

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: May 05, 2010

Screener: Lev Neretin

Panel member validation by: Nijavalli H. Ravindranath
Consultant(s):

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

FULL SIZE PROJECT GEF TRUST FUND

GEF PROJECT ID: 4008

PROJECT DURATION : 5

COUNTRIES : Russian Federation

PROJECT TITLE: Reducing GHG Emissions from Road Transport in Russia's Medium-sized Cities

GEF AGENCIES: UNDP

OTHER EXECUTING PARTNERS: Ministry of Natural Resources and Environment of Russia (Lead partner), Municipalities of pilot cities, Ministry of Transport and Ministry of Interior

GEF FOCAL AREA: Climate Change

GEF-4 STRATEGIC PROGRAMS: CC-5;

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

This project aims at reducing emissions from urban transport system through the sustainable integrated transport planning, promotion of long term shift to more efficient and less polluting forms of transport and demonstration of low GHG technologies. STAP compliments the project designers for considering a number of potential and feasible software solutions, which could make an impact on energy use and emissions from transport sector. STAP provides consent for this project and a few of the following suggestions might be considered during project preparation:

1. Investment cost for low GHG transport technologies: Many of the technologies considered would require significant investment. For example, integration of different modes of urban transport, exclusive public transport Axes and land use plan would require large investments. What is the project strategy for assuring long-term investment flows?
2. Dissemination of information beyond the two pilot cities: How would the technologies and traffic management systems, land use planning, integration of different modes of transport, etc. be disseminated to other medium sized cities, beyond Kaliningrad and Kazan? Other cities may also require travel demand survey, land use planning, integration of different modes of transport etc. This project could aim at developing modules which could be adopted by other similar cities nation-wide.
3. Package of fiscal incentives for individual car users: This is one of the outputs mentioned for this project. What are the incentives considered for the individual car users and its financial implications?
4. Method of estimating GHG benefits: With its emphasis on establishing an enabling environment for low carbon sustainable transport in medium-sized cities in Russia, project has an important role in strengthening national capacity to measure GHG benefits of transport projects. Project proponents are advised to utilize the GEF-STAP Manual on estimating GHG benefits of transport projects currently in the final stage of preparation (Background materials available at: <http://stapgef.unep.org/docs/Activities/WKS/folder.2005-12-28.4400796627/TransMethods/TransMethods>).

<i>STAP advisory response</i>	<i>Brief explanation of advisory response and action proposed</i>
1. Consent	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.
2. Minor revision required.	<p>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:</p> <ul style="list-style-type: none"> (i) Opening a dialogue between STAP and the proponent to clarify issues (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 <p>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.</p>
3. Major revision required	<p>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.</p> <p>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.</p>