

Scientific and Technical Advisory Panel

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

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

Date of screening: October 15, 2013

Screeener: Nijavalli H. Ravindranath

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

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

FULL SIZE PROJECT GEF TRUST FUND

GEF PROJECT ID: 5086

PROJECT DURATION : 4

COUNTRIES : Thailand

PROJECT TITLE: Achieving Low Carbon Growth in Cities through Sustainable Urban Systems Management in Thailand

GEF AGENCIES: UNDP

OTHER EXECUTING PARTNERS: Thailand Greenhouse Gas Management Organization (TGO)

Khon Kaen, Nakorn Rachasima, Samui, and Klang Municipalities

GEF FOCAL AREA: Climate Change

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

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

III. Further guidance from STAP

The project aims at promotion of sustainable urban systems management in four municipalities in Thailand to achieve low carbon growth. The GEF related interventions largely relate to software activities such as planning, GHG inventory, MRV, establishment of voluntary markets, capacity building, institutional arrangements, etc. STAP has a few suggestions which could be incorporated in the next phase of the project development.

1. At many places in the PIF there is mention of sustainable urban systems management. But the focus is only on public transport and waste management, the rationale for focussing on only these two sectors is not clear.
2. If the GHG inventory for the urban areas selected shows that the residential sector and the private transport contribute most GHG missions, which is likely, then there is a need for rationale for selecting only public transport and waste management.
3. Transport options involve large investments and involvement of a large number of stakeholders making it one of the most difficult mitigation options to implement. Thus there is a need for a rationale to focus on public transport and to select the best option (dedicated bus lanes, bus rapid transit, metro, light rail etc).
4. It is suggested to adopt an integrated urban systems approach and develop mitigation options covering all sectors along with their mitigation potential and investment costs. However the pilot implementation could still be focussed on public transport and waste management.
5. Many of the activities proposed under component 1a and component 2 (such as GHG inventory, designing NAMAs, MRVs) may overlap with other GEF funded activities in Thailand related to BUR (Biennial Update Report) and National Communications Project. There is a need to avoid duplication and promote complementarity.
6. Among the risks, the financial viability of large investments, particularly by the private sector in urban transport and waste management will be a challenge. What will be the financial incentives for the private sector to participate in the proposed public transport and waste management projects. Further, co-ordination among different stakeholders and departments within a municipality will be a challenge, and across municipalities will be an even bigger challenge. There is a need to anticipate these problems and design strategies to mitigate them.
7. It is not clear how the four municipalities were selected as pilot cities or whether they represent typical examples in Thailand. They all seem to be leaders and already have projects planned. Having these four projects running in parallel

could be useful for the GEF so that other municipalities can relate to at least one of them and this should help gain greater replication. Including the latest transport ideas in the schemes (such as ITS) should help gain wide interest in the project as it progresses.

8. For the cities to become suppliers of carbon credits as a form of revenue (which is to be encouraged) it will need close co-operation with the national government. There is a risk that revenue from trading carbon may not reach the city administration for local benefits.

9. STAP encourages the project developers to consider the efforts of existing cities networks (ICLEI, Covenant of Mayors) when establishing a low carbon cities network.

10. STAP recommends that future projects expand more on the renewable energy component to become more than waste-to-energy initiatives (eg building integrated solar PV; solar cooling; ground source heat pumps, solar water heating).

<i>STAP advisory response</i>	<i>Brief explanation of advisory response and action proposed</i>
1. Consent	<p>STAP acknowledges that on scientific or technical grounds the concept has merit. However, STAP may state its views on the concept emphasizing any issues where the project could be improved.</p> <p>Follow up: The GEF Agency is invited to approach STAP for advice during the development of the project prior to submission of the final document for CEO endorsement.</p>
2. Minor revision required.	<p>STAP has identified specific scientific or technical challenges, omissions or opportunities that should be addressed by the project proponents during project development.</p> <p>Follow up: One or more options are open to STAP and the GEF Agency: (i) GEF Agency should discuss the issues with STAP to clarify them and possible solutions. (ii) In its request for CEO endorsement, the GEF Agency will report on actions taken in response to STAP's recommended actions.</p>
3. Major revision required	<p>STAP has identified significant scientific or technical challenges or omissions in the PIF and recommends significant improvements to project design.</p> <p>Follow-up: (i) The Agency should request that the project undergo a STAP review prior to CEO endorsement, at a point in time when the particular scientific or technical issue is sufficiently developed to be reviewed, or as agreed between the Agency and STAP. (ii) In its request for CEO endorsement, the Agency will report on actions taken in response to STAP concerns.</p>