



**REQUEST FOR CEO ENDORSEMENT/APPROVAL**  
**PROJECT TYPE: Medium-sized Project**  
**THE GEF TRUST FUND**

**Submission Date: May 31, 2011**

**PART I: PROJECT INFORMATION**

**GEFSEC PROJECT ID:** 4210

**GEF AGENCY PROJECT ID:** 121162

**COUNTRY(IES):** Thailand

**PROJECT TITLE:** Chiang Mai Sustainable Urban Transport Project

**GEF AGENCY(IES):** World Bank, (select), (select)

**OTHER EXECUTING PARTNER(S):** Chiang Mai City Municipality (CMM), Office Of Transport and Traffic Policy and Planning (OTP)

**GEF FOCAL AREA(s):** Climate Change

**GEF-4 STRATEGIC PROGRAM(s):** CC-SP5-Transport (see preparation guidelines section on exactly what to write)

**NAME OF PARENT PROGRAM/UMBRELLA PROJECT:**

Expected Calendar (mm/dd/yy)	
Milestones	Dates
Work Program (for FSPs only)	
Agency Approval date	06/15/2011
Implementation Start	07/02/2011
Mid-term Evaluation (if planned)	
Project Closing Date	06/30/2013

**A. PROJECT FRAMEWORK** (Expand table as necessary)

**Project Objective:** The main project development objective is to improve the technical capacity of CMM for sustainable urban transport development, through technical support on integrated land use and sustainable urban transport planning and pilot demonstration of NMT improvement. This is expected to lead to increased role of more effective and less energy-intensive forms of urban travel including an improved public transport system and NMT (walking, bicycles, bicycle taxis), which will in turn result in long-term reduction of vehicular greenhouse gas emissions.

Project Components	Indicate whether Investment, TA, or STA <sup>2</sup>	Expected Outcomes	Expected Outputs	GEF Financing <sup>1</sup>		Co-Financing <sup>1</sup>		Total (\$) c=a+ b
				(\$ a)	%	(\$ b)	%	
1. Integrated land use and sustainable urban transport planning	TA	Key technical gaps filled in Chiang Mai land use and sustainable urban transport planning process (that would help promote the use of more efficient and cleaner modes of transport in the city and reduce GHG emissions from motor vehicles)	(i) A strategic plan to integrate land use and sustainable urban transport planning for the city developed (ii) 10 staff received on-the-job training in developing the plans (iii) 2 training courses conducted by international experts	100,000	6	1,538,957	94	1,638,957

2. Area improvement for NMT	TA and Investment	(i) Technical skills acquired by CMM for the planning, design and implementation of NMT improvement (ii) Share of person trips by non-motorized transport within the historical city center of Chiang Mai increased to 10% (from baseline of 4%)	(i) A pilot demonstration for NMT improvement at selected site designed and implemented (ii) 10 staff received on-the-job training in implementing the pilot demonstration project (iii) 5 staff gained international experiences on planning/implementing sustainable urban transport (iv) 2 workshops to disseminate experiences of Chiang Mai sustainable urban transport project	571,670	80	139,730	20	711,400
3.								
4.								
5.								
6.								
7.								
8. Project management				57,960	40	86,790	60	144,750
<b>Total Project Costs</b>				<b>A729,630</b>		<b>B1,765,477</b>		<b>2,495,107</b>

<sup>1</sup> List the \$ by project components. The percentage is the share of GEF and Co-financing respectively of the total amount for the component.

<sup>2</sup> TA = Technical Assistance; STA = Scientific & Technical Analysis.

**B. SOURCES OF CONFIRMED CO-FINANCING FOR THE PROJECT** (expand the table line items as necessary)

<i>Name of Co-financier (source)</i>	<i>Classification</i>	<i>Type</i>	<i>Project</i>	<i>%*</i>
Chiang Mai Municipality	Local Gov't	In-kind	297,450	17
Office of Transport and Traffic Policy and Planning	Nat'l Gov't	Cash and in-kind	1,468,027 (in kind and parallel financing)	83
	(select)	(select)		
<b>Total Co-financing</b>			<b>B1,765,477</b>	<b>100%</b>

\* Percentage of each co-financier's contribution at CEO endorsement to total co-financing.

**C. FINANCING PLAN SUMMARY FOR THE PROJECT (\$)**

	<i>Project Preparation a</i>	<i>Project b</i>	<i>Total c = a + b</i>	<i>Agency Fee</i>	<i>For comparison: GEF and Co-financing at PIF</i>
GEF financing		A729,630	729,630	72,963	729,630
Co-financing		B1,765,478	1,765,478		1,077,750
<b>Total</b>		<b>2,495,108</b>	<b>2,495,108</b>	<b>72,963</b>	<b>1,807,380</b>

**D. GEF RESOURCES REQUESTED BY AGENCY(IES), FOCAL AREA(S) AND COUNTRY(IES)<sup>1</sup>**

<i>GEF Agency</i>	<i>Focal Area</i>	<i>Country Name/ Global</i>	<i>(in \$)</i>		
			<i>Project (a)</i>	<i>Agency Fee ( b)<sup>2</sup></i>	<i>Total c=a+b</i>
(select)	(select)				
(select)	(select)				
(select)	(select)				
(select)	(select)				
(select)	(select)				
(select)	(select)				
(select)	(select)				
(select)	(select)				
(select)	(select)				
<b>Total GEF Resources</b>					

<sup>1</sup> No need to provide information for this table if it is a single focal area, single country and single GEF Agency project.

<sup>2</sup> Relates to the project and any previous project preparation funding that have been provided and for which no Agency fee has been requested from Trustee.

**E. CONSULTANTS WORKING FOR TECHNICAL ASSISTANCE COMPONENTS:**

<i>Component</i>	<i>Estimated person weeks</i>	<i>GEF amount(\$)</i>	<i>Co-financing (\$)</i>	<i>Project total (\$)</i>
Local consultants*	26.8	33,500	0	33,500
International consultants*	42	141,500	0	141,500
<b>Total</b>	68.8	175,000	0	175,000

\* Details to be provided in Annex C.

**F. PROJECT MANAGEMENT BUDGET/COST**

<i>Cost Items</i>	<i>Total Estimated person weeks/months</i>	<i>GEF amount (\$)</i>	<i>Co-financing (\$)</i>	<i>Project total (\$)</i>
Local consultants*	28	<b>35,000</b>	<b>0</b>	<b>35,000</b>
International consultants*				
Office facilities, equipment, vehicles and communications*		<b>3,585</b>	<b>18,740</b>	<b>22,325</b>
Travel*		<b>12,375</b>		<b>12,375</b>
Others** (Project Auditor)		<b>7,000</b>		<b>7,000</b>
Others** (In-kind contribution from OTP and CMM)			<b>68,051</b>	<b>68,051</b>
<b>Total</b>		<b>57,960</b>	<b>86,791</b>	<b>144,751</b>

\* Details to be provided in Annex C. \*\* For others, it has to clearly specify what type of expenses here in a footnote.

**G. DOES THE PROJECT INCLUDE A “NON-GRANT” INSTRUMENT? yes  no**

(If non-grant instruments are used, provide in Annex E an indicative calendar of expected reflows to your agency and to the GEF Trust Fund).

## H. DESCRIBE THE BUDGETED M & E PLAN:

The scope of services of a consultant to be hired under project management budget will include project coordination as well as basic M&E to monitor output indicators of the project as shown in Annex 2 of the project document. This will include data collection and analysis for shares of person trips by mode in the pilot demonstration area, and estimation of GHG emission reduction. The data collection will be carried out with the assistance from voluntary participation of university students in Chiang Mai. The consultant will be in charge of training the students to do traffic counts.

**PART II: PROJECT JUSTIFICATION:** In addition to the following questions, please ensure that the project design incorporates key GEF operational principles, including sustainability of global environmental benefits, institutional continuity and replicability, keeping in mind that these principles will be monitored rigorously in the annual Project Implementation Review and other Review stages.

**A. STATE THE ISSUE, HOW THE PROJECT SEEKS TO ADDRESS IT, AND THE EXPECTED GLOBAL ENVIRONMENTAL BENEFITS TO BE DELIVERED:** Similar to many other developing countries, Thailand's urban transport pattern is characterized by rapid motorization as car ownership continues to rise with income level. Infrastructure investment which has been heavily focusing on road expansion has led to the dominance of road mode in both passenger and freight transport. As a result of motorization, non-motorized transport (NMT) such as walking and cycling has been marginalized. Traffic congestion, inadequate public transport services, and deteriorating pedestrian conditions are common problems in urban transport management in big cities in Thailand. Lack of efficient, affordable and high quality public transport services severely impacts the city's livability and quality of life. Heavy reliance on motorized transport also has critical implications on the country's sustainable development in view of energy security, environmental sustainability and global warming. According to a World Bank study, Thailand relies heavily on oil imports (accounting for 70 percent of total energy imports) to satisfy its transport demand. The transport sector is one of the biggest consumers of energy, using about one third of the country's final energy consumption and is the second largest contributor (26 percent) to energy-based CO<sub>2</sub>e emissions after electricity sector (37 percent). While there is considerable scope to improve energy efficiency and reduce greenhouse gas emission (GHG) emissions in urban transport, efforts are constrained by inappropriate (or complete lack of) traffic demand policies, a lack of knowledge and limited institutional capacity at the local level to address integrated transport and land-use practice. Chiang Mai Municipality (CMM) is one of the most important and fastest growing secondary cities in Thailand. The city serves as a regional economic and cultural hub in the North and ranks as the fourth largest city in terms of population. It is also a well-known historical city with rich cultural heritages and environmental amenities. In the last ten years, Chiang Mai's economy has grown continuously, largely driven by the commercial sector and tourism industry (with 5 million visitors per year). Besides tourism, Chiang Mai is becoming a Mekong regional hub for transportation, aviation, education, and medical services. As a result of rapid expansion, the city increasingly faces problems common to large cities, such as unplanned and sprawling development, destruction of the amenities of the historic city, air and water pollution, traffic congestion, waste management, and environmental degradation. This horizontal sprawling expansion of the city's land use consequently compromises the compact pattern of the city centre. Due to unplanned urban development, the absence of traffic demand management policies and practices, and a complete lack of integrated transport and land use planning, Chiang Mai is facing several pressing urban transport challenges: growing road traffic congestion and air pollution, inadequate public transport system, and insufficient pedestrian ways, all of which further drive the use of private cars and motorbikes and urban sprawl. As a result, the livability, environmental sustainability, and personal mobility decline while the urban transport is becoming the major source of GHG emissions. Sustainable urban transport development with a low-carbon focus will be crucial for Chiang Mai to enhance the city's livability, and maintain its attractiveness as a leading tourist destination. Although Chiang Mai Municipality has had several initiatives to improve sustainability of the urban transport system (e.g. developed a master plan for mass transit system jointly with OTP, introduced modern public transport, encouraging non motorized transport with weekends walking streets) and but due to their limited scope and depth and to the lack of implementation capacity on the ground, the impact of these efforts has been limited. Building on the efforts of OTP and CMM, this small project aims to help Chiang Mai move onto the path of sustainable urban transport development by improving the city's technical capacity and building up the policy making process to integrate transport and land use planning which is essential for the city's historical significant areas, improve public urban transport infrastructure and system and implement appropriate traffic demand policies. It is expected that a well-planned and implemented transport system will eventually lead to a more sustainable urban transport system characterized by modal shifts to cleaner vehicles and modes, thereby

improving mobility, enhancing the city's sustainability, and reducing its overall GHG emissions. The background and key issues are discussed in more details in Section I of the Project Document. Through technical assistance and capacity building activities, the project expects to fill in technical gap and launch a process that will enable the city to achieve the final outcome of a well-planned integrated sustainable urban transport system in the long run. It is recognized that the final outcome and substantial part of global environmental benefits will be achieved with sustained efforts by the city over the next ten to fifteen years while the project provides strategic intervention to put Chiang Mai city on that development path. The project is expected to generate GHG emission reductions from direct impact through investment in NMT improvement in a limited section of the old town and indirect impacts in the long run through capacity built. The total indicative potential for GHG emission reductions from direct impact is around 2,952 tons of CO<sub>2</sub>e over the investment lifetime of 10 years. The project cost effectiveness is 194 USD per ton of CO<sub>2</sub>e for GEF support under component 2 and 135 USD per ton of CO<sub>2</sub>e for total project cost of component 2. The potential global environment benefits as an indirect impact that could be achieved building on the initial support of the project are 77,036 tons of CO<sub>2</sub>e per year and accumulated CO<sub>2</sub>e emissions reductions of 1,155,541 tons of CO<sub>2</sub>e over 15 years. Global environment benefits are discussed in more details in Section D and Annex 6 of the Project Document.

**B. DESCRIBE THE CONSISTENCY OF THE PROJECT WITH NATIONAL AND/OR REGIONAL PRIORITIES/PLANS:**

Sustainable transport is a national agenda which will be a key contributor to fulfil Thailand's ambition to move towards low carbon growth and more sustainable energy use. Sustainable urban transport agenda is adopted in several national and sectoral plans including i) the Ministry of Transport's white paper on "Transport for Thailand's Sustainable Development" in 2007, which sets the vision of developing the country's transport systems to reach higher quality and efficiency in service deliveries resulting in a better quality of life, and sustainability for the country; ii) the current Ministry of Energy's Five-Year Energy Conservation Plan (2005-2011) focusing on improving transport sector energy efficiency; and iii) Thailand's National Strategy for Climate Change Management (NSCCM), adopted in 2008, focusing on the potentials of transport sector to contribute to climate change mitigation. Urban transport challenges have triggered the national and local governments to shift their interest to more efficient and less polluting modes of travel, such as public transit and non-motorized transport, as well as exploring the possibility of adopting transport demand management policies, such as congestion control, in recent years. In Bangkok, the national and municipal governments' efforts have been focusing on large scale investments in mass rail transit (MRT) and bus rapid transit (BRT). However, for cities outside of Bangkok, there is no clear strategic direction to address rising urban transport challenges. The Regional Transport and Traffic Promotion Bureau (RTPB) of the Office of Transport and Traffic Policy and Planning (OTP), the national transport planning agency under the central government, has increasingly recognized the need for better urban transport planning and management at the local level as well as weak technical capacity of local authorities in meeting the challenges. In the past years, OTP has been working with 67 cities to produce transport master plans, disseminate information, raise funds, and provide technical assistance for implementation.

**C. DESCRIBE THE CONSISTENCY OF THE PROJECT WITH [GEF STRATEGIES](#) AND STRATEGIC PROGRAMS:** The GEF-financed activities would contribute to the first Climate Change Strategic Objective in Mitigation, which is to facilitate market transformation for sustainable mobility in urban areas leading to reduced GHG emissions. The project will help lay a strategic and planning foundation to increase the use of sustainable transport modes such as public transport, walking, bicycles and bicycle taxis while limiting access and congestion from private motor vehicles. The project is planned to have a long-term impact, where GEF will provide the initial cost of the project, and further funding with other sources from the national/local government or from international sources (where GEF Implementing Agencies may play a significant role) will be sought. The project will be the crucial first step for the long term commitment to shift to sustainable urban transport development path.

**D. JUSTIFY THE TYPE OF FINANCING SUPPORT PROVIDED WITH THE GEF RESOURCES.** The GEF resource will be provided as a grant to implementing agencies to finance TA, investment in pilot demonstration, and project management including monitoring and evaluation. The project will be co-financed by two main sources, CMM and OTP.

**E. OUTLINE THE COORDINATION WITH OTHER RELATED INITIATIVES:** This project will build on analytical work on Urban Transport in Medium Sized Cities in East Asia currently being carried out by the Bank, and where Chiang Mai is also included. The project will also build on the Bank's sectoral knowledge in the areas of urban transportation and climate change which was developed through the Thailand-World Bank Country Development

Partnership for Infrastructure (a knowledge partnership between the Thai Government and World Bank) and ongoing policy dialogue in the transport sector in the last five years at the national level. The project will also benefit from the study by the Bank and the NESDB—Thailand: Making Transport More Energy-Efficient—which assesses the performance of the transport sector in energy utilization, analyzes where inefficiencies lie and proposes options to improve transport energy efficiency. The study’s findings suggest that Thailand has high potential to reduce transport energy intensity with the right fuels pricing policy and successful implementation of various transport policy and technology options. In addition to the Bank's initiatives, the German Technical Cooperation (GTZ) has been serving as technical advisor to the CMM, through a German Government funded technical assistance project—Sustainable Urban Transport Project (SUTP)—since 2003. The chief mandate of the SUTP is to work with local governments to promote sustainable urban transport and thus assist cities to reduce automobile dependency and shift towards sustainable modes of travel such as public transport and non-motorized transport. The GTZ-SUTP helped produce technical reports on improving non-motorized transport facilities in Chiang Mai. GTZ-SUTP also assisted OTP in developing studies in Chiang Mai. The original proposal for GEF support to Chiang Mai’s sustainable urban transport was a result of GTZ-SUTP. Currently GTZ is supporting CMM to prepare a Clean Air Plan for the city under the project entitled "Clean Air for Smaller Cities in the ASEAN Region." This project is funded by the German Federal Ministry for Economic Cooperation and Development (BMZ) and implemented by GTZ in cooperation with the ASEAN Secretariat. It aims to empower local governments of smaller cities (non-metropolitan/secondary cities) to develop and implement “Clean Air Action Plans” in order to improve living conditions. The Chiang Mai Clean Air Plan will include several technical components of direct relevance to the GEF proposal: (a) an emissions inventory; (b) air quality monitoring system improvements; (c) a survey of walkability in the city; and (d) development of short-term public transport and traffic improvement options. The first three components will benchmark current conditions in Chiang Mai, as a basis for the comprehensive strategic urban transport planning and area improvement through NMT activities proposed under this project. The public transport advisory services provided to local decision makers will be a valuable complement. The team will work closely with CMM and GTZ to ensure that activities supported by GTZ and GEF are implemented in a coordinated manner.

- F. DISCUSS THE VALUE-ADDED OF GEF INVOLVEMENT IN THE PROJECT DEMONSTRATED THROUGH INCREMENTAL REASONING :** The major obstacle for sustainable urban transport in secondary cities is the lack of knowledge and expertise in planning and designing integrated land use-sustainable transport including appropriate policies, proper planning and design of public transit, BRT, bicycle lanes and walkways. Most plans and studies that had been developed often focused on one or two particular modes of transport, instead of addressing the situation as a whole. A fully integrated land use and transport system plan has never been developed. The GEF grant will provide a unique opportunity for CMM to acquaint themselves with international best practice in sustainable transport planning and policy and acquire relevant capacity to develop an integrated land use and urban transport strategic plan. In addition, through the demonstrations of selected policies and components (bicycle lanes and pedestrianization), the city staff will learn how to design, implement and manage particular projects properly, and how to incorporate feedback from citizens and visitors for further refinement. Without the project, is highly likely that bussiness as usual scenario, where CMM’s technical capacity to plan and implement integrated land use and urban transport planning in a sustainable manner remains limited and sustainable urban transport with integrated land use planning will not be adopted or implemented, will prevail. Non-motorized initiaves or urban transport improment will done in an ad-hoc manner and will not be able to produce sustained benefits in the long run. GEF supported activities are expected to shift the city towards the sustainable urban transport path by providing initial strategic intervention which will help lay a strategic technical and institutional foundation for long-term development of sustainable urban transport in Chiang Mai. Incremental reasoning analysis is provided in details in Annex 3 of the Project Document.
- G. INDICATE RISKS, INCLUDING CLIMATE CHANGE RISKS, THAT MIGHT PREVENT THE PROJECT OBJECTIVE(S) FROM BEING ACHIEVED AND OUTLINE RISK MANAGEMENT MEASURES:** The major risks for achieving the project objectives are (i) weak cooperation among stakeholders; (ii) opposition from certain interest groups such as motorists and auto-taxis; and (iii) inadequate public investment to implement the plan developed under the project. Risk mitigation measures are (i) ensuring that the project has sufficient level of consultation and broad based participation across different groups of stakeholders as well as decision makers, as part of the project implementation process; and (ii) including in the integrated sustainable urban transport plan a careful

consideration, analysis and policy recommendations of financial options and direction of municipal financing reform to support the medium- and long-term implementation of sustainable urban transport plan in Chiang Mai.

**H. EXPLAIN HOW COST-EFFECTIVENESS IS REFLECTED IN THE PROJECT DESIGN:** The project has been designed to be cost-effective in three ways. First, the budget is small and limited. Second, considerable effort is focused on capacity building and learning so that the efforts can be evaluated and sustained locally (as opposed to activities implemented by international consultants). Third, the project will focus on a limited area within Chiang Mai which is of historical preservation interests and will support a few small interventions: traffic demand management policies, improved pedestrian pathways, and improved non-motorized vehicle transport. It is designed to undertake a limited number of activities using a mix of international and local expertise in a focus section of Chiang Mai, and is therefore expected to be quite effective, and as a result, cost-effective. By providing the strategic intervention to lay strategic and technical foundation for the city to be able to realize its long term potential in GHG reductions acknowledging that future efforts/resources by CMM will be required to fully implement the plan, the cost effectiveness of the GEF resource is 0.57 US\$ per tonne of CO<sub>2</sub>e reduction and 1.94 US\$ per tonne of CO<sub>2</sub>e reduction for the total project resources.

**PART III: INSTITUTIONAL COORDINATION AND SUPPORT**

**A. INSTITUTIONAL ARRANGEMENT:** The World Bank will be the only one GEF agency involved.

**B. PROJECT IMPLEMENTATION ARRANGEMENT:** This GEF project will have one executing agency (EA) and one implementation partner. CMM will be the recipient of the GEF grant and the EA of the project. As an implementation partner, the OTP RTPB will provide overall policy guidance, technical assistance and supervision support to CMM in designing and implementing the pilot demonstration project. OTP RTPB will also take lead in disseminating and replicating experiences from Chiang Mai to relevant cities in Thailand and Mekong region. The implementation of the project will be carried out with broad based participation from various local stakeholders including CMU, provincial administration, police authority, and special interest groups (e.g. bicycle club, minibus cooperative, etc.). It is likely that GTZ may support the project with co-finance as another implementation partner.

**PART IV: EXPLAIN THE ALIGNMENT OF PROJECT DESIGN WITH THE ORIGINAL PIF:** The Project design complies with the overall project design of the PIF. The main change in project design is combining component 2 and component 3 in the original PIF into one component (i.e. component 2) in the final project design. This is expected to make the project design more focused and ensure that activities are implemented in an integrated approach.

**PART V: AGENCY(IES) CERTIFICATION**

This request has been prepared in accordance with GEF policies and procedures and meets the GEF criteria for CEO Endorsement.

Agency Coordinator, Agency name	Signature	Date (Month, day, year)	Project Contact Person	Telephone	Email Address
Karin Shephardson, The World Bank		05/31/2011	Jiang Ru	1-202-473- 8677	jru@worldbank.org

**ANNEX A: PROJECT RESULTS FRAMEWORK**

Project results framework is shown in Table 2 and Annex 2 of the Project Document.

**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)

**ANNEX C: CONSULTANTS TO BE HIRED FOR THE PROJECT USING GEF RESOURCES**

<i>Position Titles</i>	<i>\$/ person week*</i>	<i>Estimated person weeks**</i>	<i>Tasks to be performed</i>
<b>For Project Management</b>			
<b>Local</b>			
Local Consultlant for Project Management, Procurement and M&E	1,250	28	Project management, project coordinationn, assisting CM with procurement activities to ensure that they meet WB procurement guidliens, and M&E. Of the estimated 28 weeks, 4 weeks will be used for designing and supervising M&E with the assistance from the voluntary participation of university students.
<b>International</b>			
Justification for Travel, if any: The project management budget will also fund domestic travels for CMM and OTP staff to participate in meetings and other project related activitiies over the two year period of project implementation.			
<b>For Technical Assistance</b>			
<b>Local</b>			
Urban Transport Consultants for Component 1	1,250	12	Develop strategic plan in component 1 including providing traning to CMM and OTP staff
Urban Transport Consultants for Component 2	1,250	14.8	Develop engineering design of area improvement through NMT including devising bicycle taxis improvement scheme as an integrated part of NMT site improvemetn, engineering supervision, provided traing to CMM staff and participated in dissemination activities
<b>International</b>			
Urban Transport Consultants for Component 1	3,500	20	Develop strategic plan in component 1 including providing traning to CMM and OTP staff
Urban Transport Consultants for Component 2	3,250	22	Develop engineering design of area improvement through NMT including devising bicycle taxis improvement scheme as an integrated part of NMT site improvemetn, engineering supervision, provided traing to CMM staff and participated in dissemination activities

Justification for Travel, if any: The cost of international consultants will also include international travels to conduct site visits (around 2-3 visits over the period of the assignment) to Chiang Mai City as part of the assignment. The purposes of the visits will include fact-finding, interacting with CMM and OTP staff and other stakeholders, providing on-the-job training, participating in workshops and dissemination activities, etc.

\* Provide dollar rate per person week. \*\* Total person weeks needed to carry out the tasks.

**ANNEX D: STATUS OF IMPLEMENTATION OF PROJECT PREPARATION ACTIVITIES AND THE USE OF FUNDS**

**NOT APPLICABLE AS NO PPG WAS UTILIZED.**

- A. EXPLAIN IF THE PPG OBJECTIVE HAS BEEN ACHIEVED THROUGH THE PPG ACTIVITIES UNDERTAKEN.**
- B. DESCRIBE FINDINGS THAT MIGHT AFFECT THE PROJECT DESIGN OR ANY CONCERNS ON PROJECT IMPLEMENTATION, IF ANY:**
- C. PROVIDE DETAILED FUNDING AMOUNT OF THE PPG ACTIVITIES AND THEIR IMPLEMENTATION STATUS IN THE TABLE BELOW:**

<i>Project Preparation Activities Approved</i>	<i>Implementation Status</i>	<i>GEF Amount (\$)</i>				<i>Co-financing (\$)</i>
		<i>Amount Approved</i>	<i>Amount Spent To date</i>	<i>Amount Committed</i>	<i>Uncommitted Amount*</i>	
	(Select)					
	(Select)					
	(Select)					
	(Select)					
	(Select)					
	(Select)					
	(Select)					
<b>Total</b>						

\* Any uncommitted amounts should be returned to the GEF Trust Fund. This is not a physical transfer of money, but achieved through reporting and netting out from disbursement request to Trustee. Please indicate expected date of refund transaction to Trustee.

**ANNEX E: CALENDAR OF EXPECTED REFLOWS**

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

Not applicable.