Consolidation, whereby shipments sharing the same origin and destination are consolidated into a single vehicle, can significantly reduce the number of vehicles used; efficiencies are improved on the return trip due to the opportunity to carry products back to the freight centre instead of running an empty vehicle; large long-haul truck freight can be switched to rail for more efficient transport; and large trucks/trains can transfer their shipments to smaller trucks for deliveries to urban centres, thereby reducing congestion and noise.

The Greater Casablanca logistics platform, the first of the planned national network, represents nearly one-third of the total capacity of the planned network, with the region encompassing 38% of Morocco's industrial capacity, 46% of its employment and 50% of its GDP, as well as the country's largest port. The Greater Casablanca logistics platform will consist of 8 sites forming a belt around Casablanca (Figure 1).

Figure 1: The Greater Casablanca Logistics Platform



The largest site of the Greater Casablanca logistics platform is located in Zenata, on the eastern periphery between Casablanca and Rabat. The Zenata platform opened in 2010 and now occupies 328 ha devoted to container storage and transport, cereals and general logistics outsourcing; planned additions include a bonded warehouse, customs, a business centre and freight forwarding systems. The platform is currently being expanded to accommodate an additional 60,000 m² of warehouses for dry bulk storage and refrigerated goods. The platform acts as an ‘inner harbour’, linked to Casablanca Port via a 20km dedicated road (under construction) that by-passes the city centre and via existing highways. ONCF (Moroccan National Railways) is in the process of acquiring 100 ha of the Zenata site to construct a rail depot, such that freight transported by road from the port (and other locations) can be switched to rail for long-distance transport. The site is managed by a consortium of ONCF, the National Society of Transportation and Logistics (SNTL), the National Ports Authority (ANP) and Caisse de Depot et de Gestion (CDG), an autonomous publicly-owned institution whose mandate is to catalyse investment in strategic economic sectors.

The Zenata site of the Greater Casablanca logistics platform is located within a broader development project, Zenata New Town (Figure 2 below). Billed as “the first Moroccan and African eco-city”, this 1,830 ha urban development is intended to accommodate 400,000 inhabitants and 130,000 jobs by 2030. Development of Zenata New Town is being phased, with construction of the ‘First Development Zone’ (PZD) having already commenced. Totalling 480 ha, the First Development Zone will accommodate 160,000 inhabitants by 2022 and will include shopping malls, a hospital complex, hotels, offices, and a multi-modal transport hub consisting of a tramway and a light urban railway (RER) due to be opened in 2015. Future additions will include a conference centre and exhibition park. The New Town is being implemented under the aegis of the Government’s SNAT policy (Schéma National d’Aménagement du Territoire – National Land Management Scheme) by CDG.

Figure 2: Map of Planned Zenata New Town (Zenata logistical platform is shown on the right-hand side)



The baseline thus consists of three components: the National Logistics Strategy, the Greater Casablanca logistics platform (notably the Zenata site) and Zenata New Town. All have significant deficiencies as far as climate change mitigation is concerned, and it is these deficiencies that the GEF project will systematically address.

The *National Logistics Strategy* specifies an objective of reducing road transport CO₂ emissions by 35% by 2015. Given that road transport accounts for 70% of freight transport in Morocco (with rail accounting for only 20%) and given the old age of the road vehicle fleet, such a target – though ambitious – does not seem unreasonable. However, the policy instruments to be used to achieve this target are not specified in the Strategy and are left to the newly-established Moroccan Agency for Logistics Development (AMDL) to determine. In its nascent form – the Agency was legally created in 2011 but its first Director was appointed only in November 2012 – AMDL does not yet have the technical capacity to undertake the analysis or policy implementation work required. Moreover, as the World Bank (2010)⁹ and the Second National Communication to the UNFCCC (2010) both observe, the freight transport sector is characterized by considerable uncertainties relating to the size, composition and age of the vehicle fleet; usage of the fleet (numbers and distances of trips, load weightings); and fuel performance characteristics of the fleet (fuel efficiency, fuel emission factors, etc.). Not only are baseline greenhouse gas emissions from the Moroccan freight sector therefore little understood and the policy instruments to reduce these emissions not yet formulated, there are also no monitoring, reporting and verification (MRV) systems in place to quantify and validate the emissions reductions that are achieved. Moreover, at the national level the institutional structures need to be better equipped to integrate sectoral emission reduction strategies, such as the National Logistics Strategy, the Moroccan Solar Plan or the National Action Plan for the Environment, with each other to formulate joined-up, multi-sectoral interventions. Both the Second National Communication and the National Capacity Self-Assessment (2006) note the need to formalize the role of the National Climate Change Committee, which has existed since 1996 to provide this needed coordination between Government departments and agencies (Energy, Transport, Agriculture, Forestry, Water, Foreign Affairs, etc.) but which has no legal basis and which has played a diminishing coordination role in recent years.

The national network of logistics platforms will form a key component of the National Logistics Strategy, and has the potential to significantly reduce greenhouse gas emissions through modal shift (road to rail) and more efficient freight movement. But the *Greater Casablanca logistics platform*, the only platform to be implemented to date, has no systems for estimating greenhouse gas emissions (or

⁹ World Bank (2010), *Amélioration de l'efficacité énergétique des véhicules – Royaume du Maroc*.

emissions savings) and no MRV systems in place. Nor are there any plans in place to reinforce additional mitigation opportunities presented by the logistics platforms, such as road vehicle testing, eco-driving training, incentives for fleet renewal, improved vehicle routing or renewable energy/energy efficiency opportunities within the platform's fixed infrastructure.

The 'eco-city' aspects of *Zenata New Town* include 475 ha of parks forming 'ecological corridors' to the sea and an emphasis on public transport, notably the multi-modal station for tramway and light railway links to Casablanca. Like the logistics platform, however, the New Town baseline scenario represents a significant untapped opportunity as far as climate change mitigation is concerned, as it does not contain any provisions for inventorisation or monitoring of greenhouse gas emissions, it does not have any plans for introducing energy efficiency measures in the planned (considerable) building stock, and it does not have any plans to utilize renewable energy sources (despite the fact that mean annual solar incidence in the area is an attractive 5 kWh/m²).

GEF project scenario

The proposed GEF project will address the deficiencies in the baseline and enhance its mitigation potential through a coordinated set of barrier removal activities.

Component 1: Strengthened national enabling environment for green logistics

GEF funding: \$650,000

Co-financing: \$6,650,000¹⁰ (Ministry of Equipment and Transport: \$500,000; AMDL: \$5.9 million; Ministry of Energy, Mines, Water and Environment: \$100,000; UNDP: \$150,000).

This component will focus on the two key barriers to low-carbon freight transport development at the national level: the weaknesses surrounding the design and implementation of the National Logistics Strategy, and the weak institutional/policy linkages between transport and other sectors. Although the Government is committed to the Strategy and has established a new Agency to manage the Strategy, the Strategy itself does not describe in detail how the 35% reduction will be achieved or at what cost, and the Agency currently lacks the capacity to implement the Strategy. The 35% target relates to 2015, and the target will certainly not be reached by that date. GEF support is required to transform the aspirational target into an operational target that can realistically be achieved. The capacity of the Moroccan Agency for Logistics Development will be increased through targeted capacity building and systematic partnership agreements with relevant entities, including SNTL, ONCF, ANP, the National Federation for Road Transport (FNTR), the General Confederation of Moroccan Business (CGEM) and counterpart agencies in other countries in the region. Specifically, the GEF project will assist AMDL through:

- Outputs 1.1, 1.2: Capacity development and technical support for AMDL, including assistance with detailing the National Logistics Strategy and providing the basis for low-carbon regulation of the Moroccan logistics sector; analysis of potential policy options for achieving the 35% emissions reduction target embodied in the Strategy (once baseline and future emissions scenarios for the freight transport sector have been established): structured around the Avoid-Shift-Improve approach, marginal abatement cost curves and barrier removal strategies will be developed for key policy options which will be presented to policy-makers for prioritization. One of the principal drivers underlying the Government's development of a national network of logistics platforms under the Strategy is to promote multi-modal synergies. The Zenata site of the Greater Casablanca logistics platform, for example, is specifically designed to act as an 'inland port' for Casablanca, linked to the coast via a new, dedicated highway, and channeling freight to road and rail. In its support to the National Logistics Strategy, and particularly in its analysis and development of policy options, the GEF project will place considerable emphasis on maximizing the coordination and switching of freight

¹⁰ The co-financing breakdowns are indicative and will be confirmed during the PPG stage.

modes.

- Output 1.3: Understand baseline emissions from the road freight sector by conducting a statistically-robust survey of the vehicle fleet, including key factors such as vehicle type, age, tyre type and pressure, fuel type, fuel efficiency and ownership, as well as usage patterns (typical route lengths, typical load types, typical load weights, use of air conditioning and lights, etc.). Cluster analysis will be used to segment the sector into sub-sectors that can be targeted by specific mitigation instruments and policies. Also, country-specific emission factors for different freight vehicle-types and fuels will be developed based on typical Moroccan usage conditions. Vehicle emissions can vary by a factor of five or more between countries, even for identical vehicle models, because of differences in fuel composition, climate and traffic conditions. Reliance on global IPCC emissions factors can lead to very distorted estimates of transport-related emissions.
- Output 1.4: Develop a replication strategy for the 17 additional logistics platforms that are planned nationally. Much of the land for these platforms has been secured or is in the process of being secured, but AMDL has not yet begun detailed designs or negotiated management arrangements with local stakeholders: the platforms are a ‘blank page’ as far as climate change mitigation components are concerned. The GEF project will assist AMDL to build on the experience gained with the Greater Casablanca logistics platform (see below) to design tailor-made mitigation programmes, packaged as NAMAs with appropriate baseline and MRV systems, for each platform. It is envisaged that a core set of mitigation actions will be developed as a ‘NAMA kernel’ that can be applied to all the platforms and that supplementary ‘mitigation modules’ will be developed appropriate to the unique circumstances of each platform. Where a platform involves modal switch from road to rail, the standardized baseline developed under Output 2.3 will be applied for emissions reduction estimation.

The National Climate Change Committee (NCCC) was established to coordinate Government climate change policies across ministries and sectors, and it played a key role in the development of the Initial National Communication to the UNFCCC. However, it lacks a formal legal basis and has been marginalised for this reason in recent years. Following the recommendations of the Second National Communication and the NCSA, Output 1.5 of the GEF project will assist in the revitalization of the NCCC. In order to cement its coordinating role, the Committee will be designated as the National NAMA (Nationally Appropriate Mitigation Action) Focal Point. All NAMA submissions from Government entities to the UNFCCC NAMA Registry will pass through and will be scrutinized by the NCCC. With GEF project assistance, the Committee will build on the DNA’s existing work on CDM project approval criteria to establish NAMA eligibility and quality criteria spanning mitigation and sustainable development aspects.

Component 2: Comprehensive mitigation programme for Greater Casablanca integrated logistics platform developed as a NAMA

GEF funding: \$640,000

Co-financing: \$890,000 (AMDL: \$750,000; UNDP: \$140,000)

Owing to their central role in the National Logistics Strategy and their high potential for replication, both nationally and regionally, the integrated logistics platforms represent a significant ‘on the ground’ opportunity to reduce emissions. GEF-supported mitigation components of the Greater Casablanca logistics platform (mandatory road vehicle testing, mandatory eco-driving training, rooftop PV installation and, potentially, follow-up implementation of fleet renewal – see below under Component 3) will form the basis of a Greater Casablanca logistics NAMA. The GEF project will also assist AMDL to build on the experience gained with the Greater Casablanca logistics platform to design tailor-made mitigation programmes, packaged as NAMAs with appropriate baseline and MRV systems, for the 17 subsequent logistics platforms planned under the National Logistics Strategy.

The GEF project will support the state, parastatal and private-sector organisations involved in the Greater Casablanca logistics platform to undertake the following actions, packaged as a NAMA:

- Output 2.1: Development of a comprehensive greenhouse gas inventory and methodology to estimate (a) baseline emissions, as currently estimated with the logistics platform in operation, and (b) emissions prior to the implementation of the logistics platform. A survey of the vehicle fleet (trucks and trains) using the Greater Casablanca logistics platform will be implemented to develop a fuller understanding of the transport-related emissions associated with the platform as well as the benefits of modal switching; this survey will be coordinated with the national survey (Output 1.3) and comprise part of it. The GHG inventory and methodology will also be deployed to generate (c) emission reduction estimates associated with potential additional mitigation actions (see below). Developing reasonable estimates of the mitigation benefits of the Greater Casablanca platform will be vital to informing progress vis-à-vis the emission reduction target set out in the National Logistics Strategy and in designing the 17 planned remaining platforms.
- Significant additional opportunities for emissions reduction at the Greater Casablanca logistics platform exist. Three such opportunities will be implemented with assistance from the GEF project: mandatory road vehicle testing, mandatory eco-driving training, and infrastructure renewable energy/energy efficiency. GEF support will also be provided to explore and design an additional opportunity (fleet renewal) in sufficient detail so that AMDL is able to seek additional funding from national and international sources (if required) to implement this activity. See Component 3 below for details.
- Modal shift is anticipated to be the most significant mitigation element of the Zenata site of the Greater Casablanca logistics platform. Switching road freight to rail typically requires one-tenth of the energy intensity and produces ten times fewer emissions. However, modal switching remains a relatively rare mitigation measure. Out of 89 approved large-scale CDM methodologies, only one (AM0090) covers modal shift of freight cargo and the procedural and additionality requirements of this methodology are burdensome. The new CDM modality of 'standardised baselines' offers considerable potential for more straightforward (and yet transparent and robust) scaled-up mitigation actions in both a pure CDM and also a NAMA context. Considerable efforts and data are required to develop a standardized baseline but, once developed, any subsequent CDM project (or NAMA) in the country can use it as an 'off the shelf' tool for demonstrating additionality and calculating emission reductions. The GEF project will work with the Moroccan DNA to develop a standardized baseline (Output 2.3), based on AM0090, for freight modal switching from road to rail. Zenata will be used as the basis for calibrating and test-applying this standardized baseline which, when approved by the UNFCCC, will be available as a public good for future logistics platforms (and other project developers) to use. It is envisaged that the standardized baseline will support and augment policy and regulatory measures developed under Output 1.2 to promote modal switching.
- Zenata New Town offers considerable mitigation potential and a property developer – the state-owned CDG-D – that is keen to position the development as an 'eco-city'. However, as noted above, the urban plan currently lacks any energy efficiency (e.g. buildings, public lighting, pumping) or renewable energy elements, and the multi-modal transport infrastructure under development lacks GHG baseline and MRV systems to assess mitigation benefits. In conjunction with the Ministry of Energy, Mines, Water and Environment, UNDP is currently implementing a Low Emission Capacity Building Programme (LECBP) project to support NAMA design and implementation in Morocco. A specific initiative planned under the LECBP project is to develop an innovative 'urban NAMA' (a 'NAMA Ville'). Under its National Land Management Scheme, the Government is planning to develop a series of new towns across the country, and the NAMA Ville model therefore offers considerable replication potential. The NAMA Ville model will embody a packaged and fully MRV'd set of mitigation actions tailored to each new town, building on the experience gained in Zenata New Town. For reasons of implementation focus and budget, the GEF project will confine itself to Zenata logistics platform and will not finance any studies or actions related to the broader New Town.

However, the GEF project will work with the Ministry of Energy, Mines, Water and Environment, and with the rejuvenated National Climate Change Committee (as the designated national NAMA Focal Point), to develop an innovative ‘nested NAMA’ framework (Output 2.4) to ensure that the GHG inventory, MRV systems and emissions reduction methodologies are consistent across the Zenata site of the Greater Casablanca logistical platform and Zenata New Town and that emissions reductions are accounted for without duplication or overlap. This output will provide a framework by which NAMAs can be nested within other NAMAs and NAMAs can be inter-linked (either spatially, for example due to geographical overlaps, or functionally due to sectoral interactions). Such a framework is also likely to have considerable application internationally as the number of NAMAs under implementation grows over the coming years.

Component 3: Emission reductions implemented in a NAMA framework through targeted investments

GEF funding: \$876,123

Co-financing: \$8,950,000 (AMDL: \$2.75 million; Greater Casablanca logistics platform stakeholders: \$6.2 million)

- *Road vehicle testing.* Technical inspection of vehicles exists in Morocco and was strengthened in 2006 with the introduction of a system of Technical Visit Centres (CVTs). However, enforcement of testing is weak, not all vehicles undergo technical testing and the testing does not involve emissions testing. The freight sector is known to have a low inspection compliance rate. The opening of the Greater Casablanca platform and the ongoing closure of logistics facilities in Casablanca (so as to encourage the migration of haulage firms to the 8 platform sites and reduce urban congestion in Casablanca) represents a significant opportunity to impose – and enforce – vehicle testing on freight vehicles. Working with the Ministry of Equipment and Transport, the GEF project will introduce a system of mandatory vehicle testing for all freight vehicles using the Greater Casablanca platform. Vehicles that do not participate in testing, or which fail testing, will be prevented from using the platform until such time that they conform with the requirements. Experience in the EU suggests that regular testing of vehicles can reduce CO₂ emissions by 5-10% as well as reducing particulate emissions and noise. GEF funds will be used to partially cover the cost of vehicle tests. A full costing will be undertaken during the PPG phase but each test is expected to cost approximately \$30 (including an overall emissions and safety check plus tuning and simple repairs not involving spare parts); it is envisaged that GEF funds will be used to cover one-third of the cost of the initial (not recurring) test for each vehicle using the Greater Casablanca logistics platform.
- *Eco-driving training.* The Ministry of Equipment and Transport launched a training programme for 1,000 bus drivers in 2008, introducing them to defensive (road safety) and energy efficient driving. The Ministry estimates that vehicle emissions were reduced by 10% among those drivers who completed the course. In conjunction with the mandatory road vehicle testing, the GEF project will assist in the implementation of a mandatory programme of eco-driving training for all freight vehicle drivers using the Greater Casablanca logistics platform. The emission reduction benefits of this training will be monitored and, if found to be effective, will provide a basis for scaling-up such training, in non-mandatory form, at the national level. GEF support will take the form of assistance in the design of the programme; assistance to a ‘trainer of trainers’ initiative, drawing on expertise from European countries that have implemented similar programmes; and partial financing of the cost of each driver’s training.
- *Renewable energy and energy efficiency.* In October 2010, SNTL completed construction of 36,000 m² of warehousing and logistical facilities at the Zenata site of the Greater Casablanca platform. It is now planning to expand its presence in Zenata with an additional 60,000 m² facility. The GEF project will assist SNTL with technical studies (site evaluation, permitting

analysis, technology recommendations, net metering requirements), procurement and partial financing for a 1.5 MW solar photovoltaic rooftop pilot project on this new facility. As a state-owned company, SNTL is interested in pioneering this technology: the project would be the first large-scale (> 1MW) rooftop PV installation in Morocco and would have considerable replication potential across the other 7 sites of the Greater Casablanca platform, the 17 other planned logistics platforms as well as on other buildings on the Zenata site. The GEF project will also conduct a comprehensive energy audit of all the facilities in the Greater Casablanca platform to identify potential energy efficiency savings. A green buildings labelling scheme will be designed and promoted for the Greater Casablanca logistics platform (and will be rolled-out at all future logistics platforms), and all building owners will be encouraged to participate.

- *Fleet renewal.* Established under the 2008 Finance Act, the Ministry of Equipment and Transport administers a National Transport Fund. During the 2008-2010 period, \$60 million from the Fund was allocated to replacement of old freight vehicles so as to improve vehicle efficiency and reduce emissions. The original target was to replace 6,800 trucks, approximately one-tenth of the total freight fleet. Accompanied by an awareness-raising programme among fleet operators, the replacement programme attracted considerable initial interest: with fuel prices relatively high (by regional standards) in Morocco, the financial benefits of switching to modern, more fuel-efficient vehicles was apparent to fleet operators. However, only several hundred vehicles were actually replaced. While the Fund provided a grant to cover half the cost of the replacement vehicle, fleet operators – many of them small 1-2 truck firms – struggled to obtain credit from local banks to cover the remaining cost. In conjunction with a new grant window from the National Transport Fund, the GEF project will explore options for opening up a dedicated credit line for freight operators – first Greater Casablanca operators but potentially then scaled up to the following 17 logistics platforms – to take out low-cost loans for vehicle replacement purposes. This will be linked with the vehicle testing/certification/eco-driving initiatives described above (which form the basis of eligibility criteria for freight companies to use the Greater Casablanca platform and hence represent a quasi-guaranteed future income stream against which loans can be issued). Potential linkages with the existing FOGEEER (Fonds de Garantie pour l'Efficacité Energétique et les Energies Renouvelables) fund operated by the National Agency for the Development of Renewable Energy and Energy Efficiency (ANME) will also be explored. FOGEEER is a fund to guarantee investment loans made by credit institutions to Moroccan companies wishing to invest in renewable energy and energy efficiency. The fund is structured into 'channels' (solar water heating, wind, energy efficiency) and provides a guarantee of 70% of the investment with a direct subsidy of 10% of the total cost and a reduction of 1.5% in the applicable loan interest rate. In coordination with ANME, a new FOGEEER transport 'channel' could be established to augment the lending activity of the National Transport Fund. While the GEF project will not – due to budget limitations – seek to provide direct investment (e.g. GEF-funded loans or guarantees) support to the rejuvenated fleet renewal scheme, the project will provide technical support to AMDL to design the scheme and seek supplementary national or international funding (if required) to implement it.

Global environmental benefits

Emissions reduction benefits can be expected from the following outputs of the project:

- Direct emission reductions:
 - *Vehicle testing of Greater Casablanca logistics platform freight trucks.* EU experience with road vehicle testing suggests that emission reductions of 5-10% can be achieved. Preliminary discussions with stakeholders during PIF preparation suggest that the

- emissions reductions are conservatively in the order of 5,200 tCO₂¹¹, though this will be elaborated in more detail during the project preparation phase.
- *Eco-driving training for Greater Casablanca logistics platform truck drivers.* Past experience of the Ministry of Equipment and Transport with eco-driving training (for bus drivers) produced indicative vehicle emission reductions of 10%. Preliminary discussions with stakeholders during PIF preparation suggest that the emissions reductions are conservatively in the order of 7,400 tCO₂¹², though this will be elaborated in more detail during the project preparation phase.
 - *1.5 MW SNTL rooftop solar photovoltaic installation.* Assuming a 20% capacity factor, a grid emission factor of 0.64 tCO₂/MWh¹³ and a 15-year lifetime for the solar panels, total direct emission reductions will be approximately 25,000 tCO₂. It is anticipated that, as Morocco's first large rooftop PV installation, this investment will have significant replication effects.
 - *Policy actions, such as the introduction of a national fuel efficiency standard or the differentiation of vehicle vignette fees according to fuel efficiency characteristics, incorporated into the National Logistics Strategy, with GEF support, by AMDL and subsequently adopted by the Government.* The GEF project will analyse a range of such actions and will provide technical support to AMDL to, in turn, present them to policy-makers for prioritization and implementation. At this stage it is extremely difficult to predict which actions will actually be adopted by the Government, making estimation of GEF-driven emission reductions challenging. As a highly conservative (and rather speculative) approach, assuming that the total impact of all adopted measures is to reduce national road freight emissions by 10% and assuming that 40% of these emission reductions can be considered 'direct' (i.e. attributable to GEF-supported interventions during the project's supervised implementation period), emission reductions in the order of 265,000 tCO₂ might be expected from the GEF project's support for national policy actions.
 - *Fleet renewal through establishment of a dedicated credit line in conjunction with the National Transport Fund.* Assuming half of the Greater Casablanca logistics platform truck fleet successfully participates in the renewal scheme, and assuming the new vehicles are 20% more efficient than the vehicles they replace, a total emission reduction of approximately 7,400 tCO₂ would be achieved. Assuming that 80% of these emission reductions can be considered 'direct' (i.e. attributable to GEF-supported interventions during the project's supervised implementation period), the GEF-attributable emissions reduction would be 5,900 tCO₂. This is considered a highly conservative estimate that will be scaled up during the project preparation phase.
- Indirect emission reductions:
 - *Replication strategy for the 17 future integrated logistics platforms.* If a highly conservative assumption is adopted of 40,000 tCO₂ direct emission reductions per platform (essentially the indicative emission savings expected from the Greater Casablanca vehicle inspections, eco-driving training, solar PV installation and fleet renewal plus some minor additional savings from assumed energy efficiency actions), then the 17 future integrated logistics platforms can be expected to reduce emissions

¹¹ Assuming 220 medium trucks carrying an average load of 6 tonnes, travelling 200km/day, working 300 days/year for 15 years, an emissions factor of 62 gCO₂/tonne-km and a 7% reduction of emissions due to vehicle testing. This is likely to be a highly conservative estimate of vehicle testing emissions reduction potential.

¹² Assuming 220 medium trucks carrying an average load of 6 tonnes, travelling 200km/day, working 300 days/year for 15 years, an emissions factor of 62 gCO₂/tonne-km and a 10% reduction of emissions due to eco-driving training. This is likely to be a highly conservative estimate of eco-driving emissions reduction potential.

¹³ The combined margin grid emission factor used in past CDM project submissions (IGES, 2013). An updated grid emission factor will be calculated during the project preparation phase.

by a total of approximately 680,000 tCO₂. Assuming a conservative GEF causality factor of 40%, that implies a GEF-related indirect emission reduction of approximately 272,000 tCO₂.

To summarise, using highly conservative assumptions the GEF project is expected to generate approximately 308,500 tCO₂ direct emission reductions and 272,000 tCO₂ indirect emission reductions at a cost of GEF\$4.5/tCO₂. Additional emission savings can be expected from the project's development of a CDM standardised baseline (which will catalyse modal switching) and from general capacity development and institutional strengthening activities. More detailed emission reduction estimates will be developed during the project preparation phase.

Innovativeness, sustainability and potential for scaling-up

The project is innovative in a number of respects: (a) it targets Morocco's first integrated logistical platform being developed under the National Logistics Strategy; (b) it seeks to develop Morocco's first CDM standardized baseline, and the world's first standardized baseline in the transport sector; (c) it serves to support the development of NAMAs – as a new mitigation modality – in Morocco; and (d) it proposes to develop a framework to address NAMA nesting and interaction effects, issues that countries will increasingly have to grapple with as the NAMA modality becomes more common. Because the project is targeting the first of 17 logistics platforms, in the context of a new town model that is also planned to be rolled-out by the Government, the NAMA framework developed by the project is inherently replicable. Post-project sustainability is ensured by (a) building the capacity of AMDL to effectively manage the National Logistics Strategy and network of logistical platforms on an ongoing basis; (b) pursuing a strongly participatory approach to policy identification and prioritization, thereby ensuring full Government support for all new policies and regulations introduced; (c) focusing on measures – such as road vehicle testing, eco-driving and financial incentives for fleet renewal – that are in the long-term interests of the road haulage firms themselves, thereby ensuring private sector engagement; and (d) development of the NAMA modality so as to attract international recognition, and potentially international climate finance, for the Government's mitigation efforts in the logistics sector.

Regarding the vehicle testing and eco-driving initiatives, sustainability stems from: (a) stakeholders will be educated about the benefits of vehicle testing and eco-driving, particularly the fact that these activities can be regarded as investments with a positive return (i.e. the long-term benefits in the form of reduced fuel consumption, fewer accidents, lower insurance premiums, etc. outweigh the upfront costs) – so voluntary engagement with vehicle testing and eco-driving can be expected to increase; and (b) road vehicle testing and eco-driving will be made mandatory for all vehicles regularly using the multi-functional logistics platforms (in Greater Casablanca as well as the future planned platforms elsewhere in the country). On the basis of the experience and lessons-learned from the GEF project, the Government may seek to (c) expand the road vehicle testing and eco-driving initiatives nationally and beyond the narrow context of the logistics platforms, and may introduce regulatory and/or financial mechanisms to promote this goal.

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 preparation:

Project Stakeholder	Relationship With The Project
Ministry of Equipment and Transport	The Ministry of Equipment and Transport is the Executing Partner for the GEF project. It is the parent Ministry of the Moroccan Agency for Logistics Development, ONCF, the National Ports Authority and the National Centre for Testing and Certification (CNEH), and is ultimately responsible for the National Logistics Strategy. The Ministry is also responsible for disbursing funds from the National Transport Fund. The Ministry will support project activities relating to strengthening AMDL, developing the mitigation aspects of the National Logistics Strategy, and the development of the standardized

	baseline for modal switching.
Moroccan Agency for Logistics Development (AMDL)	AMDLD is a new agency established with the specific mandate of fleshing out and implementing the National Logistics Strategy. AMDLD faces considerable challenges and will benefit considerably from GEF technical support. AMDLD is also responsible for rolling out the planned 17 remaining logistics platforms and is keen to 'lock in' the mitigation potential of these platforms from the outset.
Ministry of Energy, Mines, Water and Environment	The Ministry of Energy, Mines, Water and Environment is responsible for Morocco's climate change strategy and hosts the GEF Focal Point, the UNFCCC Focal Point and the CDM DNA. The Ministry has a direct interest in the project through activities relating to reactivation of the National Climate Change Committee, the development of NAMA approval criteria, the development of the standardized baseline, and the NAMA nesting between the Greater Casablanca platform and Zenata New Town.
National Society of Transportation and Logistics (SNTL)	Created in 2007 out of the former National Transportation Office, SNTL is a 100% state-owned entity that is the leading organisation in Morocco for road transport freight, logistics services and passenger transportation. SNTL will work with the GEF project on Casablanca-related interventions (vehicle testing, eco-driving, rooftop PV) and it is anticipated that SNTL will willingly roll-out these innovations across its national fleet and logistical facilities.
National Office for Moroccan Railways (ONCF)	As the state railway operator, ONCF has a considerable interest in switching road freight to rail, which currently accounts for only 20% of national freight transport. ONCF is actively involved in the Zenata logistics platform (with a rail depot planned for receiving road vehicles from Casablanca port and transferring their cargos to rail) and is envisaged to play an integral role in the National Logistics Strategy. ONCF will work with the project to develop GHG inventory and MRV systems for rail freight traffic to/from Zenata (with replication potential for future logistics platforms) and will work closely with the DNA while developing the standardized baseline for modal switching.
National Federation of Road Transport (FNTR)	Representing a fleet of 57,000 vehicles, the FNTR is a Civil Society Organisation – the road hauliers association of Morocco. The FNTR is seeking a more active role in the logistics platform roll-out and the National Logistics Strategy: the project will provide a forum for state, parastatal and private sector interests to exchange opinions on the future shape of the roll-out and the Strategy.
Caisse de Depot et de Gestion (CDG)	CDG is an autonomous, publicly-owned institution created in 1959 whose mandate is to catalyse investment in strategic economic sectors. CDG will play an integral role in the project through (a) assistance with GHG inventorisation and profiling of mitigation opportunities at the Zenata logistics platform site, particularly the fixed infrastructure (buildings, public lighting, etc.), and (b) establishing linkages – physical (transport links) and conceptual (NAMAs, in conjunction with the LECB Programme) between the logistics platform and the New Town. CDG is also expected to play a leading role in future logistics platforms, with commensurate replication potential.
Casablanca Urban Agency	Casablanca Urban Agency is the city planning authority of Casablanca. The Agency represents a valuable bridge between the largely central Government/private-sector driven initiative of the Greater Casablanca logistics platform and the interests of local inhabitants. The Agency will also work with the project to identify additional opportunities for directing road freight traffic passing through Casablanca to Zenata for onward distribution by rail. Full consultations with local inhabitants and relevant CSOs will be undertaken during the PPG stage.

A.3 Risk. 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 to be further developed during the project design (table format acceptable):

Risk	Risk Category	Mitigation Approach
AMDLD is too new and under-equipped	M	It is precisely because AMDLD is so new and in need of capacity development that it forms a key focus of the GEF project. With AMDLD's

to develop detailed policies/instruments under the National Logistical Strategy, and too institutionally weak to ensure these policies/instruments are prioritized and implemented by the Government.		parent ministry, the Ministry of Equipment and Transport, as the project Executing Partner, AMDL can be assured of strong ministerial support and involvement. Transport-related fuel imports account for 8% of Morocco's total imports and the Government has made reduction of the country's energy imports a national priority. The Government has already proved its resolve in this area by imposing unpopular fuel price increases on consumers (Moroccan fuel prices are now the highest in the region) and it is committed to following up with sectoral measures. The National Logistics Strategy represents the Government's attempt to rationalize and improve efficiencies in the logistics sector. Resistance to AMDL policy proposals among high-level policy-makers is expected to be low – indeed, on the contrary, AMDL is likely to achieve considerable traction and alignment with Government priorities.
Resistance from private-sector road freight companies to participate in mitigation measures such as vehicle testing and eco-driving training.	M	Private-sector haulage companies, and particularly the small firms, may resist the perceived additional costs associated with fleet and driver improvement measures. The project is adopting a 'carrot and stick' approach to incentivizing their participation. On the one hand, the GEF project will partially cover the costs of targeted programmes among Zenata haulage companies, thereby reducing their financial burden; will proactively work with companies to highlight the medium-term financial benefits (positive NPV) to them of fuel-efficiency measures; and will closely involve the FNTR in project activities so as to give haulage firms a voice in the project. On the other hand, the vehicle inspections and eco-driving will be made mandatory for all haulage firms using Zenata logistics platform, and may be explicitly linked to access to the credit line to be developed by the project for fleet renewal purposes (in conjunction with the National Transport Fund and potentially FOGEEER).
The envisaged 17 remaining logistics platforms do not materialize, thereby impairing the replication potential of the GEF project.	L	AMDL is already at an advanced stage of arranging land for the 17 remaining platforms. Currently, there are no detailed plans relating to the operation or management of these platforms, and the GEF project will work closely with AMDL and other stakeholders to ensure that the mitigation potential of the platforms is 'locked in' at an early stage.
The National Climate Change Committee remains a theoretically valuable but practically marginalized entity unable to perform its coordination role.	L	The GEF project will work closely with the Ministry of Energy, Mines, Water and Environment in contributing to the formalization of the status of the rejuvenated National Climate Change Committee. The Committee will also be appointed a central role as national NAMA Focal Point, thereby making the Committee a mandatory port of call for Government entities wishing to initiate NAMAs and submit NAMAs to the UNFCCC NAMA Registry.
Climate change undermines the rationale or implementation of the project.	L	The Second National Communication projects that, with some spatial variation across the country, mean annual temperature will increase by approximately 1.5°C between 2015 and 2045, and that rainfall will reduce in overall quantity while becoming more concentrated in extreme precipitation events, raising the incidence of floods. For an already-hot, arid country, further aridification is an unwelcome development, and the Government's prioritization of mitigation measures can be expected to be maintained (or enhanced) as a result. Mud slides and damage to roads is already common during precipitation events, and the road system might become more vulnerable to such disruptions in the future. The rationale for switching freight to the railway is therefore expected to strengthen.
Fleet renewal will create obsolete	L	Obsolete vehicles will be scrapped, thereby preventing greenhouse gas leakage (i.e. old vehicles being re-sold and therefore continuing to

vehicles as a by-product, presenting a risk of greenhouse gas leakage and/or environmentally-unsound disposal.		produce CO ₂ emissions), with materials recycling put in place. Details will be clarified during the PPG stage.
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A.4. Coordination. Outline the coordination with other relevant GEF financed and other initiatives:

The GEF project will coordinate with a number of other initiatives. A full audit of related initiatives will be undertaken during the project preparation phase, but key initiatives consulted during PIF preparation include: the **UNDP Low Emission Capacity Building Programme** (LECBP, 2011-2014, \$749,000), being implemented by the Ministry of Energy, Mines, Water and Environment. In Morocco, the LECBP is supporting (a) the development and implementation of a Low Emission Development Strategy (LEDS) to provide a framework for mitigation actions, (b) to identify and support the implementation of selected NAMAs, including an innovative urban NAMA ('NAMA Ville'), (c) implement MRV systems for mitigation policies, plans and programmes, and (d) facilitate knowledge sharing and communication. The GEF project will coordinate closely with the LECBP conceptually (for NAMA design and MRV systems) and geographically (developing linkages and synergies between Greater Casablanca logistics platform and Zenata New Town). The **UNEP-Risoe Facilitating Implementation and Readiness for Mitigation (FIRM) project** (2013-2014, \$300,000) is coordinating with the LECBP to develop the legal and institutional frameworks for NAMA development: the GEF project will both benefit from and inform this work, particularly in relation to the practical, 'on the ground' barriers identified by the GEF project during preparation of the Greater Casablanca logistics platform NAMA. The **World Bank Partnership for Market Readiness (PMR)** project, under implementation by the Ministry of General Affairs and Governance (MAGG), is exploring the potential for scaled-up greenhouse gas crediting mechanisms in Morocco. Three PMR priority sectors – electricity generation, cement and phosphate production – have been identified, but transport may be included in PMR technical assistance activities. The **UNDP-GEF Energy Efficiency Codes in Residential Buildings and Energy Efficiency Improvement in Commercial and Hospital Buildings in Morocco** (2009-2014, \$3 million GEF funding and \$15.7 million co-finance), executed by the National Agency for the Development of Renewable Energy and Energy Efficiency (ADEREE), has the principal objective of introducing mandatory minimum energy performance standards (MEPS) in the Moroccan residential, commercial and hospital sectors through the introduction of an Energy Efficiency Building Code, with associated barrier removal, capacity development and outreach activities. The project is working to mobilise significant donor support to building energy efficiency, particularly an EU Euro 10 million programme for demonstration projects. The proposed GEF project will work with the ongoing GEF project to identify building energy efficiency and financing opportunities in the Greater Casablanca logistics platform and Zenata New Town.

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, NCSAs, NIPs, PRSPs, NPFE, Biennial Update Reports, etc.:

The GEF project is fully consistent with a number of national strategies and reports and, indeed, has been specifically designed to facilitate several of them. The **Second National Communication to the UNFCCC** identifies the transport sector as being the second-largest source of energy-related greenhouse gas emissions after the residential sector; seven of the priority mitigation interventions identified by the SNC relate to the transport sector. The SNC also highlights the valuable coordination role that the National Climate Change Committee played in the past and the need to restore this function. The **National Capacity Self-Assessment** mirrors

this call to rejuvenate the National Climate Change Committee and also draws attention to the positive role that the DNA has played in developing national sustainable development criteria for national CDM project approval: this framework will be built on and extended by the GEF project to develop similar criteria for NAMAs. The **National Logistics Strategy**, covering the period 2010-2030, outlines the Government's approach to reforming the logistics sector to make it more streamlined and efficient. The **National Action Plan for the Environment (PANE)** is structured around seven broad priorities that reflect Morocco's needs. The GEF project specifically relates to two of these – combating climate change and improving urban and urban-related areas. Moreover, PANE components have also been incorporated into sectoral strategies relevant to the GEF project, including the **National Economic and Social Development Plan (PDES)** and the **National Debate on Land Management (DNAT)**. The **National Land Management Scheme (SNAT)** outlines the Government's infrastructure development plans, including transport (highways, ports, airports, etc.) and housing. Zenata New Town is part of a SNAT programme of peri-urban development to manage urban sprawl. The **National Plan Against Global Warming (PRNC)** outlines the Government's sectoral plans for mitigating and adapting to climate change, and includes detailed action plans for renewable energy, energy efficiency and sustainable transport.

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

Morocco is a Non-Annex 1 Party to the UNFCCC. The project addresses the objectives of the GEF V Climate Change Mitigation Focal Area Strategy:

- Strategic Objective 3: Promote investment in renewable energy technologies.
Investment in renewable energy technologies increased.
- Strategic Objective 4: Promote energy efficient, low-carbon transport and urban systems.
Sustainable transport and urban policy and regulatory frameworks adopted and implemented.
Increased investment in less-GHG intensive transport and urban systems.

The project is fully in line with the recommendations of the Second National Communication to the UNFCCC (2010) and the National Capacity Self-Assessment (2006).

B.3 The GEF Agency's comparative advantage for implementing this project:

For over 20 years UNDP has been involved in providing transport-related technical assistance to developing countries. Over 2,000 such UNDP projects have been implemented, including but not limited to 22 GEF-funded projects on sustainable transport. Through its in-house carbon facility, MDG Carbon, and its 25-country Low Emission Capacity Building Programme (LECBP), in which Morocco is a participating country, UNDP offers demonstrable expertise in carbon finance and NAMAs.

UNDP has maintained a Country Office in Morocco since the 1950s, and since that time has implemented hundreds of projects and programmes across the country and has played a transformational role in Morocco's climate change agenda. UNDP's work in Morocco is guided by the United Nations Development Assistance Framework (UNDAF - for the period 2012-2016) and the Country Planning Document (CPD - for the period 2012-2016). The UNDAF states: "The principles of the National Charter for Environment and Sustainable Development are implemented in coherence with sector-based strategies and the priorities in the field of environment, climate change adaptation, and risk management, and in an approach aimed to strengthen the territorial synergy in the most vulnerable areas." The expected CPD output is: "Capacity for development and

coordination of strategies and programmes for mitigation and adaptation to climate change and management of natural and technological risks are developed and strengthened.”


The annual programming budget of the UNDP Morocco Country Office does not exceed \$700,000/year, and the Environment & Energy budget does not exceed \$200,000/year. The UNDP co-financing for the GEF project of \$350,000 over the course of the 4-year lifetime of the project therefore represents a significant (approximate) 44% of total UNDP Environment & Energy spending.

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)
Mohamed Benyahia	Director of Partnerships, Communications & Cooperation; GEF OFP	MINISTRY OF ENERGY, MINES, WATER & ENVIRONMENT	20 MARCH 2013

- 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
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