Terminal Evaluation of "Stabilizing Greenhouse Gas (GHG) Emissions from Road Transport through Doubling of Global Vehicle Fuel Economy: Regional Implementation of the Global Fuel Economy Initiative (GFEI)"

GEF PROJECT ID: 4909

2013-2021

Evaluation Office of the United Nations Environment Programme

August 2023

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Project Title: Terminal Evaluation of "Stabilizing Greenhouse Gas (GHG) Emissions from Road Transport through Doubling of Global Vehicle Fuel Economy: Regional Implementation of the Global Fuel Economy Initiative (GFEI)"

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Date: August, 2023

Acknowledgements

This Terminal Evaluation was prepared for the Evaluation Office of UNEP by Lilit V. Melikyan (Senior Evaluator). The evaluator would like to express their gratitude to all persons who contributed to this evaluation, as listed in Annex 4. The evaluator would also like to thank the UNEP staff from the Sustainable Mobility Unit, Climate Change Unit, as well FIA Foundation and for their support.

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Brief consultant biography

Ms. Lilit Melikyan is an economist and an evaluation consultant with 25 years of work experience in international development, working with many international and bilateral donor agencies and foundations, including many UN agencies, UK Aid, EU, USAID, MCC, WBG (WB and IFC), AFDB, EBRD, SECO, OECD, Bill and Melinda Gates Foundation, Open Society Foundation, etc.

In particular, Lilit has over 15 years of work experience conducting performance, process, and impact evaluation for development projects and government policies. She has proven and extensive track record in delivering high quality evaluation reports based on solid methodological foundations and using both quantitative and qualitative methods. Lilit specializes in evaluating infrastructure sector projects, and in particular, energy efficiency/renewable energy/water and sanitation/climate change mitigation and adaptation. Lilit has extensive experience evaluating GEF and GCF funded projects implemented by UNDP and the FAO. Lilit has also evaluated projects aimed at improving business enabling environment and reducing corruption. Lilit has in- depth knowledge and proven advanced expertise in using both qualitative and quantitative evaluation methods and producing high quality evaluation reports.

Lilit has also over 14 years of experience conducting socio economic studies (both quantitative, and qualitative) and researching impact aspects on infrastructure service reforms and introduction of Public Private Partnerships. This includes: conducting affordability and willingness to pay studies of utility reforms, poverty and social impact assessments (PSIA) of government reform plans in infrastructure, and assessment of effectiveness of various innovative schemes of service provision

Lilit studied Engineering and Economics at Polytechnic University of Yerevan and holds a Masters degree with distinction in Economics from the University of Birmingham (UK).

About the Evaluation

Joint Evaluation: No

Report Language: English

Evaluation Type: Terminal Evaluation

Brief Description: This report is an independent terminal evaluation of a UNEP-GEF project implemented between November 2013 and October 2021. The project was designed to stabilize greenhouse gas emissions from the global light duty vehicles fleet through a 50 percent improvement of vehicles fuel efficiency worldwide by 2050 (moving from a global average of 8 litres/100 km, as of 2010, to 4 litres/100 km)" through the development of national fuel economy policies in 20 countries (6 countries through GEF-5 STAR Allocations and 14 without), using existing tools developed with GEF-4 support.

Key words[1]: vehicle fuel economy, greenhouse gas emissions, light duty vehicles

Primary data collection period: March 1-April 15, 2023

Field mission dates: None undertaken.

[1] *This data is used to aid the internet search of this report on the Evaluation Office of UNEP Website*

Acronyms and Abbreviations

ASEAN	Association of South East Asian Nations
ADB	Asia Development Bank
CMMcH	The Centro Mario Molina Chile
COP	Conference of Parties
CSO	Civil Society Organization
CCAC	Climate and clean Air Coalition
DTIE	Division of Technology, Industry and Economics[2]
ECOWAS	Economic Community of West African States
EBRD	European Bank for Reconstruction and Development
EoP	End -of-Project
EU	European Union
EA	Executing Agency
EV	Electric Vehicle
FIAF	Fédération Internationale de l'Automobile
FSP	Full Size Project
GCF	Green Climate Fund
GEF	Global Environment Facility
GHG	Greenhouse gas
GFEI	Global Fuel Economy Initiative
GIZ	German Agency for International Cooperation
IEA	International Energy Agency
ICCT	International Council on Clean transportation
IPCC	Intergovernmental Panel on Climate Change
ITF	International Transport Forum
IMF	International Monetary Fund
IA	Implementing Agency
IPIECA	The global oil and gas industry association for environmental and social issues
LMP	Maximum Allowable Limits
MOU	Memorandum of Understanding
MTS	Medium Term Strategy
MTR	Mid-Term Review
NGO	Non-governmental organization
PCA	Project Coordination Agreement
PCFV	Partnership for Clean Fuel and Vehicles
PLDV	Passenger Light Duty vehicle
POW	Programme of Work
PSC	Project Steering Committee
PPEE	National Efficiency Program
ProDoc	Project Document
SUV	sport utility vehicle
STAR	System for Transparent Allocation of Resources
SSFA	Small Scale Funding Agreements

[2] *Subsequently became **Economy Division** and is now, since 2023, **Industry and Economy Division**.*

TE	Terminal Evaluation
TOC	Theory of Change
TOT	Training of Trainers
TOR	Terms of reference
UNEP	United Nations Environment Programme
UNDP	United Nations Development Programme
UN	United Nations
UNFCCC	United Nations Framework Convention on Climate Change
UTech, Ja	University of Technology, Jamaica
USEPA	United States Environmental Protection Agency
USD/US$	United States Dollar

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Project Identification Table

GEF Project ID:	4909	**Umoja no.:**	S1-32GFL-000480 SB-000689.35
Implementing Agency:	• UNEP, Economy Division, Energy and Climate Branch	**Executing Agency**	FIA Foundation
Names of Other Project Partners	• International Energy Agency, • International Transport Forum, • International Council on Clean Transportation, Institute of Transportation Studies at the University of California, Davis		
Relevant SDGs and indicators:	SDG 7 & SDG 13; Targets 7.3 & 13.2; Indicators 7.3.1 & 13.2.1		
GEF Strategic Objectives	GEF Strategic Objective CCM-4 • Outcome 4.1: Sustainable transport and urban policy and regulatory frameworks adopted and implemented o target form GEF tracking tool "policy/regulation/strategy enforced" (5 on the scale of 0-5). Also "institutional/human capacity utilized and sustained" (5 on the scale of 0-5) • Output 4.3: Energy savings achieved o Targets form GEF tracking tool: Number of lower GHG emission vehicles 700,000; Lifetime direct GHG emissions avoided- 8,850,000 tonnes CO2eq; Lifetime indirect GHG emissions avoided (bottom-up)- 25,000,000 tonnes CO2eq		
Sub-programme:	Subprogramme 1: Climate Change (currently referred to as 'Climate Action' in the Medium-Term Strategy (MTS) 2022-2025	**Expected Accomplishment(s):**	Subprogramme 1 Climate change (b) Countries increasingly adopt and/or implement low greenhouse gas emission development strategies and invest in clean technologies (i) Increase in the number of countries supported by UNEP that make progress in adopting and/or implementing low greenhouse gas emission development plans, strategies and/or policies
UNEP approval date:	14 November, 2013	**Project Type**	FSP
GEF approval date:	14 November 2013	**Focal Area(s):**	Climate Change
GEF Operational Programme #:	GEF5	**GEF Strategic Priority (SP):**	• CC 7 - To facilitate market transformation for sustainable mobility in urban areas leading to reduced GHG emissions. • GEF: SP5 "Promoting Sustainable Innovative Systems for urban transport"
Expected start date:	8th July, 2014	**Actual start date:**	8th July, 2014
Planned operational completion date:	7th July 2018	**Actual operational completion date:**	31 October 2021
Date of first disbursement	1 August, 2014 8 July 2014	**Planned duration**	48 months
Planned project budget at approval:	US $ 11,465,425	**Actual total expenditures reported [30 June 2021]**	USD 2,164,175
GEF grant allocation:	US $ 2, 261, 819	**GEF grant expenditures reported [31st June 2021]**	US $ 2,139,317

Project Preparation Grant - GEF financing:	0	**Project Preparation Grant - co-financing:**	0
Expected Full-Size Project co-financing:	US $ 9,203,606	**Secured co-financing**:	US $ 14,014,645
No. of formal project revisions:	Three (3) Revision 1: June 2018 Revision 2: March 2020 Revision 3: July 2020	**Planned date of financial closure:**	December 2022
No. of Steering Committee meetings:	At least once a year - as part of GFEI PSC meetings	**Date of last/next Steering Committee meeting:**	
Mid-term Review/ Evaluation (planned date):	GEF: June 2017	**Mid-term Review/ Evaluation (actual date):**	GEF: Apr - Sept 2017
Terminal Evaluation (planned date):	July 2022	**Terminal Evaluation (actual date):**	October 2022 – Sept 2023
Coverage - Country(ies):	GEF STAR Countries: Côte d'Ivoire, Jamaica, Macedonia, Mauritius, Montenegro and Peru 14 countries without GEF funding: Thailand, Philippines, Viet Nam, Paraguay, Sri Lanka, Algeria, Nepal, Georgia, Egypt, Russia, Benin, Uganda, Uruguay, Costa Rica	**Coverage - Region(s):**	Global
Status of previous project phases:	Phase 1 completed in 2012	**Status of future project phases:**	GEF 7 underway (GFEI, Phase III[3])

[3] *This is a follow-on project where recommendations from the evaluation may be taken up.*

EXECUTIVE SUMMARY

A. Introduction

[1]. The terminal evaluation (TE) of the Full-Size Project (FSP) "Stabilizing Greenhouse Gas (GHG) Emissions from Road Transport through Doubling of Global Vehicle Fuel Economy (GFEI): Regional Implementation of the GFEI)" (hereinafter GFEI- II)", carried out on behalf of UNEP, covered the implementation period July 2014 to its operational closure on 31 October 2021 (with the planned closure date being July 2018). This project benefitted from the core funding from the Global Environment Facility (GEF) for an amount of US $ 2,261,819, and secured co-financing US $ 14,014,645. The GFEI II project was approved under the United Nations Environmental Programme (UNEP) Medium term Strategy (MTS) 2011-2014.

[2] The GFEI is the first leading global initiative to partner with the Global South to assess vehicle fuel economy and develop policies to improve efficiency. Formed in 2009 following the Intergovernmental Panel on Climate Change (IPCC) recommendation to double the efficiency of the global vehicle fleet from an average of 8L/ 100km in 2005 to 4L/100 km by 2050 by six leading organisations – the UNEP, the FIA Foundation (FIAF), the International Energy Agency (IEA), the International Transport Forum (ITF), the International Council on Clean Transportation (ICCT) and UC Davis Institute of Transport Studies, the GFEI set to pursue the adoption of cleaner, more fuel-efficient vehicles. GFEI was re-launched in 2019 to include targets for heavy-duty vehicles, 2&3 wheelers, transit buses, and a broader target for decarbonizing transport by 2050.

[3] The project's objective is to support the development of national fuel economy policies in 20 countries, of which 6 countries were supported through the GEF-5 System for Transparent Allocation of Resources (STAR)[4] and 14 - through other sources. This was the second phase of the GFEI project, which built on the tools developed with GEF-4 support in 4 countries, such as the fuel economy baseline calculation methodology and online GFEI toolkit. In addition to the in-country support, regional outreach activities were carried out under this project to ensure that results were disseminated to other countries within the region. These activities aimed to reduce vehicle fleet CO2 emissions in these 20 countries in line with the GFEI target of a 50% improvement of the overall global fleet fuel economy by 2050.

[4] No field visits were undertaken. The assessment was based on the review of project documentation, and e-based (skype, zoom, Teams telephone) interviews. The main limitation and challenge for the TE was the fact that due to the project lasting over 9 years, many of the stakeholder representatives, had retired or changed jobs, making it very challenging tracing them and securing interviews. Based on the findings of the evaluation and the discussions held, a theory of change (TOC) of the project's "impact pathways" was proposed by the evaluation during the inception phase and agreed upon.

B. Findings

[5]. **Relevance:** The project was in line with the UNEP's sub-programme 1: Climate Change (currently referred to as 'Climate Action' in MTS 2022-2025. It was complementary to the several other programs of UNEP, namely Partnership for Clean Fuels and Vehicles (PCFV), Global Electric Mobility Programme, Used Vehicles Programme. It was also consistent with GEF's Focal Area Objective 4 - to "promote energy efficient, low carbon transport and urban systems". The project document did not foresee any direct coordination with other GEF financed initiatives. The topic was new for most of the countries, but in line with their environmental commitments: in that context, while it was driven by GFEI, but also demand -led, as perceived by the vast majority of the country representatives interviewed.

[6] **Program Design was satisfactory.** It was strong in the light of the strong intended linkages between various levels of interaction: global, regional, subregional, and national. But the design elements for sustainability were weak.

[4] *The STAR determines the amount of GEF resources that a given country can access in a replenishment period* https://www.thegef.org/publications/system-transparent-allocation-resources-star

[7]. **Efficiency:** The initial time frame was overly optimistic, given the scale of the project and that policy reforms take a long time. The project had 3 extensions. COVID was one of the reasons for the delays, coupled with delays incurred due to changes in the governments that the project worked with, but there were also internal reasons (inefficiencies in communication related to processing extension requests). Despite the delays encountered, the project was perceived as cost effective, as (a) its implementation was based upon the experience gained during the Phase 1, and using the tools and stepwise approach that emerged as a result, and (b) the project used the most efficient options for procurement and recruitment. In the end, all the outputs were achieved within the planned budget.

[8] Effectiveness - Availability of outputs, achievement of outcomes and likelihood of impact: (i) The project has performed satisfactorily in the delivery of quality **outputs**: almost all countries had set up national stakeholder groups, baseline data was collected for 19 out of 20 countries with emerging databases allowing for the estimation of baseline fuel economies and development of policy recommendations. Technical training/policy workshops were conducted in those countries. Country level work was often facilitated by the 5 key subregional partners in many of the countries; in the remaining countries, often there was a strong local research institution//think tanks, that were partnered with (in terms of funding agreements, it was only in Africa where these were with the governments). There were 11 regional and subregional knowledge sharing events (that stimulated replication and harmonization) and global events, where the GFEI partners highlighted the importance of GFEI. Implementing partners supported the project with technical guidance, policy reviews, and scientific papers. Instead of planned one GFEI website, there were two- one on the FIAF website (targeting global audience) and one on UNEP website (for national activities), but the later was cut down drastically during the project execution on the advice of UNEP Information technology (IT) department. (ii) **Outcomes**: in 19 out of 20 countries there were policy recommendations made. Almost all the countries developed at least one (in most of the cases more) policy measure (a labelling scheme or a limit on the age of the imported cars, CO2 tax, reformulated excise tax, etc). The technical knowledge and the awareness of the relevant authorities was enhanced, and regional workshops did induce replication, with additional countries starting to work on the policies. The awareness globally was raised significantly with the GFEI mentioned at the level of the UN and G20. (iii) **Intermediate steps:** Almost all the countries passed at least one of the policy measures recommended (during and after the project closed), and many -more than one. The Economic Community of West African States (ECOWAS) and the Association of Southeast Asian Nations (ASEAN) pursued harmonization of the policies with regional roadmaps. For the Central and Eastern European (CEE) countries, the future EU membership acted as a strong push factor. (iii) the **estimated impact** (reduction of CO2) if all the policy measures were adopted was estimated to be short of the targets, which is supported by the studies and is due to mostly trend to increasing number of sport utility vehicles (SUV).

[9]. **Sustainability:** Chances for sustainability of the project results were considered moderately likely. There were many policies adopted, and fuel economy ended up in the Nationally Determined Contributions (NDC) in some countries. The move towards the Electric Vehicles (EVs) and hybrid cars supported the sustainability of the initiatives under the GFEI (many countries implemented measures simulating EVs and many of the countries were engaged in UNEP GEF 7 project (Solutions plus") related to supporting EVs at the time of writing this report). But there were risks associated with the financial sustainability (due to the financial standing of many governments in the global south, lobby of the fuel industry), even though the lowering prices of the EVs supported it. There were also risks in terms of the institutional sustainability, given the lack of formal commitments by the governments to continue the actual initiatives kicked off by the project (e.g., improvement of the databases, making the registers public), as well mechanisms to share the knowledge across the countries (with the GFEI website(s) cut down/outdated)

[10]. Project implementation and management: The project was managed by highly committed project team, supported by international partners**.** The use of the Project Steering Committee (PSC) as a supervision mechanism was not strong and the implementation arrangements were changed during the project execution with UNEP Transport Unit taking the lead role in many respects without the adequate corresponding documentation of it as well as the required stringent monitoring and reporting

arrangements. In order to clarify this finding, the UNEP Evaluation Office held an internal meeting to review the history of the implementation and execution arrangements for this GEF grant. There was no formal change recorded to the external execution arrangements approved by the GEF. However, in practice the internally approved agreement between the FIA Foundation and the UNEP Transport Unit, made prior to implementation, altered the financial flows in a manner more commonly associated with internal execution (noting also that the UNEP Climate Change Adaptation Unit was the Implementing Agency). The GEF would most likely regard the internal agreement between the FIA foundation and the UNEP Transport Unit as departure from the approved project document and this should have been brought to the GEF's attention and their guidance/approval sought. The Evaluation Office also confirmed that UNEP's awareness of, and compliance with, the GEF internal execution policy has since been strengthened.

[11]. **Financial management**: The GEF funds were adequately managed by both the implementing and the executing agencies. FIA Foundation acted as the firewall, rather than the lead Executing Agency (as was intended in the Project Document). The two agencies applied their internal standard procedures procurement and disbursement of funds. The target for co-financing was surpassed (all co-finance letters were made available to the evaluation), but there was only one letter provided confirming the actual *in-kind* co-financing. All the relevant financial reports were timely submitted.

[12]. **Monitoring and reporting:** The monitoring and evaluation was consistent with the UNEP standard procedures. While indicators for outcomes were given in the project results framework, those for outputs were not proposed: this was envisioned by the Project Document but weakened the ability of the project to keep track of those, e.g., of the gender disaggregated number of people trained. The results framework (RF) had flaws, and while the monitoring plan was overall operational to track the results and progress towards project objectives, the actual amount for the mid-term and terminal evaluation studies were short of the plans. Reporting could have been much better, as there were instances of inconsistent information across documents.

[13]. **Responsiveness to human rights and gender equality**: The project document was inconsistent in relation to gender: it both claimed that the project was gender-neutral and that women were expected to benefit from cleaner air more (assessing this would have been challenging under this project).

[14]. **Factors Affecting the Performance:** The level of readiness was high, as the project was based on the results and connections from the previous phase and the related project, but still, the project would have benefitted from more analysis of the political situation in the countries before committing to work there. Awareness raising both in-country regionally and globally was strong, but the described issue with the website meant that it was not used fully as a mechanism for knowledge sharing, as well as supporting the intended linkages between global activities and the rest. The planned communication and social media strategies were not developed.

[15] **Criterion Rating** A. Strategic Relevance **HS** B**.** Quality of Project Design **S** C. Nature of External Context **MF** D. Effectiveness **S** E. Financial Management **S** F. Efficiency **S** G. Monitoring and Reporting **MS** H. Sustainability **ML** I. Factors Affecting Performance **S** Overall Project Rating **S**

C. Lessons Learnt

The bullet list below is a **summary** of the lessons learned and recommendations for the ongoing GFEI activities, for the new similar projects (when applicable) and for UNEP. These are discussed in greater detail in sections 6B and 6C in the main body of the report:

- **Lesson Learned #1:** Data collection and baseline analysis have proven to be a good "door opener" to starting policy discussions.

- **Lesson Learned #2:** There is a need for better knowledge about the political/governance situation in the countries before engaging with them.
- **Lesson Learned #3:** Clarity and firm commitments are needed for the execution and supervision upfront.
- **Lesson Learned #4:** It is important to think about sustainability at the design stage.
- **Lesson Learned #5:** Affordability concerns by the government (both macro and micro) as well as perceived implementation challenges need more consideration in delivering policy recommendations.

D. Recommendations

The bullet list below summarizes the Recommendations for the ongoing GFEI activities, for the new similar projects (when applicable) and for UNEP

- **Recommendation No: 1** Ensure there are agreements with the key government counterparts, which will stipulate their request for assistance and commitment in terms of ownership of key deliverables.
- **Recommendation No: 2**. Engage UNEP Regional Offices in the efforts to reach out to regional organizations**.**
- **Recommendation No: 3:** Raise the profile of the in- country activities in interacting with the governments to ensure high level of participation of all the government agencies concerned: engage with UN resident Coordinators for that.
- **Recommendation No: 4** Ensure collection of gender disaggregated data and collection of trainee feedbacks.
- **Recommendation No: 5** Conduct Annual survey of policies adopted (potentially with International Energy Agency - IEA).
- **Recommendation No: 6** Develop Sustainability strategy for the GFEI Website and a dissemination strategy. Potentially develop a self -guiding (with certificate) learning tool based on the Toolkit. More subregional knowledge sharing events as webinars. Organize more webinars at subregional level to stimulate experience exchange.
- **Recommendation No 7** Enhance baseline data collected to allow for analysis of air quality and health impacts: this could start from pilot countries (with ICCT?)
- **Recommendation No: 8** Conduct training of Trainers (TOT) at least in the countries where the finances permit that.
- **Recommendation No: 9.** For some countries (criteria to be defined) support actual drafting of the policies.

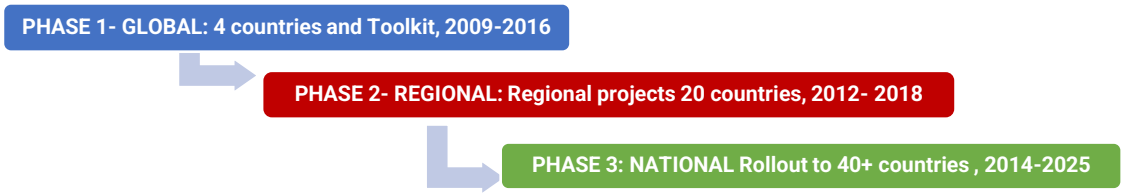
1. INTRODUCTION

1. The terminal evaluation (TE) of the Full-Size Project (FSP) "Stabilizing Greenhouse Gas (GHG) Emissions from Road Transport through Doubling of Global Vehicle Fuel Economy: Regional Implementation of the Global Fuel Economy Initiative (GFEI)" (hereinafter **GFEI- II**)", carried out on behalf of UNEP, covered the implementation period July 2014 to its operational closure on 31 October 2021 (while the planned closure date was July 2018). This project benefitted from core funding from Global Environment Facility (GEF) for an amount of US $ 2,261,819, and secured co-financing US $ 14,014,645. The GFEI- II project was approved under the UNEP MTS 2011-2014.The project aimed to contribute to UNEP's sub-programme 1: Climate Change (currently referred to as 'Climate Action' in MTS 2022-2025).

2. The GFEI is the first leading global initiative to partner with the Global South to assess vehicle fuel economy and develop policies to improve efficiency. Formed in 2009 following the Intergovernmental Panel on Climate Change (IPCC) recommendation to double the efficiency of the global vehicle fleet from an average of 8L/ 100km in 2005 to 4L/100 km by 2050 by six leading organisations – the United Nations Environment Programme (UNEP), the FIA Foundation (FIAF), the International Energy Agency (IEA), the International Transport Forum (ITF), the International Council on Clean Transportation (ICCT) and UC Davis Institute of Transport Studies, the GFEI aimed at a doubling of passenger cars fuel efficiency by 2050 based on 2005 levels through the adoption of cleaner, more fuel-efficient vehicles. GFEI was re-launched in 2019 to include targets for heavy-duty vehicles, 2- and 3- wheelers, transit buses, and a broader target for decarbonizing transport by 2050.

3. The project's objective was to support the development of national fuel economy policies in 20 countries, of which 6 countries were supported through GEF-5 System for Transparent Allocation of Resources (STAR) Allocations[5] and 14 through other sources. This is the second phase of the GFEI project, which builds on tools developed with GEF-4 support such as the fuel economy baseline calculation methodology and online GFEI toolkit. These activities aimed to reduce vehicle fleet CO2 emissions in these 20 countries in line with the GFEI target of a 50% improvement of the overall global fleet fuel economy by 2050.

Figure 1: Phases of the GFEI project from 2009 to 2025



Source : adapted Project Document (CEO Endorsement, 2013)

4. The project was implemented in 20 countries, the 6 of which were funded by GEF (Jamaica, Peru, Mauritius, Montenegro, North Macedonia and Cote) and the other 14 (final list): Algeria, Benin, Costa Rica, Egypt, Georgia, Nepal, Paraguay, Philippines, Russia, Sri Lanka, Thailand, Uganda, Uruguay and Viet Nam

5. The project was aligned with UNEP subprogramme 1: Climate Change (currently referred to as 'Climate Action' in the Medium-Term Strategy (MTS) 2022-2025. The Expected Accomplishments included:

- Countries increasingly adopt and/or implement low greenhouse gas emission development strategies and invest in clean technologies;

[5] *The STAR determines the amount of GEF resources that a given country can access in a replenishment period* https://www.thegef.org/publications/system-transparent-allocation-resources-star

- Increase in the number of countries supported by UNEP that make progress in adopting and/or implementing low greenhouse gas emission development plans, strategies and/or policies; and
- UNEP, Economy Division, Energy and Climate Branch was the implementing agency (IA) and UNEP Economy Division, Chemicals and Health Branch together with the Fédération Internationale de l'Automobile (FIA Foundation or FIAF)- executing agencies (EA)

6. The main **implementing partners** included:
   - International partners: UNEP, FIA Foundation, International Energy Agency (IEA), UC Davis, International Council on Clean Transportation (ICCT), International Transport Forum (ITF).
   - Regional implementing partners (think-tanks) and country level implementing partners (research institutions, think tanks and in some countries- national government ministries)
   - National governments and non -governmental organizations/industry associations

7. Their role was to secure the global recognition of the problem of increasing emissions in developing and transitional countries, provide the necessary knowledge in monitoring and evaluating existing vehicle fleet emissions and developing a database including the data, strategic direction of the work.

8. The project had a mid-term review (MTR) in 2017.

9. In line with the UNEP Evaluation Policy and the UNEP Programme Manual, this TE was undertaken at completion of the project to assess project performance (in terms of relevance, effectiveness and efficiency), and determine outcomes and impacts (actual and potential) stemming from the project, including their sustainability. The TE had two primary purposes: (i) to provide evidence of results to meet accountability requirements, and (ii) to promote operational improvement, learning and knowledge sharing through results and lessons learned among UNEP, FIAF and other Consortium members.

10. There are several audiences for this terminal evaluation, including the GEF and other donors, UNEP, FIA Foundation, all the international and subregional partners, national governments in the current and prospective countries, industry associations, think tanks and researchers, environmental groups and noon-governmental organizations, etc.

2. EVALUATION METHODS

11. An ***initial online meeting*** was organized by the UNEP evaluation office to introduce the evaluation consultant to the UNEP project team and to discuss the scope and logistics of the evaluation including the required documentation and the key stakeholders to interview.

12. ***Inception Phase*** A review of the project design documents and Project Implementation Review (PIR) reports was done to develop the exact evaluation questions that were organized in an evaluation framework (see Annex 3: Evaluation framework). Also, the Theory of Change (TOC) was reconstructed (as it was not present in the Project Document (ProDoc), i.e., the CEO Endorsement Letter 2013). Finally, the inception report was elaborated and submitted.

13. ***Evaluation phase.*** A combination of methods and tools were applied during the evaluation to collect the qualitative and quantitative data necessary to answer the evaluation questions in an evidence-based and objective manner: document review, stakeholder interviews, information processing and analysis, articulation of findings, conclusions and recommendations, and report preparation. The UNEP Evaluation Office tools and guidance materials were applied throughout this process, including: detailed descriptions of the scope of each evaluation criterion; matrix to support the awarding of a rating[6] for each criterion; weighted ratings table; tool for determining the likelihood of impact and guidance materials.

14. ***Document Review***. The evaluation consultant undertook a thorough review of all project-related documents, provided by the Implementing Agency (IA) and Executing Agencies (EA), as well as by other agencies, complemented with publicly available documents (from the internet). The various types of documents provided information for aspects of the project context, evaluation questions, the different evaluation criteria and for assessing the outputs and outcomes. The evaluation framework (Annex 3) shows what type of documentation was used to explore which specific evaluation question. The full list of documents that was consulted is included in Annex 5: List of documents consulted.

15. ***Stakeholder Interviews.*** Information was gathered through online interviews using communication means such as Skype, Teams or Zoom. The selection of national stakeholders to be interviewed was made by the evaluation consultant in agreement with the EAs. The selected stakeholders included key partners and stakeholders of the project such as national government counterparts, international partners, and sub-regional partners. Interview questions were sent to the interviewees before the scheduled interview. The response rate to the request for interviews was not overly high (50%). The list of persons interviewed is given in Annex 4: List of persons interviewed or contacted for filling questionnaire.

16. ***Processing and Validation of Data.*** Once the gathering of the data from document review and stakeholder interviews was completed, this was organized according to the criteria and evaluation questions. Information that supported indicators was compared with the project reporting on these indicators, to validate the reported information. As far as possible, information was validated through a process of clarification and confirmation (with the project team and partner agencies). Triangulation and Contribution Analysis were the methods of analysis employed.

17. ***Articulation of Findings, Conclusions and Recommendations***. Based on the analysis of data and information gathered, preliminary findings and recommendations were identified and presented in the form of a Powerpoint presentation. The comments and suggestions were considered in this report.

[6] *Criteria are rated on a six-point scale as follows: Highly Satisfactory (HS); Satisfactory (S); Moderately Satisfactory (MS); Moderately Unsatisfactory (MU); Unsatisfactory (U); Highly Unsatisfactory (HU). Sustainability and Likelihood of Impact are rated from Highly Likely (HL) down to Highly Unlikely (HU) and Nature of External Context is rated from Highly Favourable (HF) to Highly Unfavourable (HU*

18. **Report Development and Revision**. In line with the Terms of Reference (ToR) for this TE, the evaluation consultant submitted the draft report to the evaluation manager, who reviewed it and shared the cleared draft report with the IA and the EAs, for them to identify any factual errors or substantive omissions. Comments were shared with the evaluation consultant for the response.

19. The evaluation ensured compliance with the United Nations Evaluation group (UNEG)'s:
    - **four ethical principles for evaluation** namely: Integrity, Accountability, Respect, and Beneficence.
    - ***Requirement for the c***onsideration of gender equity, human rights and inclusion of marginalized groups

20. ***Limitations to the evaluation***.

21. Given that the project lasted for 9 years, many representatives of the stakeholders who were involved in it had changed jobs or retired, so it was very difficult to get the in touch with them, (especially since the contacts database provided to the evaluator had outdated contact information in half of the cases) and agreeing or interviews. The response rate was not as high as was expected at the start, but was satisfactory only due to persevering and finding those that were engaged in their new jobs/retirement through social media and convincing them to be interviewed.

22. No interviews were conducted with the nongovernment organizations, e.g., the industry associations, as none of them responded to the invitation to be interviewed. The evaluator had to rely on the feedback from other stakeholders on the way the project worked with those associations.

23. The IA and EAs were collaborative and transparent in terms of providing the evaluator with most of the required information and documents and all stakeholders who responded to the interviews, generally provided the requested information. Some limitations were however identified.

- ✓ The final financial report for project expenditures was only available as per UNEP budget lines, and not as per project component as well. This is due to this project starting before the requirement of programme-based budgeting was instituted at UNEP (as per the explanation from the Fund Manager). For this reason, this report could not provide the required table for project expenditures per component.
- ✓ There was no complete documentary evidence whether all the co-finance envisioned at design materialized. There was only a letter from the FIA Foundation, but no detailed explanation of the figures that were provided for the in-kind co-financing (see Section ***5 E Financial Management***). So, these claims were taken at face value.

24. The initial planned timeline for the evaluation was affected greatly by the delays for various reasons, including the availability of the IA for meetings.

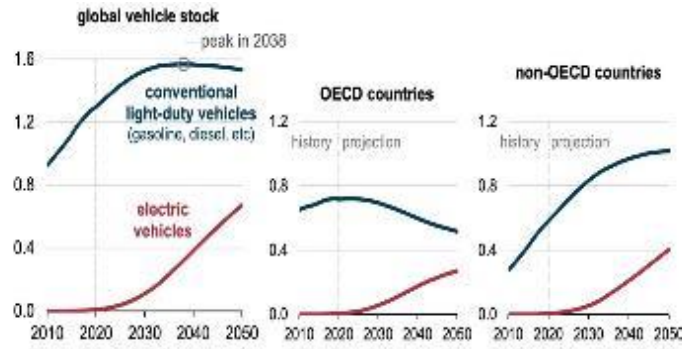
25. The evaluator considers that these limitations did not affect the reliability and usefulness of the evaluation, the gathered information was sufficient to develop the findings and recommendations for this TE.

3. THE PROJECT

A. Context

26. At the time of the conceptualization of the project, passenger light duty vehicles (PLDV) represented the highest growing vehicle segment (see Figure 2). Climate change, air pollution, and energy security are all linked to increasing numbers of vehicles on the world's roads. Transport is a major contributor to carbon dioxide and other harmful pollutants.

Figure 2: PLDV stock in International Energy Outlook 2021 reference case (2010-2050)



[1]Energy Information Administration (EIA) https://www.fuelsandlubes.com/global-light-duty-vehicles-to-grow-to-2-21-billion-by-2050/

27. A shift to cleaner and more efficient vehicles, including electric mobility (less so in the Global South) that happened during the course of the project, has been prioritized as a key solution to limiting transport emissions and saving on fuel consumption among other co-benefits.[7] This lies behind the reformation of GFEI in 2019. Since then, the GFEI is focused on:

- The original target of doubling fuel economy of new Passenger Light-Duty Vehicles (PLDV) globally by 2030 (relative to 2005) through continued progress on combustion engine efficiency improvements plus the introduction of electric passenger vehicles;
- PLDV reduction of per kilometer CO2 to a target of 90% by 2050 (relative to 2005);
- Cutting fuel consumption from new heavy-duty trucks by 35% by 2035 (relative to 2005) through continued progress on combustion engine efficiency improvements plus the introduction of electric heavy-duty trucks;
- Heavy-duty truck reduction of per kilometer CO2 to a target of 70% by 2050 (also relative to 2005);
- 2&3 wheelers reduction of per kilometer CO2 emissions by 80% by 2035 and 95% by 2050 (both relative to 2005); and
- Transit buses reduction of per kilometer CO2 emissions by 65% by 2035 and 95% by 2050.

28. The project was to be implemented in a three-pronged arrangement: (i) small-scale funding agreements (SSFAs) with national governments and partners signed with GFEI Secretariat or a designated sub-contractor, (ii) regional strategic partners form the middle technical and networking support to national partners, along with (iii) providing a scale-up element to the rest of the region and interested countries.

29. For the regional replication, GFEI- II workshops were to be organized by the 6 GFEI- II partners (Clean Air International (CAI) Asia, Mario Molina Centre Chile, REC, Sustainable Transport Africa and he Centre for Environment and Development for the Arab Region and Europe) who were to also introduce regional work- programmes. Regional and national activities were to be undertaken on the basis of demand. Regional work- programmes were expected to differ significantly, as well as the involvement in, and contribution to, the implementation of regional work plans by the six GFEI- II partners.

[7] *The Energy Information Administration (EIA) predicts that the global PLDV fleet will grow to 2.21 billion vehicles by 2050. According to the U.S. Department of Energy, the size of the global PLDV fleet was 1.31 billion vehicles as of 2020. In its International Energy Outlook 2021, the EIA also projected that electric vehicles (EVs)—any PLDV with a charging plug- will grow from 0.7% of the global PLDV fleet in 2020 to 31% in 2050, reaching 672 million vehicles https://www.fuelsandlubes.com/global-light-duty-vehicles-to-grow-to-2-21-billion-by-2050/*

B. Results Framework

30. *Table 1* below lists the project Outputs and Outcomes as per design (CEO endorsement document, August 2013).

Table 1 Outputs and Outcomes as envisioned in the Project Document (CEO Endorsement, 2013)

Project Components	Outputs	Outcomes
National activities	1.1(a) Formal project agreements signed with partner institutions in 20 countries to work on development of fuel economy policies.	1.1 A conducive institutional framework to develop and adopt automotive fuel economy policies is established in 20 countries.
	1.1(b) National stakeholder groups set-up with inception meetings/workshops held to define pathways for developing and adopting fuel economy policies	
	1.2(a) Data collected to characterize the national vehicle fleet based on number of vehicles produced and/or imported, vehicle composition (passenger cars, trucks, buses, motorcycles), vehicle age, vehicle model and vehicle technology.	1.2 Twenty countries acquire advanced technical knowledge on fuel economy and the impact of various policy options.
	1.2(b) Annual average automotive fuel economy calculated using methodologies developed in GEF-4 funded GFEI project for new vehicles (produced and/or imported) in 2005 (baseline year) and every two years from 2008, in at least 20 countries.	
	1.2(c) Where necessary, cost-benefit analyses (CBA) of the impact of fuel economy policies conducted to guide policymakers as was done in the GEF-4 funded GFEI pilot project.	
	1.3(a) National stakeholder workshops organized to foster policy dialogue with guidance from leading international fuel economy experts.	1.3. Twenty countries supported to develop and adopt national automative fuel economy policies
	1.3(b) National public awareness raising campaigns conducted to leverage public support for fuel economy policies.	
	1.3(c) Technical training sessions held for key policymakers on mechanisms for developing fuel economy standards	
	1.3(d) Twenty countries submit draft automotive fuel economy policies to their national decision-making bodies.	
Regional Activities	2.1 Regional workshops organized in each of the four regions fostering at least 10 new country fuel economy projects.	2. Regional Replication
	2.2 Regional fuel economy knowledge bases developed to enable regional tech-transfer	
	2.3. Where feasible, regional policy harmonization initiatives established to assist in global rollout of fuel economy standards	
GFEI Communications	3.1 Expanded GFEI website and toolkit with case studies and lessons learned included for the 20 country projects as well as additional countries established through regional replication;	3. Improved awareness and understanding of Automotive fuel economy issues as well as the status of policy adoption at the national, regional and global levels.
	3.2 GFEI talks and symposia at key global/regional fora.	
	3.3 Ongoing production and dissemination of outreach materials (e.g., films, technical publications, newsletters, leaflets etc.) to convey GFEI project message to national, regional and global stakeholders	

31. The expected Impact and co-benefits[8] from the project were as follows:

- **Impact** (formulated as part of the Objective**)**: reduced vehicle fleet CO2 emissions; and
- **Expected Co-benefits*: (a)*** improvement of local air quality (especially for vulnerable groups, women (NB: there is a contradiction as the ProDoc[9] elsewhere claims that the project is gender neutral); (b) reduction in black carbon; (c) reduction in the dependency of many countries on oil imports and decrease in the burden on government budgets; and (d) penetration of low and zero emissions vehicles in some markets (mainly OECD), especially hybrid, plug-in-hybrid and electric vehicles.

[8] *CEO Endorsement, 2013.*
[9] *CEO Endorsement 2013 Annexes*

C. Stakeholders

32. The ProDoc provided an overview of the national and international stakeholders[10] (see
33. *Table 2* and below) but lacked a mapping of the respective levels of interest, their decision-making powers as well as their responsibilities in some cases and expertise.

- ***International partners: UNEP, FIA Foundation, IEA, US Davis, ICCT, ITF.*** The role (apart from implementing (UNEP) and Executing (UNEP and FIA Foundation roles) was to secure the global recognition of the problem of increasing emissions in developing and transitional countries, provide the necessary knowledge in monitoring and evaluating existing vehicle fleet emissions and developing a database including the data, strategic direction of the work.
- ***Government partners:*** these included as the primary key partners the ministries of environment, but also transport, at times also ministries of finance, etc. These were the main recipients to the assistance but also implementing partners in the case of the countries in Africa (see discussion in the Subsection 3D next).
- ***Subregional partners:*** The ProDoc mentions 3 partners **(**Regional Environmental Center (REC) in Central and Eastern Europe), Clean Air Asia (CAA), Centro Mario Molina Chile (for the LAC countries) and Sustainable Transport Africa. The document review also captured the following: the Centre for Environment and Development in the Arab Region and Europe (CEDARE) -for the League of Arab States (agreement signed 10 May 2016), Sustainable Transport Africa (based in Nairobi and covering mostly Sub-Saharan Africa) and CENN in the South Caucasus.
- ***Country level research/implementing partners,*** like universities, think tanks, with the roles in developing the databases, but also in some counties, delivering the training/workshops.
- ***Environmental NGOs***: were invited to the workshops and in some cases, were part of the national stakeholder groups.
- ***Consumers***. Since ultimately, consumers would be responsible for the CO2 emissions reductions as they will procure more efficient vehicles as a result of the national policies. Thus, consumers were considered as an important group to involve in the national projects right from the start. All country projects were to invite consumer organizations, often the national automobile federations, to join the project taskforce or steering committee.
- ***Final beneficiaries***: urban residents, vulnerable groups (women, children and the elderly) and low- income residents, most vulnerable to the effects of climate change and poor air quality (ProDoc). Vulnerable groups were mentioned among the final beneficiaries of the project, specifically mentioning women benefiting from improved air quality. However, no dedicated gender focused activities were planned.

34. The project was supposed to coordinate its activities with related initiatives financed by other donors, including Climate and clean Air Coalition (CCAC - which often partners with GFEI and the Sustainable Energy for All (SE4ALL) (see discussion in Section 5 A iv ***Complementarity with relevant existing interventions***) and ongoing projects in the countries, e.g., Peru and Montenegro.

35. There is an additional stakeholder mapping in the table below highlighting the levels of influence over, and levels of interest in, each group had in relation to the project, with **Type B**: High power / low interest over the project = Meet their needs; **Type C**: Low power / high interest over the project = Show consideration; and **Type D**: Low power / low interest over the project= Least important. The information in the last column is provided only where interviews were held for that country (highlighted in red). The main comments that sounded in several interviews was that (a) some of the key government institutions (ministries of finance, energy, transport) were not present (in some countries) or should have had a more prominent role; and (b) lead government institution(s) should have been assigned with a more defined role.

[10] *The Evaluation Office of UNEP identifies stakeholders broadly as all those who are affected by, or who could affect (positively or negatively) the project's results. UNEP recognizes the nine major groups as defined in Agenda 21: Business and Industries, Children & Youth, Farmers, Indigenous People and their Communities, Local Authorities, NGO's, the Scientific & Technological Community, Women, Workers and Trade Unions.*

Table 2: Stakeholders: their expected and actual roles

Stakeholder level	Country/ Agency (highlighted if interviewed)	Key and Other expected partners	Explain the power they hold over the project results/implementation and the level of interest	Did they participate in the project design	Expected roles and responsibilities in project implementation	Behavior In the course of the project
National governments and agencies that were identified by the project team:	**Peru**	1. Ministry of Environment **(A)** 2. Centro Mario Molina Chile **(A)**	1.Key Partner: lead in in-country implementation 2.Regional implementation partner	1.Yes 2. Yes 3. No	1. Lead in in-country implementation 2. Training, Data analysis, policy recommendations Other government	No change,
	Côte d´Ivoire	1. Ministry of the Environment and Sustainable Development, **(A)** 2. Ministry of Economic & Finance **(B)** 3. ICCT (**A**)	1.Key Partner: - 2.Other government 3.International partners	1.Yes 2. No 3. yes	1. lead in in-country implementation 2. partner in policy discussion 3. Provided consultant for in-country work	No change,
	Jamaica	1. University of Technology, Jamaica **(A)** 2. Ministry of Economic Growth and Job Creation **(B)** 3. Jamaica Automobile Association **(C)**	1.Key Partner: - 2.government 3.Industry Association		1. lead in in-country implementation 2. Key government counterpart 3. participation in policy discussions	No change,
	Mauritius	1. Ministry of Environment, Sustainable Development, Disaster and Beach Management **(A)** 2. Ministry of Finance & Development **(A)** 3. Ministry of Industry, Commerce & Consumer Protection **(B)** 4. Ministry of Public Infrastructure, NDU, Land Transport & Shipping **(B)** 5. State Trading Corporation **(B)** 6. Statistics Mauritius **(D)** 7. Mass Transit Unit **(D)** 8. Traffic Management and Road Safety Unit **(B)** 9. Mauritius Revenue Authority **(B)** 10. Police Traffic Branch **(D)** 11. Environment Police **(B)** 12. University of Mauritius **(B)** 13. Mauritius Research Council **(D)** 14. Mauritius Institute of Training & Development **(D)** 15. Motor Vehicle Dealers Association **(A)**	1. Key Partner 2. Another key partner 3. Other government 4. Other government 5. Other government 6. Other government 7. Other government 8. Other government 9. Other government 10. Other government 11. Other government 12. Research institution 13. Research/ government 14. Research/ training government 15. Industry Association	1.Yes 2.Yes 3.-14; No 15, No	1. lead in in-country implementation 2. important role given the policy recommendations country implementation 3. – 14. Participation in the policy discussions 15, Key partner in policy discussions	No change Based on interviews Ministry of Transport should have been one of the leads
	North Macedonia	**1.** Regional Environmental Center, Country Office FYR Macedonia (**A**)	1. Key partner 2. Government	1. yes 2. No	1. lead in in-country implementation	No change,

Stakeholder level	Country/ Agency (highlighted if interviewed)	Key and Other expected partners	Explain the power they hold over the project results/implementation and the level of interest	Did they participate in the project design	Expected roles and responsibilities in project implementation	Behavior In the course of the project
		2. Ministry of Economy (B) **3.** Ministry of Environment & Physical Planning **(B)**	3. Government	3.No	2. Key government counterpart	
	Montenegro	1. Regional Environmental Center, Country Office Montenegro **(A)** 2. Ministry of Transportation & Maritime Affairs **(A)** 3. Montenegro Environmental Protection Agency (A) 4. Ministry of Sustainable Development & Tourism **(A)** 5. Custom Directorate of Montenegro **(B)** 6. Monstat (Montenegro Statistical Agency) **(D)** 7. Ministry of Economy **(B)** 8. Ministry of Interior Affairs **(D)**	1. Key partner 2. Government 3. Government 4. Government 5. Government 6. Government 7. Government 8. Government 9. Government	1, yes 2,3. 4. TO some extent 5.6.7. No	1, lead in in-country implementation 2,3. 4. Key government counterparts 5.6.7. Participants in workshop and policy discussion	No change,
	Benin	General Directorate for Environment and Climate, **(A)**	government	To some extent	Key government counterpart	Less than desired
	Costa Rica	Ministry of Energy and Environmental Management **(A)**	government	yes	Key government counterpart	
	Uruguay	1. Centro Mario Molina Chile, **(A)** 2. Ministry of Housing, Spatial Planning and Environment **(A)**	1.Think tank 2.Government	1.yes 2. yes	1. Key implementing partner 2. Key government partner	
	Georgia	• Caucasus Environmental NGO Network **(A)**	• NGO	yes	Key implementing partner	No change,
	Russia	• UNDP Russia **(B)**	• Intergovernmental organization	yes	Key implementing partner	Less than expected
	Uganda	• Ministry of Energy and Mineral Development, **(A)**	• Government	yes	Key government partners	No change,
	Egypt	• The Centre for Environment and Development for the Arab Region and Europe **(A)**	• Think tank	yes	Key implementing partners	No change
	Paraguay	• Centro Mario Molina Chile **(A)**	• Think tank	yes	Key implementing partner	
	Thailand	1. Clean Air Asia **(A)** 2. Department of Alternative Energy Development and Efficiency, Ministry of Energy, **(A)**	1. International non-governmental Regional think tank 2. government	1.yes 2. yes	1. Key implementing partner 2. Key government partner	No change Based on interviews, MoF should have been involved more
	Philippines	1. Clean Air Asia, **(A)** 2. Department of Energy **(A)**	1. Regional think tank 2. government	1.yes 2. yes	1. Key implementing partner 2. Key government partner	No change
	Algeria	• Rationalisation de L´Utilisation de l´Energie **(A)**	•		Key implementing partner	
	Viet Nam	• University of Moratuwa **(A)** • Clean Air Asia **(A)**	• University • Regional think tank	1. Yes 2. yes	•key implementing partners	No change
	Sri Lanka	• Clean Air Sri Lanka (A)	• National think tank		• Key implementing partner	Went through restructuring and the engagement was curtailed

Stakeholder level	Country/ Agency (highlighted if interviewed)	Key and Other expected partners	Explain the power they hold over the project results/implementation and the level of interest	Did they participate in the project design	Expected roles and responsibilities in project implementation	Behavior In the course of the project
	Nepal	• Clean Energy Nepal (A)	• National think tank	yes	• Key implementing partner	No change
International:	UNEP	• Implementing and executing agency **(A)**	• secure the global recognition of the problem of increasing emissions in developing and transitional countries. • provide the necessary knowledge in monitoring and evaluating existing vehicle fleet emissions and developing a database including the data. • strategic direction of the work.	yes	Project lead	No change,
	FIA Foundation	• Executing agency; **(A)**		yes	Communications and global Outreach	No change,
	IEA	• Partner in Steering Group; **(A)**		Yes	Data analysis, modelling and baselines	No change,
	ICCT	• Partner in Steering Group **(A)**		Yes	Technical Support; Policy Instruments	No change,
	ITF	• Partner in Steering Group **(A)**		Yes	political decision making and policy support	No change,
	UC-Davis	• Partner in Steering Group **(A)**		yes	•Scientific Backing	No change,
Subregional	Centro Mario Molina Chile	Think tank **(A)**	(Key) partners for the project, leads in many countries of the respective regions	Yes	Key partners in some countries	No change,
	Clean Air Asia	Thin tank **(A)**		Yes		No change,
	Sustainable Transport Africa	Think tank **(A)**		Yes		No change,
	Regional Environmental Center for CEE	Think tank **(A)**		yes		No change
Coordination with	CCAC	(a) policies to reduce Black Carbon emissions from HDVs. (b) standardization of PLDV and HDV emission standards (A)	Complementary projects in some countries	no	Synergies in some countries	No change,
	SE4ALL	specific the work of the GFEI, - priority of energy efficiency.	Complementary projects in some countries	no	Synergies in some countries	No change

D. Project implementation structure and partners

36. The implementation of the GFEI was to be done in cooperation and coordination with the GFEI Secretariat and partners (UNEP, ICCT, IEA, ITF and UC Davis); the division of the roles between GFEI partners were as below (the same applies to GFEI -II with the addition of the IA and EA roles for the UNEP and the FIA Foundation):

i. FIA Foundation – to maintain the GFEI website at www.globalfueleconomy.org where all the activities, research, and outputs of the GFEI were to be well documented and disseminated;
ii. UNEP – to take the lead in supporting policy development and technical support to low- and middle-income countries;
iii. ICCT- to take the lead in supporting advanced countries and the bigger economies;
iv. IEA – to maintain the database of fuel economy baselines and policies for advanced countries and big economies;
v. ITF – to provide the linkage to Ministers of transport in their annual forum; and
vi. UC Davis – to provide technical support to the GFEI.

37. The executing arrangements of the Project are presented in *Figure 3*. This is an internally executed project in which UNEP acts as both Implementing and Executing Agency (two different Branches within the same UNEP Division).

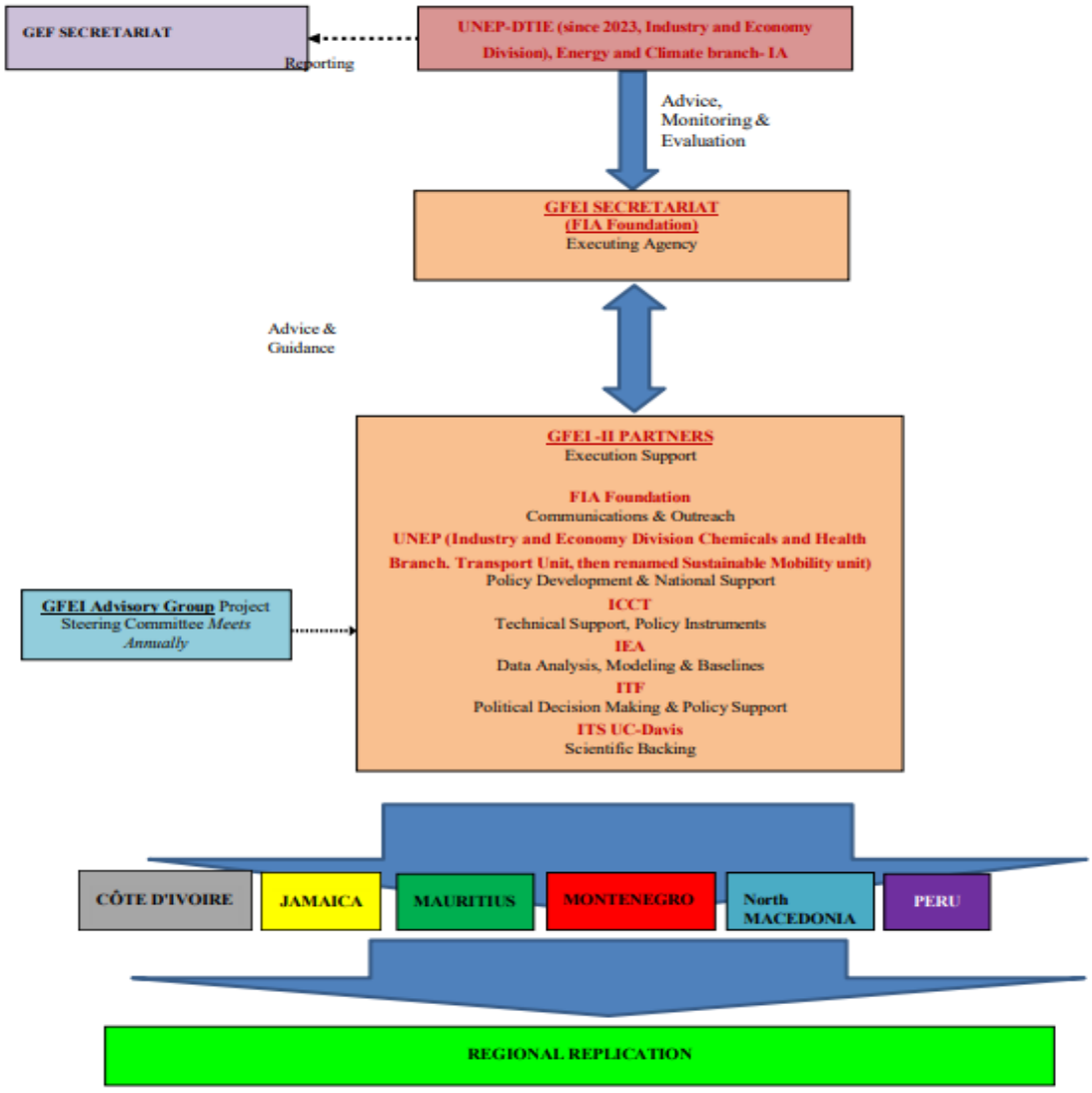
- As **Implementing Agency (IA)- UNEP Economy Division, Energy and Climate Branch (Energy and Climate Change Unit)** was responsible for overall project oversight supervision to ensure consistency with GEF and UNEP policies and procedures, and was to provide guidance on linkages with related UNEP and GEF funded activities. The branch also had responsibility for regular liaison with the Executing Agency (EA) (see below) on substantive and administrative matters, for participating in meetings and workshops as appropriate. In particular, it was responsible for providing the EA with assistance and advice on project management (e.g., revisions of work plan and budgets) and policy guidance in relation to GEF procedures, requirements and schedules. The Energy and Climate Branch was also responsible for clearance and transmission of financial and progress reports to the GEF, including the review and approval of all substantive reports produced in accordance with the schedule of work.
- The **FIAF was the Lead Executing Agency.**
    - The GFEI Secretariat at the FIA Foundation[11] leads the coordination of the GFEI partners and stakeholders, representation at global events, and communications, including: supporting the organization of Advisory Group meetings (no more than twice a year[12]), Partners' meetings (at last once a year), maintaining the budget, the GFEI website, coordinating communication between GFEI partners, coordinating raising funds, raising awareness at the global level, etc.[13],[14]
    - According to the ProDoc (Annex H), the FIA Foundation will be responsible for the overall execution of the GEF-5 GFEI project as well as *"coordination and information exchange on project process and performance at the international level. The FIA Foundation will submit annual reports to the GFEI Advisory Group and seek advice from the group on project implementation and progress. The other GFEI partners will support the FIA Foundation through implementation of parts of the project. During Advisory Group meetings, the FIA Foundation will chair discussions on administrative, substantive and implementation aspects of the project. The Advisory Group, acting as Project Steering Committee, will than provide guidance on the*

[11] Note that according to the ProDoc it was set up as part of GEF-4, ProDoc, Annex H, page 54
[12] According to the ProDoc these were to be annual, ProDoc, Annex H, page 54
[13] Source: ProDoc, Annex H, page 54
[14] The Secretariat maintains the funds received for the GFEI and the funds available in each of the six partner organizations to implement the GFEI activities (components/ regional plans).

specifics of the GEF-5 GFEI Regional Implementation Project and related initiatives within the GFEI."

- As the **Co-Executing Agency, UNEP Economy Division, Chemicals and Health Branch (Sustainable Mobility Unit)** was responsible for the administration of GEF funds made available, ensuring that each allocation of GEF funds was used for the purposes for which it was provided, accountable to the GEF Council for all activities funded by the allocation.

Figure 3 Project Implemenation Structure



Source: adapted from the Project Document (CEO Endorsement 2013)

38.The **Advisory Group** at FIAF was to: (a) provide guidance on the specifics of the GFEI– II and related initiatives within the GFEI; (b) review reports from related projects; and (c) ensure that outcomes and/or recommendations are incorporated in the GFEI- II project. The GFEI Advisory Group was to consist of internationally recognized transport experts, and it was to provide independent technical and policy guidance/support to the six GFEI partners and projects as well as to make specific recommendations to the GFEI. **The Project Steering Committee (PSC)** was to include **GFEI Steering Group**, consisting of GFEI founding organizations (UNEP, FIA Foundation, IEA and ITF).[15] In reality, there

[15] *ProDoc, Annex H, p. 55*

were no separate PSC Meetings for the project per se; the latter was the same as the GFEI Steering Group, which was the same as the GFEI Advisory Group.[16]

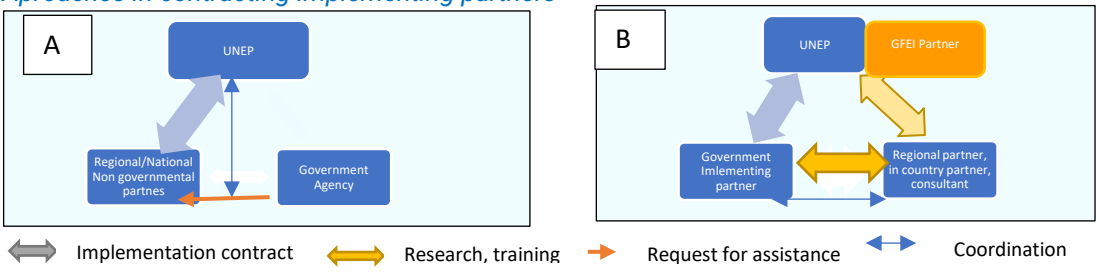
39. The PSC was to meet once a year, according to the ProDoc to ensure the coordination and information exchange on the process and performance. The biannual reports were to be submitted to the PSC for advice and suggestions (according to the ProDoc[17]).

40. At the national level, each country was to form a national stakeholder working group, in which the GFEI (including GFEI- II) partners participate, consisting of government agencies, NGO groups, industry and private sector partners.

41. Different approaches were used in terms of the choosing the agency as key implementing partner (see Box 1):

- **Approach A:** the implementation agreement was with regional and/or national think tanks, research institutions, etc. This was the case of the countries in the Latin America, Eastern and Central Europe and Asia. Here there were no agreements signed with the Governments (for various reasons, including the difficulties transferring money to the Governments in the LAC region), even though requests were obtained for each project component from them; according to the explanation obtained from UNEP, there was a reluctance on behalf of the IA given that this would not be backed financially.
- **Approach B** In the case of Africa, the implementation agreements were signed with the Government institutions with additional agreements with the regional/national institutions/consultants for the performance of specific duties (contracted by the UNEP, an international partner, or the Government agency acting as an implementing partner). However, even in this case, the agreements with the Governments did not stipulate any commitments in terms of the post-project actions.

Box 1: Aproaches in contracting implementing partners



E. Changes in design during implementation

42. The list of the 14 countries was changed during the course of the project by the EA:

- **Original List of the 14 countries**: Armenia, Azerbaijan, Bangladesh, Benin, Brazil, China, Costa- Rica, Georgia, India, Mexico, Philippines, Russia, Uruguay and Vietnam
- **Final list** Algeria, Benin, Costa Rica, Egypt, Georgia, Nepal, Paraguay, Philippines, Russia, Sri Lanka, Thailand, Uganda, Uruguay and Viet Nam

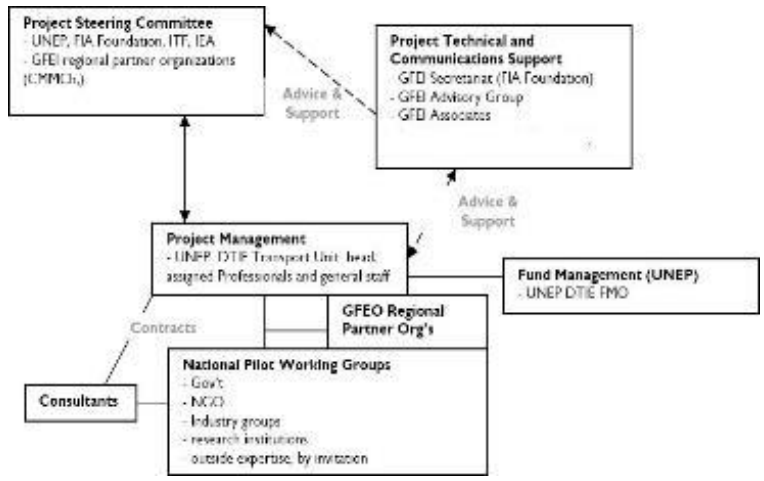
43. So, there were quite a number of changes:

- Armenia, Azerbaijan, Brazil, Bangladesh, China, India and Mexico were dropped off ;
- Algeria, Egypt, Nepal, Paraguay, Sri-Lanka, Thailand and Uganda were put in;
- It was Moldova instead of Montenegro in the Final Report (2020) among the GEF-

[16] *The GFEI organized also annual (for the first 3 years) and biennial meetings of the GFEI Contact Group, which included all major stakeholder groups, industry, governments, civil society and regional and international organizations, to take stock of developments and progress. This was funded separately by the GFEI Secretariat.*
[17] *There is some contradiction with the requirement to meet once a year*

countries: according to the clarification obtained for this Inception Report, this was a mistake; and
- Ukraine was also covered by the MTR (and then dropped)

Figure 4 Decision-making and organizational flow chart



Source: adapted from the MTR, 2017

44. In many respects (reporting in particular) UNEP Economy Division, Chemicals and Health Branch (Sustainable Mobility Unit) took over the lead executive agency role (see *Figure 4*). This was done as per the suggestion of the Sustainable Mobility Unit, to which FIAF agreed. The reasons that were provided to explain included that the UNEP Economy Division, Chemicals and Health Branch, Sustainable Mobility Unit was the implementer of the largest part of the project and was also more familiar with the GEF reporting requirements.

45. According to the clarification obtained from UNEP, the 14 countries selected were not necessarily firmed up at the project inception. As the project implementation started, UNEP considered government buy-in to implement the project, starting from coordinating baseline assessments, stakeholder engagements to policy development. Hence countries that were more receptive were prioritized – with the consent of the donor. UNEP also provided insights on these amendments.

- **China and India**: according to the explanation from the UNEP, these countries were expected to join under GEF-5, as UNEP was already engaging with them, but eventually they did not join with GEF-5 allocations;
- **Mexico**: according to the explanation from UNEP, Mexico was not part of GEF or other non-GEF funding, and may have been included as one of the GFEI partners who were keen to, or had started to, work with them;
- **Armenia, Azerbaijan, Brazil, Bangladesh**: according to the explanation from UNEP, either the countries were not ready to implement the project and engaging with them was taking longer than expected, or no clear implementing partner was identified. For example, in Brazil together with UNEP's strategic partner (Centro Mario Molina Chile) UNEP reached out to several agencies - Brazilian Agency for Industrial Development (ABDI), that depends on Ministry of Industry, CETESB (Environmental Company of Sao Paulo State, in charge of vehicle testing and certification at national level), Brazilian Association of Automotive Engineering, local consultants, car manufactures and vehicle manufacturers association (ANFAVEA. The plan was to cooperate with the Ministry of Industry through ABDI (a meeting was held in July 2018) focusing on the harmonization of energy efficiency targets for new phases of ROTA 2030 and the rest of Latin American region. But there was no interest. So, with the approval of the EC, the funds earmarked for Brazil were redistributed to Central America (Nicaragua and Ecuador)
- As for the countries that have replaced those that were dropped, the UNEP explanation is that these were drawn from the list of countries that are supported by GFEI outside of

UNEP/GEF project. At the time of final reporting 37 non-GEF countries had been supported.

46. The reporting was done by the UNEP Economy Division, Chemicals and Health Branch, Sustainable Mobility Unit, and not the FIAF, as intended by the ProDoc, as the Lead Executing Agency.

F. Project Financing

47. The expected costs were 11,465,425 USD for phase 2 of the GFEI project (see Table 3). The initial project budget as per component and funding source is presented in Table 4. Six (6) countries were funded through GEF STAR allocations: Côte d'Ivoire, Jamaica, Macedonia, Mauritius, Montenegro and Peru. 14 countries were covered without GEF funding (but were part of GFEI- II project): Algeria, Benin, Costa Rica, Egypt, Georgia, Nepal, Paraguay, Philippines, Russia, Sri Lanka, Thailand, Uganda, Uruguay, Viet Nam.

48. At the time of writing this report, some countries were following up on securing additional funding to promote more efficient and/or electric vehicles. For example, 9 of the countries supported under this project have also applied for the GEF-7 Global Electric Mobility Programme and EC Solutions Plus Programme, namely Jamaica, Mauritius, Morocco, Nepal, Peru, Philippines, Sri Lanka, Uruguay, and Vietnam.

Table 3: Budget by funding source as planned

Cost to the GEF Trust Fund	**2,261,819 USD**
Co-financing Cash	
GEF Agency UN Environment	1,613,127 USD
International Council on Clean Transportation	907,709 USD
FIA Foundation	1,120,000 USD
Sub-total	**3,640,836 USD**
Co-financing in Kind	
National Government of Peru	260,104 USD
National Government of Montenegro[18]	400,000 USD
National Government of Jamaica	320,000 USD
National Government of Mauritius	400,000 USD
National Government of Côte d'Ivoire	400,000 USD
National Government of Macedonia	320,000 USD
GEF Agency UN Environment	*1,013,850 USD*
FIA Foundation	480,000 USD
International Energy Agency (IEA)	570,000 USD
International Transport Forum & University of California, Davis	375,000 USD
International Council on Clean Transportation	1,023,816 USD
Sub-total	**5,562,770 USD**
Total co financing	**9,203,606 USD**
Total Funding	**11,465,425 USD**

Table 4 Initial project budget as per component and funding source

Project Component	Grant Type	Trust Fund	Grant Amount ($)	Confirmed Co-financing ($)
1. National Activities	TA	GEF TF	1,554,000	6,297,912
2. Regional Replication	TA	GEF TF	350,000	1,494,009
3. GFEI Communications	TA	GEF TF	204,113	516,992
4. Project Evaluation and Audit	TA	GEF TF	46,000	58,000
Subtotal			2,154,113	8,366,913
Project Management Cost (PMC)			107,706	836,693
Total Project Cost			2,261,819	9,203,606

[18] *Note that in the ProDoc it says "Benin", which was an omission*

4. THEORY OF CHANGE AT EVALUATION

49. The project did not have a TOC at the design stage. Having a TOC at evaluation is very important as a way of guiding and focusing the evaluations, illustrate how to track not just whether the outcomes were achieved but how, why and with whom, and also clarify what data and reflections to collect.

50. It must be mentioned that the ProDoc was developed when there was no requirement to include TOC, but the TOCs could be reconstructed and this is what was done as part of the Inception Report and agreed on by the key reviewers, namely the EA and IA and the UNEP Evaluation Office.

51. The project had a strong focus on project outputs, 15 in number (as National Activities, Regional Replication and GFEI Communication). However, the review of the project design documents suggests that overall outputs have not been described in detail.

52. The revised results framework from the agreed-upon reconstructed TOC includes 5 Outcomes, 9 Outputs, as well as reclassification of 2 former Outputs as Inputs, as shown in Table 5 below. The aim of this reclassification is to better represent the causal pathways underpinning the project's intended change process.

Table 5: Revised list of Outputs and Outcomes

Level of Results	Description of the results	Indicators from the Results Framework
Co-benefits	❖ improvement of local air quality, leading to improved health outcomes ❖ reduction in black carbon; ❖ reduction in the dependency on oil imports and decrease in the burden on government budgets ❖ penetration of low and zero emissions vehicles in some markets	
Impact	❖ reduced vehicle fleet CO2 emissions	
Intermediate Step 1	Fuel economy policies adopted throughout the target regions	
Intermediate Step 2	Harmonization of national, regional and global approaches to fuel economy policies	
Outcome 1	countries acquire advanced technical knowledge on fuel economy and the impact of various policy options	Twenty countries acquire advanced technical knowledge on fuel economy and the impact of various policy options.
Outcome 2	Regional Replication: South-south cooperation on fuel economy established within the regions, resulting in regional fuel economy policy ripple effects	Increase in number of countries (at least 10) interested in working on developing fuel economy policies in addition to project countries
Outcome 3	Improved awareness and understanding of automotive fuel economy at the national, regional and global level	Continued and increased visibility/awareness of GFEI and automotive fuel economy project work at regional, sub regional and national levels. Positioning of GFEI fuel economy work for global roll out to see through 50% improvements in fuel economy by 2050 Growth in GFEI associated organizations at the national, regional and global level (partnership growth)
Outcome 4	Project countries submit draft automotive fuel economy policies to their national decision-making bodies	*20 countries have formulated fuel economy strategies that involve a combination of regulatory policies, economic incentive instruments, consumer awareness and complemented with a host of flanking measures to reduce fuel*

Level of Results	Description of the results	Indicators from the Results Framework
		consumption by the road transport sector.
Outcome 5	At least 10 additional countries formulate fuel economy policies	At least 10 additional countries begin working on fuel economy policies as a result of the regional replication
Output 1	National stakeholder groups set-up with inception meetings/workshops held to define pathways for developing and adopting fuel economy policies	
Output 2	Twenty countries supported to develop national automotive fuel economy policies	20 countries commit to working on development of fuel economy policies under a defined stakeholder and implementation framework
Output 3	Data collection to characterize the national vehicle fleet[19] and Annual average automotive fuel economy calculated using methodologies developed in GEF-4 funded GFEI project for new vehicles (produced and/or imported) in 2005 (baseline year) and every two years from 2008, in at least 20 countries	
Output 4	Where necessary, cost-benefit analyses (CBA) of the impact of fuel economy policies conducted to guide policymakers as was done in the GEF-4 funded GFEI pilot project	
Output 5	National stakeholder workshops organized to foster policy dialogue with guidance from leading international fuel economy experts and technical training sessions held for key policymakers on mechanisms for developing fuel economy standards	
Output 6	National public awareness raising campaigns conducted to leverage public support for fuel economy policies	
Output 7	Workshops organized in each of the four regions	
Output 8	Regional fuel economy knowledge bases developed to enable regional tech-transfer	
Output 9	Expanded GFEI website and toolkit with case studies and lessons learned for the 20 countries projects and additional countries established through regional replication	
Input 1	Formal project agreements signed with partner institutions in 20 countries to work on development of fuel economy policies	
Input 2	GFEI talks and symposia at key global/regional fora and publications	
Input 3	Technical advice and training	
Input 4	Coalition building and advocacy	

53. *Table 6* below presents a comparison between original results statements as formulated in the Prodoc, and their formulation in the reconstructed Theory of change (ToC), including the justification for the changes made. (The revised lists of outputs and outcomes is also listed in *Table 5* above).

Table 6: Comparison of the Original Results Framework and the reconstructed TOC

Formulation in original project document(s)	Formulation for Reconstructed ToC at Evaluation Inception (RTOC)	Justification for Reformulation
Long Term Impact and Co-Benefits		
	1. reduced vehicle fleet CO2 emissions; 2. improvement of local air quality 3. reduction in black carbon; 4. reduction in the dependency on oil imports and decrease in the burden on government budgets 5. penetration of low and zero emissions vehicles in some markets	

[19] *based on number of vehicles produced and/or imported, vehicle composition (passenger cars, trucks, buses, motorcycles), vehicle age, vehicle model and vehicle technology*

Formulation in original project document(s)	Formulation for Reconstructed ToC at Evaluation Inception (RTOC)	Justification for Reformulation
Intermediate States		The RF did not have IS
	Intermediate State 1: Fuel economy policies adopted throughout the target region	The former Outcome 3 is split as it combined 2 higher-level results. Reformulated part
	Intermediate State 2: Harmonization of national, regional and global approaches to fuel economy policies	
Outcomes		
Outcome 1.1. A conducive institutional framework to develop and adopt automotive fuel economy policies is established in 20 countries.		Moved to Intermediate State 1
Outcome 1.2 Twenty countries acquire advanced technical knowledge on fuel economy and the impact of various policy options	**Outcome 1**. Countries acquire demonstrated advanced technical knowledge on fuel economy and the impact of various policy options	Former reformulated Outcome 1.2
Outcome 1.3. Twenty countries supported to develop and adopt national automotive fuel economy policies		Moved to Output 2, although noting that adoption is at the outcome (i.e., uptake) level
Outcome 2. Regional Replication: South-south cooperation on fuel economy established within the regions, resulting in regional fuel economy policy ripple effects	**Outcome 2.** Regional Replication: South-south cooperation on fuel economy established within the regions, resulting in regional fuel economy policy ripple effects	
Outcome 3 Improved awareness and Understanding of Automotive fuel economy issues as well as the status of policy adoption at the national, regional and global levels	**Outcome 3** Improved demonstrated awareness and understanding of automotive fuel economy at the national, regional and global level	
	Outcome 4: Project countries submit draft automotive fuel economy policies to their national decision-making bodies	Extracted from Outcomes 1.3 and 3, and also project objective
	Outcome 5 At least 10 additional countries develop fuel economy policies as replication	From one of the indicators of the Project objective
OUTPUTS		
1.1(a) Formal project agreements signed with partner institutions in 20 countries to work on development of fuel economy policies.		Moved to inputs
1.1(b) National stakeholder groups set-up with inception meetings/workshops held to define pathways for developing and adopting fuel economy policies	**Output 1** National stakeholder groups set-up with inception meetings/workshops held to define pathways for developing and adopting fuel economy policies	No change, re-numbered
	Output 2. Twenty countries supported to develop [national automotive fuel economy policies	Moved from original Outcome 1.3.
1.2(a) Data collected to characterize the national vehicle fleet based on number of vehicles produced and/or imported, vehicle composition (passenger cars, trucks, buses, motorcycles), vehicle age, vehicle model and vehicle technology	**Output 3** Data collected to characterize the national vehicle fleet and Annual average automotive fuel economy calculated	Merged 1.2 a and 1.2.b and reformulated
1.2(b) Annual average automotive fuel economy calculated using methodologies developed in GEF-4 funded GFEI project for new vehicles (produced and/or imported) in 2005 (baseline year) and every two years from 2008, in at least 20 countries		
1.2(c) Where necessary, cost-benefit analyses (CBA) of the impact of fuel economy policies conducted to guide policymakers as was done in the GEF-4 funded GFEI pilot project.	**Output 4**. Where necessary, cost-benefit analyses (CBA) of the impact of fuel economy policies conducted to guide policymakers as was done in the GEF-4 funded GFEI pilot project	No change, re-numbered

Formulation in original project document(s)	Formulation for Reconstructed ToC at Evaluation Inception (RTOC)	Justification for Reformulation
1.3(a) National stakeholder workshops organized to foster policy dialogue with guidance from leading international fuel economy experts.	**Output 5**: National stakeholder workshops organized to foster policy dialogue with guidance from leading international fuel economy experts and technical training sessions held for key policymakers on mechanisms for developing fuel economy standards	Former Outputs 1.3 (a) and 1.3. (c) merged
1.3(b) National public awareness raising campaigns conducted to leverage public support for fuel economy policies.	**Output 6**: Public awareness raising campaigns conducted at national, regional and global levels to leverage public support for fuel economy policies	Slight re-wording to clarify
1.3(c) Technical training sessions held for key policymakers on mechanisms for developing fuel economy standards		See new Output 6 Original Output 1.3 (a) and 1.3. (c) merged
1.3(d) Twenty countries submit draft automotive fuel economy policies to their national decision-making bodies.		Moved to Outcome 4
2(a) Regional workshops organized in each of the four regions fostering at least 10 new country fuel economy projects.	**Output 7** Regional workshops organized in each of the four regions	Reformulated, as the part on ""fostering at least 10 new country fuel economy projects" is covered under Outcome 5
2 (b) Regional fuel economy knowledge bases developed to enable regional tech-transfer	**Output 8** Regional fuel economy knowledge bases developed to enable regional tech-transfer	No change, re-numbered
2 (c) Where feasible, regional policy harmonization initiatives established to assist in global rollout of fuel economy standards		Moved to Intermediate Step 2 and reformulated
3(a) Expanded GFEI website and toolkit with case studies and lessons learned included for the 20 country projects as well as additional countries established through regional replication;	**Output 9** Expanded GFEI website and toolkit with case studies and lessons learned included for the 20 country projects as well as additional countries established through regional replication;	No change, re-numbered
3(b) GFEI talks and symposia at key global/regional fora.		Moved to inputs
3 (c) Ongoing production and dissemination of outreach materials (e.g., films, technical publications, newsletters, leaflets etc.) to convey GFEI project message to national, regional and global stakeholders		See new Output 7 Merged with original Output 1.3b
INPUTS		
	Formal project agreements signed with partner institutions in 20 countries to work on development of fuel economy policies	These were formulated as Outputs, but are, in essence, Inputs
	GFEI talks and symposia at key global/regional fora	
	Technical advice, guidance and training	
	Coalition Building and Advocacy	

54. Below is a description of the **reconstructed TOC** (at evaluation), and a diagrammatic representation of the same in *Figure 5*. The purpose of the reconstruction is to illustrate/articulate the causal pathways through which the project intended to drive change and to be able to assess performance at different results' levels in a way that is consistent with the evaluation of performance from other UNEP projects. The intention is to still reflect the nature and ambition of the original design.

- **Project Rationale and Objective**: With the aim of contributing to the reduction of light duty vehicle fleet CO2, the project targeted supporting: (a) the development of national fuel economy policies in 20 countries (6 countries through GEF-5 STAR allocations and 14 without GEF financing, using existing tools developed with GEF-4 support); and (b) regional coordinated harmonization and replication by ensuring dissemination of the results and promotional effort
- The project's **Inputs** were: signing formal agreements with partner institutions; delivering talks and symposia at key global/regional fora; providing technical and policy advice and training;

and employing advocacy and coalition building measures. This was to result in the following **Outputs:**

- ✓ National stakeholder groups set-up to define pathways for developing and adopting fuel economy policies
- ✓ 20 countries supported to develop [and adopt] national automotive fuel economy policies
- ✓ assembling comprehensive datasets to characterize the national vehicle fleet and Annual average automotive fuel economy calculated in at least 20 countries
- ✓ Cost-benefit analyses and vehicle fleet data available to inform policy processes
- ✓ National Stakeholder workshops and technical training sessions held
- ✓ National public awareness raising campaigns carried out
- ✓ Workshops organized in each of the four regions foster at least 10 new country fuel economy measures.
- ✓ Regional fuel economy knowledge bases were to be developed to enable the dissemination of regional tech-transfer results to other countries within the region
- ✓ Expanded GFEI website and toolkit with case studies and lessons learned for the 20+ countries made available

Causal pathways from the programmed Outputs to Expected Outcomes

- Assembling comprehensive datasets was to enable: (a) annual average automotive fuel economy calculations; and (b) cost-benefit analyses and vehicle fleet data to inform policy processes. Stakeholder workshops were to enhance the interest by all national stakeholders in developing these policies starting with them forming National stakeholder groups to define pathways for this and for adopting fuel economy policies. This was to be enhanced with public awareness raising campaigns, effective communication tools (like the GFEI website), and advocacy. This was expected to lead to demonstrated Improved awareness and understanding of automotive fuel economy at the national level (**Outcome 3**).
- On the other hand, the technical training was to enhance the demonstrated (e.g., during the drafting process; meetings) acquisition of advanced technical knowledge (**Outcome 1**) to enable the development of quality policy drafts, helped by the technical advice from the project team.
- These all were to galvanize the support to 20 countries to develop and adopt national automotive fuel economy policies with effective actions taken towards developing formal draft policies, resulting in 20 countries submitting draft automotive fuel economy policies to their national decision-making bodies (**Outcome 3**).
- Improved awareness, technical knowledge, and technical guidance were expected to lead to Project countries submitting draft automotive fuel economy policies to their national decision-making bodies (**Outcome 4).**
- In parallel, but with a time lag, workshops were to be organized in each of the four regions to foster or boost the demonstrated improved awareness and understanding of automotive fuel economy (**Outcome 3**) regionally, establish South-south cooperation on fuel economy within the regions, resulting in regional fuel economy policy ripple effects/replication (**Outcome 2)**. This, plus the dissemination and outreach materials, would trigger interest from potential new partner countries (**Outcome 5**).

Causal pathways from the Expected Outcomes to the expected Impact

- It was expected that these Outcomes would lead to fuel economy policies taken up throughout the target regions (**IS 1).** It was also expected that there would be harmonization of national, regional and global approaches to fuel economy policies to some degree (**IS 2**)
- The fact that the project forms a part of the larger initiative (more than 35 countries), it was expected to enhance the spill-over effects even further. The effectively implemented policies were expected to lead primarily to reduced CO2 emissions (**expected impact**), but also (not in

all countries, depending on the context), to the following **co-benefits**: reduction in black carbon; penetration of low emission vehicles improvement of local air quality; and reduced oil dependency (and hence positive budgetary implications).

- These pathways would work provided that the following **Assumptions** hold: (a) countries have political continuity; (b) private sector was informed by the governments, was on board, engaged and supportive of main policy changes, despite expected reservations; (c) fuel economy policies were integrated into a wider multimodal policy framework and so had the potential to be effectively implemented; and (d) technological improvements made change feasible.
- The following factors considered to be within the influence of the project, were to enable/support the implementation (**Drivers):** (a) tools and methodologies are considered useful and applicable by authorities; (b) enabling regulatory measures are implemented and enforced; (c) active local support is present and enhanced; (d) Long-term team of experts are engaged in the project; and (e) relevant authorities collaborate towards an integrated policy package
- the implementation was to be supported by **boundary partners**, including: international, subregional, UNEP regional Offices, as well as in country partners' national governments, industry associations, think-tanks, and non-governmental organizations **Assumptions** and **drivers** as in Table 7, hold.

Table 7: Drivers and Assumptions

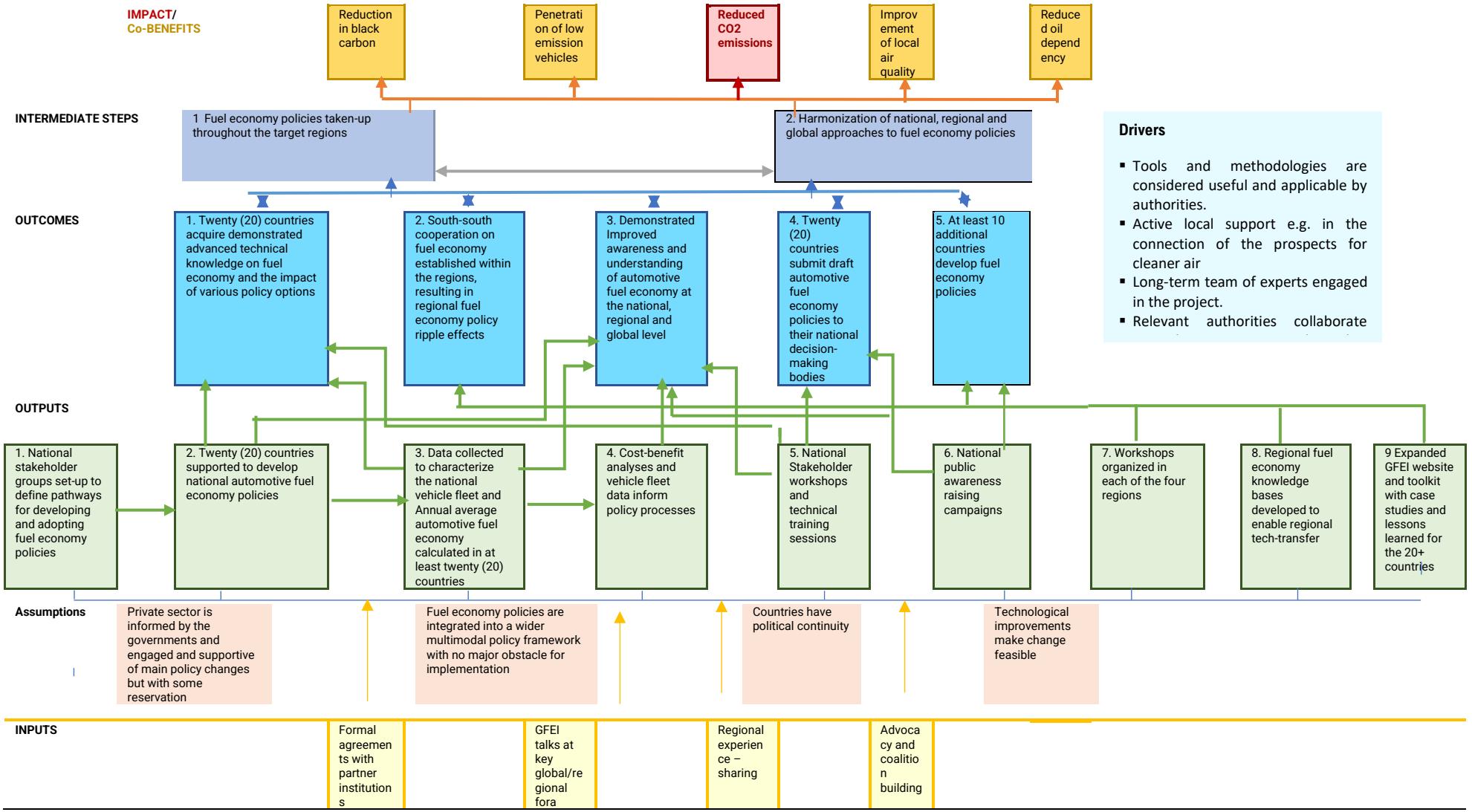
	Drivers		Assumptions
1	Tools and methodologies are considered useful and applicable by authorities	1	Private sector is informed by the governments and engaged and supportive of main policy changes but with some reservation
2	Active local support, e.g., in the connection of the prospects for cleaner air	2	Fuel economy policies are integrated into a wider multimodal policy framework, with no major obstacle for implementation
3	Long-term team of experts engaged in the project	3	Countries have political continuity
4	Relevant authorities collaborate towards an integrated policy package	4	Technological improvements make change feasible

55. The following aspects of the TOC were explored further during the Evaluation process with the project team and stakeholders:

i. What are the factors that would predict the lack of implementation by the countries' governments of the recommended policies?
ii. Could impacts on health be identified and if yes, would this be greater for women (as was expected)?[20] Were the issues of gender equality and broader context of human rights relevant here?
iii. Which other potential boundary partners should have the project engaged with?
iv. Did stage 1 countries, which served as pilots to develop the tools, go ahead and implement the policies without further UNEP support? If yes, how successful was it and did they get any other support? If not then why? [21]
v. Which inputs proved to be more effective and appreciated?

[20] According to the project management, no health impact analysis was part of GFEI
[21]. According to the project management, Indonesia has followed through with their efforts for a carbon tax for vehicles. Ethiopia has continued working on various projects, and implemented policies - similar with Mauritius.

Figure 5 Suggested Reconstructed ToC



5. EVALUATION FINDINGS

A. Strategic Relevance

i. Alignment to UNEP's MTS, Programme of work (POW) and strategic priorities

56. The GEF- II project (2014-2021) was approved under the UNEP Medium-term Strategy (MTS) 2011-2014.The project aimed to contribute to UNEP's sub-programme 1: Climate Change (currently referred to as 'Climate Action' in MTS 2022-2025).

57. The GEF-II project is complementary to three other projects led by UNEP Sustainable Mobility Unit, namely:

- The **Partnership for Clean Fuels and Vehicles (PCFV)** is the leading global public-private initiative promoting cleaner fuels and vehicles in developing countries and countries in transition. Established at the World Summit on Sustainable Development in 2002, the PCFV brings together 73 organizations representing developed and developing countries, the fuel and vehicle industries, civil society, and leading world experts on cleaner fuels and vehicles. Our partners combine their resources and efforts to achieve cleaner air and lower greenhouse gas emissions from road transport. As of February 2017, 73 partners had re-confirmed their interest, and membership remains global. Under GEI-II project, many countries implemented measures to introduce stringent fuel standards;
- The **Used Vehicles Programme,** which aims to support the development and implementation of minimum criteria and standards that importing and exporting countries can use to curb the trade in obsolete, ageing, unsafe and polluting cars. Under GEI-II project, many countries implemented measures to lower the age of the vehicles allowed to be imported;
- The **Global Electric Mobility Programme,** which supports more than 50 low-and-middle-income countries with the shift from fossil fuel to electric vehicles. Altogether, the programme has mobilised the GEF, the EU, the German Climate Initiative, the CCAC, the FIA Foundation, foundations and other bilateral donors that have contributed more than USD 70 million for its implementation. The GEF7 Electric mobility Programme, compliments the UNEP Global Electric Mobility Programme and supports 27 countries in accelerating their shift to zero-emissions electric mobility[22]. The Programme supports 2 & 3 wheelers, Electric Buses as well as LDVs. Under the latter, the programme is supporting over fifty (50) low and middle-income-countries in developing fiscal and regulatory policies and schemes to promote the introduction and uptake of electric vehicles. UNEP's Electric Mobility Programme is operational at the national, regional and global levels:
    - ✓ At the national level, the countries are supported with the introduction and shift to electric mobility through the Programme and associated projects such as the SOLUTIONS+ project implemented by the Urban Electric Mobility Initiative (UEMI).
    - ✓ At the regional level, UNEP together with the Asian Development Bank (ADB), the European Bank for Reconstruction and Development (EBRD), and the Centro de Movilidad Sostenible has established four Support and Investment Platforms to create communities of practice and e-mobility market places in Africa (UNEP), Asia & the Pacific (ADB), Central and Eastern Europe, West Asia and Middle East (EBRD), and Latin America & the Caribbean (CMS). Regional support & investment platforms support

[22] *Donors include GEF, Green Climate Fund (GCF), FIA Foundation, CCAC, The William and Flora Hewlett Foundation, Swedish International Development Cooperation Agency, The Mohammed VI Foundation for Environmental Protection (Morocco), The Federal Ministry for the Environment, Nature Conservation and Nuclear Safety (Germany), The European Commission (EC), Centre for Environment and Development for the Arab Region and Europe. Knowledge partners include: IEA, the Electric Vehicle Initiative, ICCT, Centro Mario Molina Chile, Clean Air Asia, Sustainable Transport Africa, UC Davis*

countries and cities across the four global working groups with the shift and acceleration towards electric mobility through: Providing technical support and training; Creating communities of practice to share lessons and best practices; Providing a helpdesk for the countries and cities keen to introduce electric mobility; Establishing marketplaces to mobilise financing and bring together countries, cities, and e-mobility suppliers and financers

- ✓ At the global level, the programme advocates for e-mobility targets and policies. Together with the IEA, the programme has established four Global Working Groups to provide policy advice and to support the national projects.

58. Alignment to UNEP's MTS, POW and strategic priorities is rated as **Highly Satisfactory**

ii. Alignment to Donor/Partner strategic priorities

59. The overall goal of the GEF in climate change mitigation is to support developing countries and economies in transition towards a low-carbon development path and thus achieve large GHG reductions. Specifically, Focal Area Objective 4 seeks to "promote energy efficient, low carbon transport and urban systems" with its Outcome 4.1: Sustainable transport and urban policy and regulatory frameworks adopted and implemented and Output 4.3: Energy savings achieved.

60. The GFEI fits perfectly into this as it will lead to the implementation of policies and regulatory frameworks that will improve vehicle fuel efficiency resulting in major CO2 reductions and contributing to the overall move to low carbon transport systems. Automotive fuel efficiency policies will also stimulate the development of, and investment in, cleaner vehicles production in developing and transitional countries.

61. The European Commission (one of the sources of co-financing) adopted in 2021 its 'Sustainable and Smart Mobility Strategy' together with an Action Plan. As outlined in the European Green Deal, the result will be a 90% cut in emissions by 2050, delivered by a smart, competitive, safe, accessible and affordable transport system[23].

62. Alignment to Donor/Partner strategic priorities is rated as **Highly Satisfactory**

iii. Alignment to Regional, Sub-regional and National Environmental Priorities

63. ***Regional, Sub-regional*** Fuels and also vehicles issues often follow sub-regional and regional markets and hence promoting cleaner fuels and vehicles often needs to be done at sub-regional or regional level (for example it does not make sense for a country to put standards in place while it is importing all its fuel). Also, vehicles are often traded within sub-regions, something which is difficult to control. Governments, and especially also the private sector, insist on sub-regional and regional harmonization[24]. Some regional agreements or initiatives existed on air pollution and provided a good basis to work with countries to introduce fuel economy policies with harmonized targets.

64. The project document lacks political economy analysis at the regional level. For example, the countries in the Eastern Europe- Montenegro and North Macedonia in particular, were already approximating and then transposing the EU legislation in the anticipation of ultimately EU membership. Similarly, the potential for harmonization was mentioned only briefly in the ProDoc, while it could be argued that deserved more analysis going into the potential of specifically targeting those.

65. ***National.*** According to the ProDoc none of the six GEF-5 funded countries included in this project had at the time of the ProDoc stage put in place comprehensive policies that promote a shift to cleaner and more efficient vehicles, which would be needed to avoid the scenario of major increases

[23] https://transport.ec.europa.eu/transport-themes/mobility-strategy_en
[24] ProDoc

of CO2 emissions. All 6 GEF-5 funded countries included in the project had requested support in developing such policies, recognizing the multiple benefits. The policy baselines in the 6 countries (Côte d'Ivoire, Jamaica, Macedonia, Mauritius, Montenegro and Peru) committing GEF-5 STAR funds to this GFEI project were as follows:

- **Jamaica** had poor fuel quality with high sulphur fuels (5,000ppm) and no target date set for introduction of low sulphur fuels. The country had no vehicle emissions standards, fuel economy policies or roadmap in place. However, some regulations related to auto emissions had been put in place, for example imported vehicles must be less than 3 years old from the date of manufacture. There was very little information on the vehicle fleet, e.g., number of vehicles, age, technology, efficiency, etc. Jamaica has requested support to develop a clean and efficient vehicles policy and committed USD 400,000 of their GEF-5 STAR allocation to the GFEI Project. Support for cleaner fuels policies later came from project co-financing and not GEF-5 STAR funds.
- **Northern Macedonia** had phased out the use of leaded petrol in 2009, and transitioned to cleaner grade diesel (10 ppm sulphur) and petrol fuels. However, the country had yet to adopt commensurate vehicle emission standards and fuel economy standards. Also, there are currently no import restrictions on vehicles in place.
- Even though **Mauritius** had no comprehensive fuel economy policy and road map, the government was keen to improve the vehicle fleet and had introduced policies/incentives to promote this. For example, electric and hybrid cars had a 50% excise duty waiver and a 50% reduction in registration fees. A vehicle CO2 tax was introduced in 2011 and imported vehicles must be less than 4 years old. A national steering committee was set up to promote low sulphur fuels and cleaner vehicles. As a result, in March 2012 the government adopted a Euro 4 equivalent diesel sulphur standard of 50 ppm sulphur. The country was looking at establishing new vehicles policies and ready to develop and implement a comprehensive fuel economy policy. GEF-5 STAR funds were to be used to support the development of fuel economy policies and project co-financing used to support adoption of clean fuels and vehicles policies under a systems approach.
- **Montenegro** transitioned to Euro 5-level fuel quality and vehicle emission standards in early 2011. However, further work on lowering CO2 emissions from vehicles had been limited to initial information gathering on the country's vehicle fleet (numbers of imports and types of vehicles). UNEP had supported this information-gathering project, which created a national working group to establish the country's data availability on its light duty vehicle imports. Further work to determine a fuel economy/auto CO2 emission baseline and the design and implementation of a policy framework was needed and requested
- **Peru**'s nationwide fuel sulphur level was very high (5,000ppm), with only the cities of Lima and Callao at low levels (50ppm). Peru had indicated that it was ready to move on fuel quality and vehicles issues, with refinery upgrades planned and an inter-ministerial national taskforce set up in 2012 to plan the way forward. The existing vehicle emission standard of Euro 2 (from 2001 law) was being revised for Euro 3 to 5 and imported vehicles must be less than 5 years old. There was no data on the vehicle fleet (numbers of imports, types of vehicles or fleet efficiency) and no fuel economy policy. Peru had requested support for a national clean and more efficient fuels and vehicles project.
- In 2010, **Côte d'Ivoire** announced plans to upgrade its refinery to produce low sulphur fuels by 2016. The sulphur levels were high at 2,000 ppm. The implementation of cleaner fuels in Côte d'Ivoire was important as the country's sole refinery was a major supplier of fuels to the West and Central Africa region. Vehicle emissions are a major source of air pollution especially in Abidjan that has over 80% of the country's vehicle population. This had resulted in the government prioritizing cleaner vehicle strategies. Even through there was a policy in the country that imported used vehicles older than 10 years attract extra taxes, 95% of newly registered vehicles were used and there were no incentives to promote fuel

economy. UNEP supported a national outreach workshop in July 2012 to promote a national GFEI project. At the workshop a multi-stakeholder team was formed and tasked to implement the project. Vehicle fleet data collection to be used in the development of a baseline inventory had started. Further support was necessary to prepare a comprehensive project implementation framework.

66. The project was relevant in terms of the national commitments under Paris Agreement (and later – Nationally Determined Contributions (NDCs) and NAMAs), but there was little discussion on that in the ProDoc.

67. The project was overall demand-driven (see Box 2) given that (a) the activities in 6 GEF countries were funded by their STAR allocations and (b) it engaged substantially when there was a request by the government (often ministries of environment) after the presentations/based on GFEI prior work/after learning about the experience of other countries. But it has to be mentioned also that the GFEI has a developed step-wise approach and this is what was being presented to the Governments (see Figure 6). This was a new topic for many governments, and so this somewhat induced demand; and in that sense it was justified. There was also flexibility: the governments identified which policies did or did not interest them. One of the interviewees did reflect in the interview, however that the process was top-down and did not reflect the priorities of the government, which were claimed to related to fuel quality infrastructure. Another one argued that the countries in Africa need a more step-wise approach, e.g., start with 2 and 3 wheelers (and this is the approach taken there).

Box 2: Quote - Relevacne

It was an eye -opener. we learned many news things

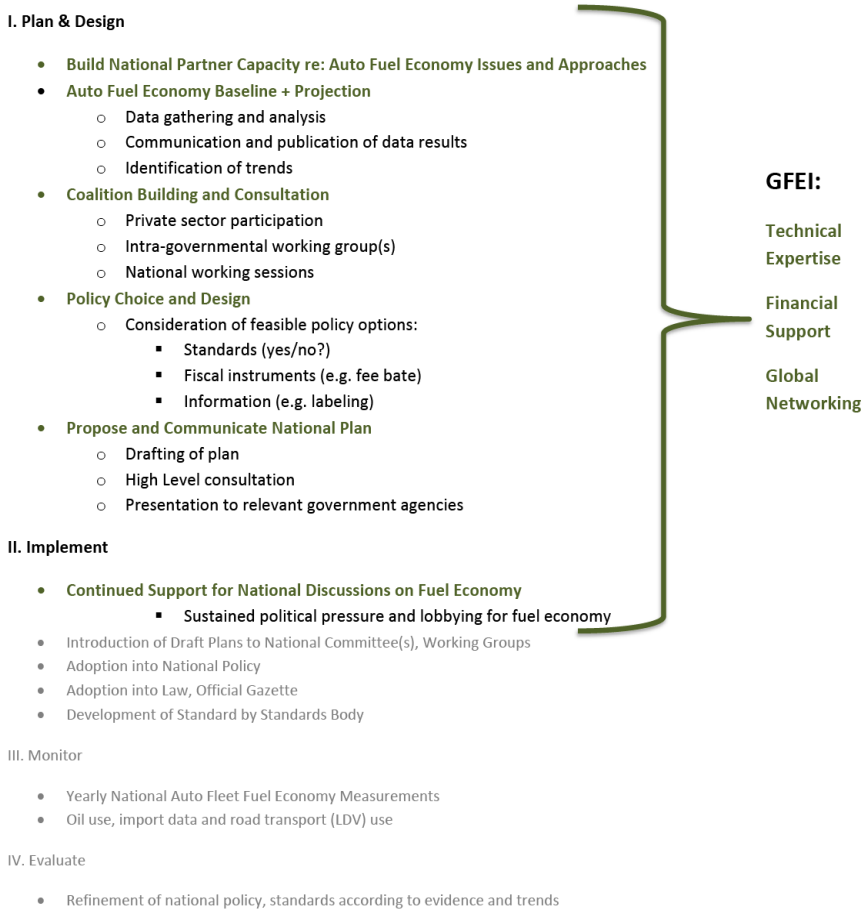
A government stakeholder

68. The fact that in the countries outside Africa and except for 6 countries funded by the GEF, there were no written agreements with the Governments which does no help to make the strongest possible case for a demand- led approach.

69. It is indeed a different scene now compared to 10 years ago with the NDCs and proliferation of the e-mobility. The move towards electric cars as well as promotion of bicycles/walking makes this project even more relevant as those countries in the global South that will not have policies in place, will be in danger receiving old and inefficient old cars. At the same time, these developments highlight the need for viewing and supporting fuel efficiency as part of the overall transport policies in the countries. This is happening within UNEP's Sustainable Mobility Unit, were the same country often gets support under all 3 initiatives – GFEI, PCFV, and E- mobility. At the country level too, often the governments adopted incentives for e-vehicles under the overall policy discussions within GFEI. But these developments raise questions about GFEI programme as a whole keeping its distinct identity- a discussion that got reflected in the GFEI Advisory Committee meetings.

70. There was no politico-economy analysis in the countries before they were included in the list of countries initially (and the substitutes as well). According to the project management, this was really a discussion with government partners and/or implementing partners; no formal analysis of factors to predict genuine interest was conducted. Having such an analysis could have allowed to make less of substitutions and identify the right partner institutions from the government (alongside the environment ministries) which then needed to be ensured to be equally involved (e.g., the Ministry of Transport in Mauritius)

Figure 6: Steps in Country-level Work



Source: ProDoc

71. Alignment to Regional, Sub-regional and National Environmental Priorities is rated as **Satisfactory.**

iv. Complementarity with relevant existing interventions

72. The project was clearly complementary to the initiatives by the EC with regards to the countries with prospects of EU membership (those were expected to gradually transpose EU legislation) and those in the EU Neighbourhood Policy, i.e., Georgia, Ukraine, Moldova, which were expected to approximate their legislation.

73. The Project Document mentioned only CCAC and SE4ALL to synergize with, and also existing initiatives in Peru and Montenegro, but without details.

- The complementarity with CCAC was significant and this was utilized with CCAC involved in a number of countries. Many interviewees highlighted that the air quality aspect is very important and perhaps more than it was acknowledged in the project design
- *SE4ALL.* The Energy and Mobility working group under the Sustainable Mobility for All (SuM4All) umbrella, starting from the Global Roadmap of Action toward Sustainable Mobility (GRA), considered three policy measures to reduce GHG emissions and promote low emission mobility: Promote public discussion on new mobility solutions; Expand public transport infrastructure; and Plan for freight integrated multimodal transport networks. There was information exchange and coordination but no joint activities under GFEI-II.

74. *GIZ in Asia Pacific*. In 2016, through the support of UNEP and GIZ, Clean Air Asia co-organized the session on "Institutionalizing Fuel Economy in Asia" to gather insights from experts regarding the state of fuel economy policies in the countries they represent and to tackle the

development of labelling and fiscal policies for improving fuel economy policy. In the Philippines, the development of the fuel economy label is implemented together with GIZ.

75. *GFEI international partners were both contributing directly to GFEI and having projects on their own, which were complementary to GFEI,* Examples are provided below:

- *International Council on Clean Transportation (ICCT)* implemented separate projects which are complementary to GFEI activities, e.g., focusing on Heavy Duty Vehicles, and two wheelers (Vietnam), a potential feebate system (Peru), etc. Below are links to examples of ICCT's work on fuel efficiency and electrification in Vietnam, ASEAN countries, and Peru:
  - Electric Two-wheeler Market Growth in Vietnam: An overview
  - Using Policy and Regulation to Pave the way for two-wheeler electrification in Vietnam
  - Two-wheelers in Vietnam: A baseline analysis of fleet Characteristics and Fuel Consumption in 2019 and 2020
  - Total Cost of Ownership Comparison for electric Two-wheelers in Vietnam
  - Market Analysis of two and three -Wheelers Vehicles in Key ASEAN Member States
  - Should Peru Implement a Fuel Economy Feebate System?
- *ITF* work in the Philippines (to decarbonise freight transport in the Philippines initially covering road transport vehivles) and ASEAN (advising on the implementation of the fuel economy roadmap); and
- *IEA* studies and events outside GFEI

76. A few other agencies were occasionally complementary to the activities in the specific countries, e.g., IMF in the Mauritius, had advised on the adoption of the feebate scheme in 2011 and the ADB had similarly advised Nepal on the fiscal measures to stimulate cleaner transport systems (2014).

77. Complementarity with relevant existing interventions is rated as **Highly Satisfactory**

B. Quality of Project Design

78. Project design was assessed as **Satisfactory** (This was assessed using the Evaluation Office of UNEP tool and presented in the Inception Report).

79. The strengths of project design included: (a) a clear and detailed problem analysis; (b) clear approach for in-country activities, tried and tested during GFE-I, and (b) strong intended interconnection between national and regional activities.

80. The following are the aspects where the project design could have been stronger:

- No indicators and targets for Outputs, while noting that this was specifically mentioned in the ProDoc and so this was in line of what was agreed. But this is not in line with best practice, since as a result there is no clear picture on the number of workshops in all the countries in total, number of participants and the share of women among them;
- There are references to national environmental priorities of the STAR countries but not the rest of the counties and there are no references to regional ones;
- There is a stakeholder analysis, but it could have been more detailed, at least for the 6 STAR countries. And there is virtually no analysis for the gender/vulnerable/indigenous groups (only saying that health impact would be worse for women due to being outdoors more)
- While stakeholder consultations took place, the stakeholder consultation process was not described in detail;
- There are references to the UNEP MTS and South-South Cooperation, but not to the UNEP

PoW and Strategic Priorities (including Bali Strategic Plan);

- There was no discussion on Sustainability:
  - ✓ *In relation to government agencies taking ownership of ensuring sustainability post project*. This is of a particular concern in the countries where there was no request letter from the Governments and there were no SSFAs with the governments. Even in the countries where there was a letter of support, this could be an issue without explicitly specifying the expectations. For example, in the case of Montenegro, the agreement was signed with the implementing partner REC Montenegro, which ceased to exist in 2019 highlighting the questions about the sustainability (especially in the case of Montenegro, as a result of 2 election cycles, since the project closed almost all the government staff has changed). Where there were agreements with the Governments, those agreements did not require commitments in terms of the Government ownership of the deliverables and actions in these regards in the future. For example, if the databases revealed gaps, it was not clear what needs to happen to improve and by whom. Similarly, the project could have cooperated with one of the national institutions to be future trainers on these topics; and
  - ✓ *In the context of no system (rather than ad -hoc) of continuous and regular monitoring by the Sustainable Mobility unit of the Chemicals and Health Branch* of the *UNEP Economy Division of which of the promoted policies were adopted in the countries post-project*. This was highlighted by some of the interviewees. UNEP Economy Division, Chemicals and Health Branch (Sustainable Mobility Unit)
  - ✓ *In the context of continuous knowledge management.* While the GFEI website was viewed in the ProDoc as a depositary of all the reports, case studies, etc., there was no discussion on this information was to be disseminated during and post project 9except that a "Communication Strategy" and a "Social media" strategy were to be developed"), to keep it in the focus of attention of the relevant ministries of the governments, industry associations, regional and global entities, etc.
- There was a lack of assessment of partners' capacity, even though prior to signing the agreements, due diligence reports were completed.

81. Figure 6 describes the national support as per the ProDoc. This is somewhat misleading however as there was no support after the draft policies were delivered to the Governments. Many interviewees mentioned that they would have liked more support at that stage. As the staff often lacked the capacities needed to actually draft the regulation, or conduct a feasibility assessment.

82. Many interviewees mentioned that they would have liked training per se (e.g., on FEPIT) and not only discussion workshops as these national working sessions turned out to be. Please note that there is a discrepancy: while Figure 6 uses the words "national working sessions", the original Results Framework of the project uses the words "training" (Original Output 1.3(c) Technical training sessions held for key policymakers on mechanisms for developing fuel economy standards)

83. Many interviewees expressed a desire that the databases and the follow-up analysis could have been strengthened to allow analysis of the impact on air quality and subsequently- health. The experts from the international partners that were interviewed for this TE were unanimous that this is important, but commented that this would be resource intensive, e.g., imply using air pollution measuring on the roads- something that is promoted by ICCT in several countries. They also commented that on the UNEP side, a closer interconnectedness between PCDF and the GFEI could allow for more work in that direction. While the main expected impact under this project is mitigation, these ideas could be taken on board for future projects.

C. Nature of external context – Conflict, natural disaster and change of government

84. The project document did not identify any risk of external context that could negatively impact the project. However, the evaluation identified external issues in the project's implementing context that could have negatively impacted its implementation.

85. There was a war (Russia- Ukraine), natural disaster (Nepal), pandemic (COVID) and frequent changes of governments/political crisis (Montenegro, Peru, Sri Lanka) during project implementation. The impact of COVID was perhaps the most prominent external factor, necessitating changes to modalities of the planned events from in-person to remote. This was cited by all the interviewees. Similarly, frequent changes in the governments/political crises had impacted the progress and sustainability in some of the countries. This is particularly mentioned in the context of Montenegro, where the vast majority of the government partners had left their jobs and the institutional memory was lacking. Nature of external context turned out to be challenging.

86. The project lasted eventually for 9 years and these could not have been predicted at the design stage. At the same time the fact that there is no discussion of the political climate and governance issues (e.g., transparency of government decision making, level of perceived corruption, the climate for rule of law, etc) at all in the Project Document leads to "**Moderately Favourable**" rating.

D. Effectiveness

i. Availability of Outputs

87. The following were identified in the Reconstructed TOC as inputs:

- ***Formal project agreements signed with partner institutions in 20 countries to work on development of fuel economy policie***s (output under the original RF). See the discussion under para 30, Box 1, which describe the 2 approaches used and later in the text related to the pros and cons.
- ***Coalition building and advocacy at global level/GFEI talks and symposia at key global/regional fora*** (output under the original RF). This is discussed under the current Outcome 3
- ***Publications*** *(mentioned under the Outcome 3)*
- ***Technical advice and training*** *(mentioned under the Outputs)*
-

88. As there are no quantitative targets for Outputs, the description here is mostly qualitative.

89. ***Output 1.*** *National stakeholder groups set-up with inception meetings/workshops held to define pathways for developing and adopting fuel economy policies*. PIR 2021 (p.14) mentioned 100% of the accomplishment. The interviews indicated that these were set up if not in all then almost all of the countries. The groups were set up in the 6 GEF countries.

90. There is quite a variation in the way the countries set up these groups. The definition of the "National stakeholder group" is rather vague; as these could be formally set by the governments, or be informal; it could last for a long time or meet just once for a workshop. Ideally the ProDoc should have been clearer regarding the ambition and possibly look for some degree of formality.

- On one end of the spectrum there are countries that established the groups formally, e.g.
  - ✓ *Uruguay-* The Interinstitutional Transport Energy Efficiency Group (ITEEG) was formed in 2014 with the leadership of the Ministry of Industry, Energy and Mining and has the participation of seven public institutions: the Ministry of Industry, Energy and Mining (MIEM), the Ministry of Housing, Land-Use Planning and Environment (MVOTMA), the Ministry of Economy and Finance (MEF), the Ministry of Transport and Public Works

(MTOP), the Uruguayan state electric utility (UTE), the Montevideo Intendance (IM) and the National Administration of Fuels, Alcohol, and Portland (ANCAP).

- ✓ *Mauritius,* where 6 working groups were established to handle different aspects of the clean and efficient fuels and vehicles project in the country, i.e.: Updated average vehicle fuel economy for 2014 and 2015 and a Data Entry Tool; Motor car labelling regulations and awareness programs; Traffic management measures; Socio-economic impact of policies on low and no-emission vehicles including 2 wheelers; Fiscal incentives for the promotion of cleaner and more energy-efficient vehicles; and Introduction of cleaner fuels and enforcement.

- In Georgia, an informal group was set up but it continued to meet even after the project was completed (to date);
- On the other end of the spectrum is Russia, for which the PIR only states that "*….UNEP and GFEI co-hosted a two-day, high-level auto fuel economy policy discussion in partnership with UNDP Russia and the Ministry of Transport of the Russian Federation on 17-18 June 2014 in Moscow…*".

91. Another related question, is about the composition of these groups. In some countries these included a wide variety of stakeholders, including ministries of finance, transport, energy, but in others the list of participating ministries was narrower, which then impacted the prospects of developing and adopting certain (e.g., fiscal) measures. Many interviewees commented that the inclusion of these ministries should have been ensured, and this could have potentially happened, if the profile of the project was raised above the ministries of environment. Going forward, engagement of UN resident Coordinators would be advised.

92. ***Output 2****. Twenty countries supported to develop and adopt national automotive fuel economy policies [former Outcome indicator].* PIR 2021 (p14) mentioned 100% of the accomplishment of this. The support took different forms. Table 8 summarizes the draft policies supported. PIR 2021 against the target *"20 countries commit to working on development of fuel economy policies under a defined stakeholder and implementation framework"* cites the following "*…42 countries supported to create a conducive institutional framework to develop and adopt automotive fuel economy policies. The countries established national committees/ working groups to develop fuel economy policies. Institutional frameworks and arrangements with relevant government agencies were established to support the adoption of policies as evidenced in the various summaries of meetings and news and web articles complied"*. The target is vague, as the definition of "commitment" could be interpreted differently. This should be something formal by the Government as such (arguably supported by the fact of actually starting to work on the drafts). In the case of Russia[25] this is not evident.

93. The promoted policy measures could be grouped into 4 categories (see Table 8)

Table 8: Policy measures promoted by the project

Group of measures	Description
Vehicle Fuel Efficiency Standards	• Introduce and regularly strengthen mandatory standards • Establish and harmonize testing Procedures for fuel efficiency measurement
Fiscal Measures	• Fuel and Vehicle taxes to encourage the purchase of more fuel-efficient vehicles • Infrastructure support and incentive schemes for very fuel -efficient vehicles
Market Based Approaches	• Voluntary programs such as US SmartWay and other green freight programs
Information Measures	• Vehicle fuel economy labels

[25] *In Russia a draft resolution prepared by participants and organizers prioritized the "importance of the participation of the Russian Federation in the efforts of the GFEI on reduction of CO2 emissions and fuel consumption rate to a half by 2050 globally (the international campaign "50x50")" and asked the Ministry of Transport of Russia, the Ministry of Economic Development of Russia, the Ministry of Energy of Russia and the Ministry of Industry of Russia "to consolidate efforts on improving automotive fuel economy in Russia and develop a common roadmap for practical targets and their implementation, which would define the measures on enhancement of energetic issues and environmental problems control efficiency."*

Group of measures	Description
	• Improving vehicle operational efficiency through eco -driving and other

94. International partners contributed to supporting the countries in national policy making, e.g.
- ICCT hired a consultant for that in Côte d'Ivoire;
- In Costa Rica the priorities agreed with MINAE were supported by several partners, including ICCT and CCAC; and
- US Davis and IEA supported the policy advise with research.

95. ***Output 3.*** *Annual average automotive fuel economy calculated using methodologies developed in GEF-4 funded GFEI project for new vehicles (produced and/or imported) in 2005 (baseline year) and every two years from 2008, in at least 20 countries* PIR 2021 (p14) mentioned 100% of the accomplishment of this. However, it was not completed in Russia.

96. ***Output 4.*** *Where necessary, cost-benefit analyses (CBA) of the impact of fuel economy policies conducted to guide policymakers as was done in the GEF-4 funded GFEI pilot project.* PIR 2021 (p14) mentioned achievement at 85% but all 6 GEF-5 supported countries, and 11 non-GEF supported countries had CBA for fuel economy policies.

97. ***Output 5.*** *National stakeholder workshops organized to foster policy dialogue with guidance from leading international fuel economy experts and technical training sessions held for key policymakers on mechanisms for developing fuel economy standards*. ***Table 9*** provides the list of these workshops. In some countries there were more than one. The vast majority of interviewees commented that these workshops were very useful and important (see Box 3) as they highlighted that the business-as-usual (BAU) scenarios were no longer viable and so acted as catalysts to push the government to take action, even if starting from simple measures. There was no systematic information on these workshops in the PIRs and the Progress Reports, together with the gender-disaggregated number of attendees.

Box 3: Quote – National Workshops

… These workshops were like a catalyst for the Government to think over measures

A government stakeholder

Table 9 : National Workshops

	Country	Dates	participants
1	Peru	• 18 - 19 February 2016 national workshop on capacity building	40
2	Cote D'Ivoire	• "Use of Cleaner and More efficient Vehicles", Abidjan, Cote d´Ivoire, 22 December 2016 • Working group meetings to adopt an action plan for operationalizing the plans and proposed policies, Abidjan, Cote d'Ivoire, 30 August 2017 and 4 December 2018	11, 21,30
3	Mauritius	• National GFEI stakeholder dissemination workshop to discuss the results of the Mauritius fuel economy working groups, Mauritius, 12-13 October 2017.	52
4	Jamaica	• National Fuel Economy Project Launch and Baseline Setting Capacity Building Workshop, Jamaica, 2015 • National Baseline Dissemination and Training/policy Workshops, Jamaica, 28th June 2016 and 4 December 2018	3, 44
5	Montenegro	• Launch of GFEI in Montenegro, Podgorica, Montenegro, 20 November 2015 • Working Group Meetings, June & July 2016; 19-20 October 2016; 30 October 2017Podgorica, Montenegro,	41, 25
6	North Macedonia	• Working Group meetings on 17th-19th May, 2016 and July 2016	15
7	Benin	• Validation workshop for the Benin baseline report, Cotonou, Benin, 06 October 2021.	20
8	Costa Rica	• 18 September 2020 Working group meeting (virtual) • 27-28 Sept 2016 Technical working group session to review the reports	2, 7
9	Uruguay	• 17/06/2019 national workshop capacity building	45
10	*Georgia	•	
11	Russia	• A two- day workshop together with UNDP in Russia and the Ministry of Transport	
12	Uganda	• One day workshop in 2015 with 60 participants - On May 14, 2017 and 17 August 2017, working group meetings to discuss the vehicle data capture tool, the update of the vehicle inventory and the fuel economy	60, 9, 42

	Country	Dates	participants
		policy proposals. • Uganda national GFEI policy dissemination workshop, Kampala, Uganda, 4-5 October 2018,	
13	Egypt	• Stakeholder Meetings, Cairo, Egypt, 14 July 2016, 26 July 2016, 3 August 2016, 10 October 2016 • Sustainable Transport Egypt, Cairo, Egypt, 14 December 2016	61
14	Paraguay	• Feb 2017 Presentation of reports workshop	27
15	*Thailand		
16	Philippines	• First Workshop on Vehicle Fuel Economy Labeling: Supporting the Philippine Energy Standards and Labeling Program of the Department of Energy (13 October 2017) • Integrating Electric 2- and/or 3-wheelers into Existing Urban Transport Modes in the Philippines: Consultation on Pasig City Pilot Project (Philippines, 29 May 2019) • Fourth consultation workshop on vehicle fuel economy labeling (Philippines, 11 April 2018)	14, 13, 14
17	Algeria	December 2014	104
18	*Vietnam		
19	Sri Lanka	• Experts Group Meeting on Accelerating Fuel Economy Policies in the ASEAN Region, Sri Lanka, Colombo, 18. November 2014 • Fuel Economy Policies Development Training, Sri Lanka, Colombo, 18. November 2014 • 4th National Programme on Energy Efficient and Environmentally Sustainable Transport System, Colombo, 2-4 December 2015	50,
20	Nepal	• GFEI Launch - 7 September, 2017 • GFEI stakeholder consultation as part of the 6th Kathmandu Sustainable Urban Mobility Forum, Kathmandu, Nepal, 15 August 2017 • GFEI supports knowledge exchange in Nepal September-2018	40, 60, 55

Source; Progress reports and PIRs, The initial version of this table was completed by the author of this report and then amended by the Sustainable Mobility unit of the Chemicals and Health Branch of the UNEP Economy Division

**No data were provided by the Sustainable Mobility unit of the Chemicals and Health Branch, UNEP*

98. ***Output 6.*** *National public awareness raising campaigns conducted to leverage public support for fuel economy policies*. PIR 2021 mentioned achievement of this in all 6 GEF supported countries, and 10 non-GEF supported countries. But this is not the case, as public awareness component was not present in Montenegro- one of the GEF-supported countries. In fact, the Progress reports acknowledge that, citing the fact that REC seized to exist as the key reason. The interviewees indicated that this was not prioritized there as the key reason. On the opposite spectrum there were countries which highly prioritized this, e.g., Uganda. There were countries, where the interviewees cited the lack of these measures (due to budget limitations) as a weakness (Nepal), In some other countries there were measures like TV and radio airings, posters like in Mauritius (see Box 4), etc., Several interviewees highlighted that the approach to the public awareness campaigns needed to be better thought through and ideally executed by professional companies, and include a feedback mechanism to collect information on the viewership and opinions.

99. ***Output 7.*** *Regional Workshops organized in each of the four regions. More than four workshops were organized* (even though the PIRs say 4). The workshops (see Table 10) were used as platforms to form wide-reaching consensus at the regional governance level for the need for auto fuel efficiency programs at the national level, to help build the expertise and institutional champions needed to implement the GFEI- II at the national level and to promote replication. These fora helped to begin the building of basic knowledge of the available policies in the auto sector in the region, and to form networks on the subject among countries that had not begun developing fuel economy policies. They served as an efficient way of building the contacts needed to implement national projects, to leant from each other and lead to replication (see Section 5.D iii on the achievement of project Outcomes **Error! Reference source not found.**) and Harmonization regionally (see Section 5. D on Intermediate States). The interviewees reflected on the need for more such workshops, especially at the subregional level, and not necessarily in-person.

Box 4: Brochure on Eco-driving in Mauritius

Source: GFEI: Shifting to Efficient and Zero-Emission Vehicles in the Global South, 13-15 June 2022, Session on Africa, Implementing Fuel Economy Policies in MauritiusPresented by Mrs Anju Ghoorah, Environment Officer, Ministry of Environment, Solid Waste Management
https://airqualityandmobility.org/PDFs/gfei2022/GFEIMauritius_AnjuGhoorah.pdf

Table 10: Regional Workshops/events

Region	Subregion		Event specifics	Description
SA region		1	Better Air Quality Forum, Sri Lanka, November 2014, training course for the SA region	8 countries met in Sri Lanka in November 2014 to discuss cleaner fuels and cleaner and more fuel- efficient vehicles
Latin America and Caribbean	Caribbean	2	Caribbean Subregion GFEI replication workshop, Kingston, Jamaica, 5 – 6, December, 2018, organized by the UN Environment and University of Technology Jamaica, 59 participants	Back-to-back workshops were held in Kingston, Jamaica in December 2018 focused on the region's transition to sustainable mobility. The dedicated one-day national workshop on cleaner transport in Jamaica was followed by a two-day "Caribbean Cleaner and More Efficient Fuels and Vehicles Conference." The objective of both events was to assess the current status of fuels and vehicles in Jamaica, and the Caribbean as a whole - including progress made on fuel quality and vehicle emission standards as well as development in auto fuel economy measures. Discussions included the challenges to cleaner fuels and vehicles and comprised the main implementing partners for cleaner fuels and vehicles - governments, policymakers, NGOs, industry, and consumer groups. The regional discussions included delegates from government agencies responsible for transport, environment, energy and finance from Antigua and Barbuda, Bahamas, Barbados, Bermuda, Belize, Dominica, Dominican Republic, Grenada, Guyana, Jamaica, St Vincent and the Grenadines, St Kitts and Nevis, St Lucia, and Trinidad and Tobago, as well as regional bodies such as the Caribbean Community (CARICOM) and SIDS Dock, the oil and vehicle industries, civil society, academia and international experts from Environment and Climate Change Canada and CMMCh. The discussions resulted in a clearer

Region	Subregion		Event specifics	Description
				vision of the way forward at the national and sub-regional levels (including strategies and timelines) for the development of the Caribbean auto fleet according to the best available standards and technologies. Antigua and Barbuda, Barbados and St. Lucia presented national efforts to shift to electric mobility. Fleet electrification is of interest in markets reliant on fuel and vehicle imports. The workshops concluded with a set of recommendations to shift the Caribbean towards a cleaner and more efficient fuels and vehicles.
	Latin America and the Caribbean	3	Latin America and the Caribbean regional fuel economy workshop. Lima, Peru. May 2019	In May 2019, a two-day regional event was hosted in Lima by UNEP and the Ministry of Environment of Peru. The purpose of the event was to bring together countries from South and Central America to share experiences and knowledge from GFEI countries in the region and discuss a roadmap for cleaner and more efficient vehicles across the Latin America region. The country experiences of GFEI national country projects have provided a strong regional context from which other countries can leapfrog and develop strategies that will create a big impact in their local environment. There were representatives from 17 counties, including Argentina, Belize, Brazil, Chile, Costa Rica, Colombia, Dominican Republic, Guatemala, Honduras, Jamaica, Nicaragua, Panama, Paraguay, Peru, Uruguay. Regional bodies such as the Pan American Standards Commission, (COPANT) and the Central American Integration System (SICA). It was agreed that a road map and integration were the first steps in moving towards transitioning the transport sector towards cleaner and more efficient fuels and vehicles in the region. The workshop provided a forum for forerunners in the region, such as Chile and Costa Rica to share experiences on their path to more efficient vehicles, including e-mobility. A recommendation report for the Latin America region was developed, and one of the major recommendations is promoting a shift to electric mobility. Other recommendations included the creation of harmonized vehicle efficiency labelling schemes, achieving improved fuel quality, and developing regulations that would incentivize a shift to cleaner fuels and more efficient vehicles. The import of used vehicles and its impacts on energy, environment, and safety is an issue for many countries in Central America and the Caribbean, as well as some in South America like Paraguay, that can be addressed with a regional commitment. The GFEI, together with other programmes that UNEP is a part of such as the PCFV and the CCAC, will continue to support countries at the national and regional level in Latin America to address these issues[26].
	Central America	4	Webinar on fuel economy baseline development for the Central American countries, August 2020	Virtual training
Africa	West Africa	5	Policy Recommendations Sharing in the ECOWAS region Abidjan, Cote d'Ivoire, 11-12 July 2017, Minister of the Environment and Sustainable Development, 50 participants	Provided an opportunity to disseminate the country's fuel economy baseline and share the fuel economy policy proposals that the country was considering for adoption
		6	ECOWAS fuel economy roadmap workshop, Abidjan, Cote d'Ivoire, 19-	ECOWAS fuel economy roadmap workshop

[26] *The country baseline report and spreadsheet are available on this link: https://drive.google.com/drive/folders/18sMXzlTZBZ2al9YQjokGF2sEKzMejq_o?usp=sharing*
More information: Should Peru implement a fuel economy feebate system? https://www.globalfueleconomy.org/blog/2018/january/should-peru-implement-a-fuel-economy-feebate-system

Region	Subregion		Event specifics	Description
			21 December 2018, ECOWAS, Commission/ Ministry of Health, Environment and Sustainable Development, Cote d'Ivoire, 32 participants	
		7	Ministerial meeting that adopted the fuel economy roadmap was held in Ouagadougou, Burkina Faso on 7 February 2020, and was jointly organized by the ECOWAS Commission and the government of Burkina Faso with the support of UNEP, the ECOWAS Commission and other partners.	Ministers of Environment from the 15 ECOWAS countries have adopted the first ever African regional fuel economy roadmap. The roadmap outlines measures for countries in the in West African region to transition to more fuel-efficient vehicles including electric mobility. The roadmap is a culmination of GFEI support to the region, with 11 of the 15 ECOWAS countries having been assisted to analyze their fuel economy baseline and trends, and in some cases also develop policy options for improved fuel economy. The regional roadmap was prepared by the ECOWAS Commission, also through GFEI support
	Africa	8	Experience sharing in promoting cleaner and more fuel- efficient vehicle strategies with Africa, Port Louis, Mauritius, 12-13 October, 2017, Minister of Social Security, National Solidarity, Environment and Sustainable Development, 40 participants	
	Africa	9	Africa Clean Mobility Week, Nairobi, Kenya, 2-16 March 2018	
Eastern Europe and Caucasus	Eastern Europe and Caucasus	10	GFEI network meeting for Eastern Europe and Caucasus held in Tbilisi, Georgia, 19-20, October, 2017, International Energy Agency, 30 participants	
Asia	Asia Pacific	11	Regional Policy Dialogue on Fuel Economy in Asia & 2nd APEC Workshop on Policy Dialogue on Fuel Economy Platform at the Better Air Quality Conference in Kuching, Malaysia in November 2018	Discussion around key objectives as follows: 1. Ensure trained participants will be able to conduct impact assessment on fuel economy policy in his/her own economies after the training. 2. Create framework or platform for fuel economy among APEC economies following Global Fuel Economy Initiative (GFEI). 3. Develop recommendations for economies with trained participants on how fuel economy initiative can be established. 4. Increase knowledge and build capacity in impact assessment of fuel economy as one of the energy efficiency measures in transportation sector
	South East Asia	10	Second meeting of the ASEAN Fuel Economy Platform, Bangkok, Thailand, 29 March 2017	Discussion of the ASEAN fuel economy roadmap, developed and adopted by ASEAN transport ministers in 2018
		11	Institutionalizing Fuel Economy in Asia, Better Air Quality Conference in Busan, South Korea, 30 August - 2 September 2016	

Source: Compiled by the author of the report, using the information from the Progress reports and PIRs

100. Table 11 describes the major activities and their accomplishment in the 6 GEF countries and summative information of the progress there.

Table 11: National activities supported through GEF STAR allocations

Country	National activities
Peru	• Peru launched the GFEI national project in Lima in 2012 and since 2015 has continued with GEF 5 and other co-financing. CMMCh provided technical support. The Ministry of Environment of Peru (MINAM), has led this project with national working group meetings, an automotive fuel economy baseline, and developed policy proposals in 2018-2019 • The Ministry of Energy and Mines, with the endorsement of the Ministry of the Environment, Ministry of Transport and Communications and the Ministry of Economy and Finance, issued the Supreme Decree No. 025-2017-EM which established improved measures related to sulphur content in diesel, gasoline, and gasohol for commercialization and use. • The "National Strategy for Clean and Efficient Vehicles" (2017), included topics of used vehicle import bans, clean fuels, emissions standard, incentives for efficient vehicles and capacity building for vehicle emission compliance. As a result of this work, Peru adopted improved fuel quality standards (50ppm sulfur diesel limits) and Euro 4/IV emission standards (Euro 6/VI by 2021). Vehicle import bans and incentives for efficient vehicles were also adopted after the project close. • Peru set up a technical committee to understand how electricity rate structures should be set up regarding electric mobility, as well as who manages infrastructure installations, maintenance, and payment systems. • Peru is part of the new GEF 7 Electric Mobility Programme allocating USD 2 million from their STAR allocation for this national project. The objective of the project is to promote e-mobility for low carbon urban transport and an Extended Producer Responsibility (EPR) approach in batteries and vehicle components.
Côte d'Ivoire	• An agreement was signed with the Ministère de l'Environnement, de la Salubrité Urbaine et du Développement Durable (MINESUDD) on 16 April 2015 to carry out the fuel economy baseline analysis: this was completed on 30 August 2017. From the baseline analysis, the average fuel economy for light-duty vehicles was 8.04 L/100kms in 2015 - worse than the global average. Among the interventions considered were fuel economy labelling and a feebate/rebate scheme to incentivize cleaner vehicles as well as a consumer awareness campaign to be done for 18 months. On 30 August 2017, a working group meeting was held to adopt an action plan for operationalizing the plans and policies proposed. A new agreement was signed with the Ministère de la Salubrité, de l'Environnement et du Développement Durable (MINSEDD) on 12 March 2018 to complete the Report on Modalities of Implementation of Fuel Economy Policies in Cote d'Ivoire and produce communication materials on fuel economy policy implementation. The consumer awareness campaign included media clips aired on the national TV and radio stations. • On December 2018, the Directorate-General for Environment and Sustainable Development of Cote d'Ivoire hosted a meeting of the working group on fuel economy policies, which adopted a roadmap (later adopted by the Government) and draft decree (policy) for fuel economy in Cote d'Ivoire, proposing a CO2-based taxation and a fuel economy label); the latter was not adopted by the Government • The working group agreed that the data collection should be carried out by the Ministry in charge of the Environment and that the request for data to the concessionaires is made by the Minister of Transport: a letter to the latter on the collection of data on fuel consumption and CO2 emissions by vehicles, was adopted after amendments. • ECOWAS sub-regional meeting on fuel economy was organized on 19- 21 December 2018 in Abidjan, promoting a regional approach to ensure the sustainability of the fuel efficiency initiatives. • On 6 December 2017, the government introduced new vehicle age restrictions effective March 2018- less than 5 years of age for PLDVs, 7 years for vans, and 10 years for buses and trucks. On This led to a drastic drop in the number of vehicles imported since July 2017, drop-in turnover and a loss of massive jobs in this sector. • The labeling policy has been developed and transferred to the Department in charge of implementation of the environmental protection strategy. • Cote d'Ivoire decided to join the GEF 7 Global Electric Mobility Programme. The project seeks to: revise laws and set up of institutional framework to support the accelerated introduction of electric mobility in Cote d'Ivoire; pilot and demonstrate viability of electric 2&3 wheelers and buses; establish a measurement, reporting & verification (MRV) framework for transport; prepare for scale-up and replication of electric mobility; and promote of the long-term sustainability of electric mobility in Cote d'Ivoire.
Mauritius	• On 4 October 2017, UNEP and the Ministry of Social Security, National Solidarity, and Environment and Sustainable Development entered into an agreement to conclude the vehicle fuel economy work initiated in a previous funding agreement (signed on 20 April 2015). Mauritius established 6 working groups to handle different aspects of the clean and efficient fuels and vehicles project in the country, i.e.: Updated average vehicle fuel economy for 2014 and 2015 and a Data Entry Tool; Motor car labelling regulations and awareness programs; Traffic management measures; Socio-economic impact of policies on low and no-emission vehicles including 2 wheelers; Fiscal incentives for the promotion of cleaner and more energy-efficient vehicles; and Introduction of cleaner fuels and enforcement. Cabinet agreed to the promulgation of the vehicle labelling regulations in force on 1 June 2019.

Country	National activities
	• A media awareness campaign was conducted in December 2018. The campaign highlighted the importance of considering the vehicle fuel economy in vehicle selection during purchase[27]. • A sub-regional and stakeholder dissemination workshop was held on 12-13 October 2017 to discuss the results of the working groups. • In 2019, Mauritius announced additional fiscal incentives to promote electric and hybrid vehicles through the 2019/20 budget statement. Excise duty was reduced by between 5% and 15% depending on the type/rating of the electric vehicle. In addition, vehicle labeling was made mandatory as of 1 June 2019. The country also engaged in a fuel efficiency communication campaign involving the national population and car dealers • 2019-2020 update: the country also decided to develop a national electric mobility project supported by GEF and implemented by UNDP.
Jamaica	• The GFEI activities in Jamaica started in 2016 with the development of the fuel economy baseline in 2016 (Phase I). The Second Phase started 6 June 2017 when an agreement was signed with University of Technology of Jamaica (UTech Ja.). A national auto fuel economy database has been developed for the country and a report published and disseminated on the average auto fuel economy trends with policy recommendations for promoting fuel economy regulations. National Working Group meetings were held in August 2017 and December 2017. Phase 2 involved national stakeholder consultations; specialized training on the FEPIT; updating the vehicle fuel economy baseline; conducting an air quality diagnostic study, producing a film on the progress of GFEI in Jamaica and website development. In December 2017, a diagnostic study was carried out in Kingston on the operation of the air quality monitoring network, leading to the • requirements for the expansion and upgrading of equipment and a proposed mechanism for inter-institutional information and public access to data and information. • The Ministry of Economic Growth and Job Creation partnered with the Tax Administration of Jamaica to develop a database of the island's light-duty motor vehicle fleet. Analysis of auto registration data showed a fuel economy improvement of 15% and a corresponding improvement in particulate matter emissions of over 16% from 2005-2017. • The National Workshop was convened to develop an Action Plan including recommendations for Type-Approval; Recommendations for Vehicle Fuel Economy Labelling; A CBA of clean fuel and vehicle adoption; A final diagnosis of Air Quality Management. The age limit for the imported cars was reduced, but Type-Approval; Vehicle- Approval and Fuel Economy Labelling were not adopted at the time of writing this report • The Sub-regional Workshop to discuss a Caribbean Sustainable Transportation Harmonized Road Map and Strategies took place. • 2019-2020 update: the country has decided be part of the new GEF 7 Electric Mobility Programme.
Montenegro	• The original agreement to conduct initial vehicle fleet analysis and fuel economy baseline was signed in September 2011, with the main agreement with the partner (REC Montenegro) signed on 22 April 2015. • Montenegro has mandated auto fuel economy labelling of new vehicles from Q4 2017. Rulebook no. 40/17 of 27 June 2017 from the Ministry of Sustainable Development and Tourism. The labelling is in accordance with EU Directive 1999/94/EC on the availability of consumer information on fuel economy and CO_2 emissions. Fuel economy labelling is now mandatory for all vehicle importers bringing in new cars to the country. Auto importers can use the proposed label design or develop their own label if it is per the Rulebook and EU Directive. The law also stipulates the yearly publication of an official Guide on Fuel Economy and Carbon Dioxide Emissions for consumers. The Guide for new passenger vehicles available on the Montenegrin market contains the annual list of models of new passenger vehicles available, fuel type and official data on fuel economy and CO_2 emissions for each given model and a list of ten models of new passenger cars with the most economical fuel consumption, ranked according to rising CO_2 emissions by fuel type; it is available for download on the Ministry's website: http://www.mrt.gov.me/vijesti/180433/Naslov-Vodic-o-potrosnji-goriva-i-emisijama-CO2.html. • A detailed study on projected revenues from the introduction of a one-time tax for CO_2 emissions for passenger motor vehicles registered for the first time in Montenegro was produced, but this policy recommendation was not adopted however.

[27] *The policies, country baseline report, and spreadsheet are available on the link below:*
https://drive.google.com/drive/folders/19DEsYNtJXU651XjytSIM1Hbn89i4L7CQ?usp=sharing
More information: Mauritius shares their experience promoting cleaner and more fuel-efficient vehicle strategies with Africa
https://www.unenvironment.org/news-and-stories/featured-article/mauritius-shares-their-experience-promoting-cleaner-and-more-fuel
Reduction of excise-duty for electric vehicles
http://budget.mof.govmu.org/budget2019-20/2019_20budgetspeech.pdf
Fuel Economy Vehicle Labelling
http://environment.govmu.org/English//DOCUMENTS/BRIEF%20-ENVIRONMENT%20PROTECTION%20(DISPLAY%20OF%20FUEL%20CONSUMPTION%20AND%20CO2%20EMISSION%20LABEL)%20REGULATIONS%202019.PDF

Country	National activities
	• Public awareness campaign was not carried out: it was not requested at the start and then in 2019 the REC Montenegro seized to exist
North Macedonia	In the Republic of North Macedonia, policy development activities have started in April 2015, following-up with a previous baseline project completed on 24 June 2013. In June 2016 the national draft automotive fuel economy baseline was completed. A National Working Group was established in early 2016 to monitor and support project implementation. Draft national auto fuel economy policies have been developed. A public information campaign on auto fuel economy was held 09-12/2018 using social media. In April 2019, the Customs Administration submitted the new excise proposal as a part of the 'New Law on Vehicles' to the Government and was adopted in June 2019. plans to develop specifications for the new Customs Declaration and Excise Document Processing System (to include integrating the CO2 vehicle data logging into their system) were adopted after the project was completed. The proposed subsidy program for clean vehicles detailed in the policy paper was approved as part of the 'Amended Law on Vehicles' was adopted in 2019 Subsidies were provided after that but depending on the availability of the finances for that (not every year), A recommendation to enforce the already existing rulebook on auto fuel economy labelling was passed. The proposed green vehicle register has not been adopted The Strategy for Energy Development of the Republic of North Macedonia until 2040. The strategy proposes the implementation of following measures - replacement of old vehicles with energy-efficient ones, electrification of road transport (EVs), as well as a modal shift from road to rail for freight transport and from car to bus for passenger transport, and more biking / walking in urban areas
Source: Compiled by the author of the report, using the information from the Progress reports and PIRs and interviews	

101. ***Output 8.*** *Regional fuel economy knowledgebases developed to enable regional tech-transfer.* UNEP has developed regional fuel economy databases and this has been disseminated in each of the four regions with a national fuel economy project funded through GEF-5

102. ***Output 9*** *Expanded GFEI website and toolkit with case studies and lessons learned for the 20 countries projects and additional countries established through regional replication* The updated toolkit is available on https://www.globalfueleconomy.org/toolkit. The website has a limited number of national case studies. The case studies and the toolkit featured on UNEP website until 2016 (there are a few case studies to date also)[28]and then were shifted to the GFEI website (due to UNEP approach of not having heavy content), hosted by the FIA Foundation, which resulted in the fact that many were not actually transferred. Thus, there is a discrepancy in the vision of the GFEI website as per the ProDoc – which clearly describes one website, and in reality, where the information was split and featured on two websites, and then the latter was curtailed and the former was and is viewed as a global policy tool[29]. In the interviews the country representatives had very limited knowledge of the GFEI website. See the discussion in the Section 5. I 'Factors affecting performance'.

Box 5: FEPIT toolkit

The Fuel Economy Policies Impact Tool (FEPIt) builds on the data gathered for the national auto fuel economy baseline, basing its projections on the latest trends of the average fuel economy of all newly registered vehicles (both new and second hand) and on the auto market structure. By using auto registration data and a fuel economy target, FEPIt calculates what a set of fuel economy policies (and their level of ambition) can deliver in terms of average auto fuel economy in the future.

The International Energy Agency developed the FEPIt simulation tool to assists users in setting sound auto fuel economy targets by helping to estimate the impact of fuel economy policies. In addition to modelling the level of ambition of a potential standard, FEPIt may also be useful in negotiations with vehicle manufacturers and importers, and in establishing a graduated fuel economy policy package that can meet long-term targets.

- Fuel Economy Policies Impact Tool (FEPIt) in MS Excel format.
- The FEPIt User Guide will take you through the process.
- The FEPIt Methodology report will tell you of the methodology used.

Source: https://www.globalfueleconomy.org/toolkit

103. Table 12 provides the evaluator's performance ratings of the project's Outputs.

Table 12: Assessment of Project Outputs

Revised outputs		Indicator	Rating at evaluation	Remarks
(outputs under the original RF)	Formal project agreements signed with partner institutions in 20 countries to work on development of fuel economy policies		**S**	
	GFEI talks and symposia at key global/regional fora and publications		**HS**	
Output 1	National stakeholder groups set-up with inception meetings/workshops held to define pathways for developing and adopting fuel economy policies		**S**	Not in all 20, e.g., Russia
Output 2	Twenty countries supported to develop and adopt national automotive fuel economy policies (An outcome under the original RF)	20 countries commit to working on development of fuel economy policies under a defined stakeholder and implementation framework	**S**	Not Russia
Output 3	Annual average automotive fuel economy calculated using methodologies developed in GEF-4 funded GFEI project for new vehicles (produced and/or imported) in 2005 (baseline year) and every two years from 2008, in at least 20 countries		**S**	Not in Russia
Output 4	Where necessary, cost-benefit analyses (CBA) of the impact of fuel economy		**S**	

[28] *e.g. https://www.unep.org/news-and-stories/blogpost/mauritius-shares-their-experience-promoting-cleaner-and-more-fuel*
[29] *email from the FIA Foundation from April 5, 2023*

Revised outputs		Indicator	Rating at evaluation	Remarks
	policies conducted to guide policymakers as was done in the GEF-4 funded GFEI pilot project			
Output 5	technical training sessions held for key policymakers on mechanisms for developing fuel economy standards		**S**	
Output 6	National public awareness raising campaigns conducted to leverage public support for fuel economy policies		**S**	Not in Montenegro and in a number of other countries
Output 7	Workshops organized in each of the four regions foster at least 10 new country fuel economy measures.		**HS**	
Output 8	Regional fuel economy knowledge bases developed to enable regional tech-transfer		**HS**	
Output 9	Expanded GFEI website and toolkit with case studies and lessons learned for the 20 countries projects and additional countries established through regional replication	The website has limitations	**MS**	2 websites instead of one, split between national (UNEP hosted, curtailed at some point) and global (FIAF hosted)
	Ongoing production and dissemination of outreach materials (e.g., films, technical publications, newsletters, leaflets etc.) to convey GFEI project message to national, regional and global stakeholders (now merged with Output 6 and Outcome 3)		**S**	Somewhat outdated and limited information on the GFEI website
	OVERALL RATING FOR OUTPUTS		**S**	

Source: PIRs, Progress reports and interviews

104. The availability of Outputs is rated as **Satisfactory.**

ii. Achievement of Project Outcomes

105. **Outcome 1. Countries acquire advanced technical knowledge on fuel economy and the impact of various policy options**. For the Indicator "*Twenty countries acquire advanced technical knowledge on fuel economy and the impact of various policy options,*" and against the EoP target of "***20 countries have their fuel economy vis-à-vis climate change knowledge capacities built***", PIR 2021 reported (with the self-rating of HS)

- *National fuel economy baselines calculated in 42 countries, among them all 6 GEF funded and 36 Not GEF Funded*
  - ✓ *Africa: Algeria, Benin, Botswana, Egypt, Morocco, Uganda, Malawi, Liberia, Zimbabwe, Senegal, Togo, Tunisia, South Africa and Ghana*
  - ✓ *Asia and the Pacific: Malaysia, Thailand, Philippines, Viet Nam, Sri Lanka and Nepal*
  - ✓ *Middle East and West Asia: Iran, Lebanon, Bahrain and Kazakhstan*
  - ✓ *Latin America and the Caribbean: Argentina, Dominican Republic, Colombia, El Salvador, Panama, Guatemala, Honduras, Uruguay, Costa Rica and Belize*
  - ✓ *Central and Eastern Europe: Ukraine, Russia and Georgia*
- *Technical capacities of target countries strengthened through various face-to-face global, regional, and national workshops organized by UNEP/ GFEI and partners. Several webinars were also conducted with regional and national government partners, and other stakeholders in the country. However, the level of capacity of relevant government agencies in the target countries in developing and updating their fuel economy baselines vary. Many countries will still need the guidance of local experts/ academicians in conducting the analysis.*

106. Note that the reported list of countries with National fuel economy baselines calculated does not include Paraguay, but includes others from the wider GFEI portfolio. However, this seems to be a reporting omission, as the database was indeed developed in Paraguay.

107. All the interviewees commented on the difficulties in getting the data and calculating the baselines due to (a) the data often being under the ministries of Interior and treated as confidential; (b) inconsistencies between various datasets (e.g., between the data from the ministries of Interior and the customs; etc.). The implementing partners were praised by the interviewees from the Governments for perseverance, and implementing teams for leading this work and getting the baseline calculated. It was the first of this kind in these countries, and many -like Georgia - still referred to it at the time of writing this report.

108. All the interviewees were unanimous that all the various face-to-face and virtual global, regional, and national workshops organized by UNEP/ GFEI and partners were informative and indeed enhanced their knowledge. But several interviewees commented that they would have liked training per se in addition to workshops on policy discussions.

109. **Outcome 2 South-south cooperation on fuel economy established within the regions, resulting in regional fuel economy policy ripple effects.** For the Indicator **"***Increase in number of countries (at least 10) interested in working on developing fuel economy policies in addition to project countries"* and against the EOP Target ***"4 Regional workshops organized (one each in the four regions with a national fuel economy project funded through GEF-5)",*** PIR 2021 reported **(with the self -rating of S).** *The regional workshops covered, Central and Eastern Europe, South America, Central America, West Africa, East Africa, Southern Africa, South Asia, and Southeast Asia. Representatives/ stakeholders from all the 42 countries were able to participate.* This was discussed under *Section 5 D. I 'Availability of Outputs'.* Interviewees vouched for the usefulness of these regional workshops, which gave them the opportunity to hear form one another, find out who are the front-runners in implementing certain types of reforms, and helped them to get clarity about which path to reform they wanted to follow.

110. Examples of replication include (these points are based on the findings from interviews mostly as there was very limited information in the project reports):

a. Cote-d'Ivoire was the first country in West Africa and the lead in the region to adopt fuel economy policies (see Table 11). This experience was then shared and certain aspects replicated in Burkina Faso, Niger, Guinea Bissau, Benin, Mali. UNEP supported 11 out of 15 Economic Community of West African States (ECOWAS) member countries with individual projects. Benin carried out fuel economy baseline and adopted vehicle emissions regulations. Togo and Sierra Leone were reviewing their national laws to incentivise electric 2 &3 wheelers at the time of writing this report .Guinea Bissau committed to the targets set in the sub-regional GFEI roadmap [30]

b. Chile was the first country in Latin America to adopt fuel economy vehicle labelling in 2013. In 2014, progressive fees on vehicles that do not meet specific fuel economy and pollutant emissions thresholds were introduced. Electric vehicles are offered exemptions from environmental tax and traffic restrictions. In 2017, the National Electromobility Strategy outlined actions to ensure 40% of private vehicles in Chile are electric by 2050. In 2015, the National Energy 2050 Policy outlined a goal of adopting energy efficiency standards for the new fleet of LDVs by 2035. The Energy Efficiency Law in 2021 mandated the setting of energy efficiency standards for LDVs within 12 months and sought multipliers for electric and hybrid vehicles in the calculation of the sales average car efficiency[31]. Chile's

30 A regional fuel economy roadmap for West Africa (unep.org)
31 https://www.globalfueleconomy.org/blog/2021/april/vehicles-included-in-new-chile-energy-efficiency-law

experience was shared with LAC countries with certain aspects replicated. For example, Colombia adopted an energy efficiency action plan[32]

c. Philippines learned from Thailand regarding CO2-based vehicle excise taxes[33]; and

d. Algeria learned from Mauritius. Mauritius supported Algeria with fuel economy baseline setting and to review their policies.

The project contributed to these replication not only supporting individual countries (outside of the project 20), but also with regional events (see

111. Table 10) and supporting the Regional Roadmaps for Fuel Economy in ECOWAS and ASEAN regions (see Section 5 D III Likelihood of Impact and Co-benefits, in the part on **Intermediate Steps)**

112. There were challenges to replication too. For example, Montenegro and North Macedonia wanted to have a car register similar to Slovenia (where is it public), but it did not happen, as the political/governance environments are very strong factors to consider.

113. **Outcome 3 Improved awareness and understanding of automotive fuel economy at the national, regional and global level.** For the Indicators *(a) Continued and increased visibility/awareness of GFEI and automotive fuel economy project work at regional, sub regional and national levels; (b) Positioning of GFEI fuel economy work for global roll out to see through 50% improvements in fuel economy by 2050; and (c) Growth in GFEI associated organizations at the national, regional and global level (partnership growth)*, and against the EoP targets of ***a) At least 4 technical publications detailing global fuel economy prospects and progress; b) Correspondence from at least 10 expressing intent to partner with GFEI on developing fuel economy standards; and c) At least 8 GFEI presentations at key global fora;*** PIR 2021 reported **(with the self-rating of *S*)**..

- *10 working papers (WP11 to WP20) were published during the time of implementation available on this link https://www.globalfueleconomy.org/data-and-research/working-papers*
- *GFEI has also been well represented in global meetings, primarily through the Sustainable Energy for All, the G20, the COP meetings, the IEA global energy efficiency meeting and other global meetings.*

114. Concrete actions for GFEI communications included 5 elements, listed below, which are then discussed later: *Participation in the global events; dissemination of information during these global and regional workshops; Publications; Website; social media (see further discussion under the Section 5.I 'Factors affecting performance'.*

115. *Table 13 lists the main **global level events attended** by GFEI representatives (led by FIA foundation), where speeches were delivered, presentations made and outreach materials distributed (e.g., GFEI brochure, see Box 4).*

Box 6: GFEI brochure

https://www.globalfueleconomy.org/media/708304/gfei-20-brochure-spreads.pdf

Table 13: List of global events with GFEI participation

1.	G20 Brisbane Communique – November 2014
2.	Better Air Quality – Sri Lanka – November 2014
3.	UN Climate Summit – NYC – September 2014

32 https://www.ccacoalition.org/en/resources/colombias-indicative-action-plan-energy-efficiency-2017-2022#:~:text=The%20Resolution%2041286%20of%20December,black%20carbon%2C%20from%20different%20sectors
33 https://www.globalfueleconomy.org/blog/2020/january/philippines-formalises-fuel-economy-labelling-law

4.	GFEI Accelerator Symposium – Paris – September 2014
5.	GFEI Seminar on in-use fuel economy – July 2014
6.	GFEI Publications
7.	GFEI Website
8.	Sustainable Development Goals, August – September 2015
9.	Business for the Environment (B4E) Annual Summit London - September 2015
10	G20 Summit – November 2015
11	Urban Mobility in India Conference – November 2015
12	Conference of the Parties (COP21) – November
13	UN Sustainable Development goals HLPF – July 2016
14	Conference of the Parties (COP22) – November 2016
15	GFEI Accelerator Symposium, Ministry of Ecology Sustainable Development and Energy, Paris, 5/09/ 2014.
16	Global GFEI Training and Networking Event, Paris, France, 9-10 June 2016
17	GFEI training, Paris France, 15 June 2017
18	GFEI re-launched at the International Transport Forum's annual conference, Leipzig, Germany, 23 May 2019

116. ***Publications***. GFEI partners also delivered Working papers, which are featured on the GFEI website.

Table 14: Working Papers

	Name	Date	Description
1	Global Fuel Economy – An update for COP22	2017	Update on GFEI actions and countries, working with GFEI
2	WP24: Implementing the ASEAN fuel economy roadmap	March 2022	The ASEAN fuel economy roadmap, developed and adopted by ASEAN transport ministers in 2018.
3	WP23: Low Carbon Global Road Freight: Moving Beyond Fuel Economy Standards	February 2022	Models the range of interventions set against baseline Road freight transport system efficiencies, highlighting how efficiencies could be doubled by 2050 by combining fuel economy standards with targeted logistical policies (ICCT)
4	WP22: Vehicle fuel economy in major markets 2005-2019	November 2021	Poor progress globally on fuel efficiency and the huge potential benefits of a move to electric vehicles. The report also identifies the crucial role played by regulatory frameworks in driving efficiency improvements, the need to reduce vehicle weight, and the increasing urgency of an end to fossil fuel subsidies.
5	WP21: Decarbonizing Transport: Driving Implementation Actions and Turning Targets into a Transformation	December 2019	This study aims to help policymakers and other stakeholders better understand the future market potential for electric vehicle adoption using existing international sales data for these vehicles.
6	WP20: Prospects for fuel efficiency, electrification and fleet decarbonization	May 2019	Sets out the impact of current global policies, the changes in the global fleet and new global efficiency targets to accelerate the uptake of clean and efficient vehicles for vehicle efficiency.
7	WP19: Fuel economy in major car markets: Technology and policy drivers 2005-2017		Analysis of fuel economy in major car markets: Technology and policy drivers 2005-2017
8	WP18: The role of plug-in electric vehicles to improve fuel economy	2018	Integrating electric mobility in GFEI activities
9	WP17: Wider, taller, heavier: Evolution of LDV size over generations		This report suggests that it is time to start considering regulating average vehicle weight. Corporate average weight reduction targets might be a good option to strongly encourage weight-reduction strategies. This would benefit not only fuel economy but also safety, road wear, and road occupation, with smaller vehicles expected. It would also decrease the need for high engine power, further reducing vehicle weight.
10	WP16: Can we reach 100 million electric cars worldwide by 2030?	2017	Overview of EV trends and future predictions
11	WP15: International comparison of LDV fuel economy 2005-2015	2017	Newest data on global trends on fuel economy
12	WP14: Estimating fuel efficiency technology potential of heavy-duty trucks	2017	Modelling of potential improvements in efficiency over the 2020 through 2040 timeframe
13	WP13: Can we achieve 100 million plug-in cars by 2030?	2016	Current trends of EVs

	Name	Date	Description
14	WP12: Technology and policy drivers of the fuel economy of new LDVs	2016	Comparative analysis across selected automotive markets
15	WP11: Light-duty vehicle fuel economy: 2005 to 2013		
16	State of the World Report 2016	2016	Analysis of progress on fuel economy trends
17	LDV Fuel Economy and G20	2016	G20 Energy Efficiency Action Plan and GFEI
18	GFEI Annual Reports		progress on GFEI

Source: https://www.fiafoundation.org/

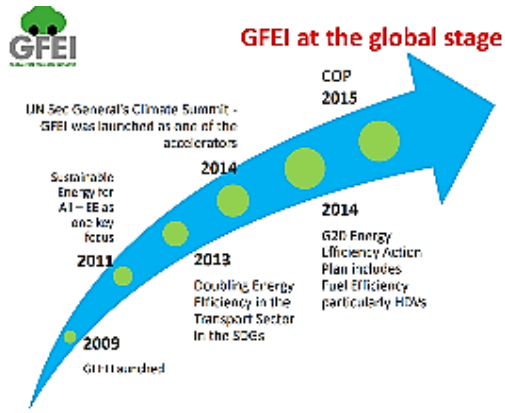
117. *There was no **dissemination plan** however for the knowledge products, including the publications, the Annual reports, etc. But there was a mailing list that was used for the main events,*

118. ***Website.*** This was discussed under the *Section 5 D. ii 'Availability of Outputs'*. The awareness of the importance of the fuel economy globally was indeed raised. The fact that it was raised at the UN and recognized as one of the accelerators, is one of results that could, if not attributed to, then strongly contributed by the GFEI (see Box 7). As to whether the website and outreach materials have increased awareness and understanding *at the national level* is a question. As mentioned earlier, the interviews indicated that even the respective key ministers concerned did not visit the website, very few were aware of the FEPIT tool being featured there. The fact that the FEPIT Tool was moved to GFEI website does not explain why the key partner ministries were not informed.

119. It was not possible to obtain data on the visits of the website by geographic location (regions), according to the FIA Foundation. Similarly, it was communicated that it is not possible to obtain data prior 2017 on the users and views. The only data that was provided was for 2017 – to date for the users and views - as in Figure 7. It shows that:

- number of users doubled in 2021 but then flatlines; and
- the number of views increased somewhat in 2021 and then declined.

Box 7: Results of Global Advocacy

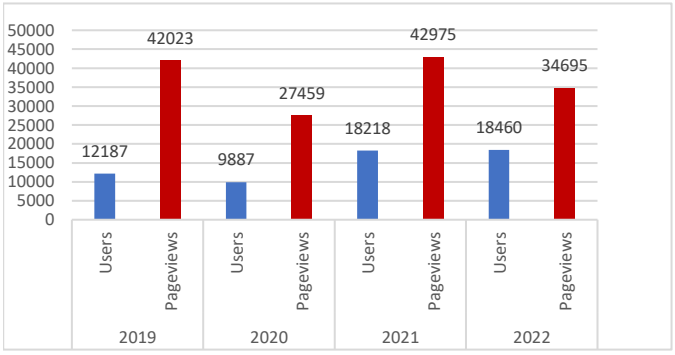


Global Process	GFEI's key role
G20	Implementing organisation of the Transport Task Group (TTG)
Climate Change (UNFCCC)	Identified as a transport 'Quick win' on Transport Sustainable Development and Climate Change as part of the Paris Process on Mobility and Climate
Sustainable Development Goals	Part of the Expert Group and High Level Panel for SDG7
SE4ALL	GFEI is at the heart of the Transport and Motor Vehicle 'Accelerator' initiative

https://www.fiafoundation.org/

120. Whether the outreach material distributed during the national workshops and regional and subregional events helped to increase the knowledge of the national stakeholders about the project's achievements in other countries, about the results of the research reports, is difficult to assess, as no feedback was collected systematically. The interviewees who commented on this were overall positive, but they highlighted more the interaction with the participants rather than the outreach material: the fact that these events took place 5-7 years ago meant that the interviewees could not remember what was distributed during the events and how useful these materials were.

Figure 7: Number of users and pageviewes of GFEI website over time



Based on Data provided by FIAF

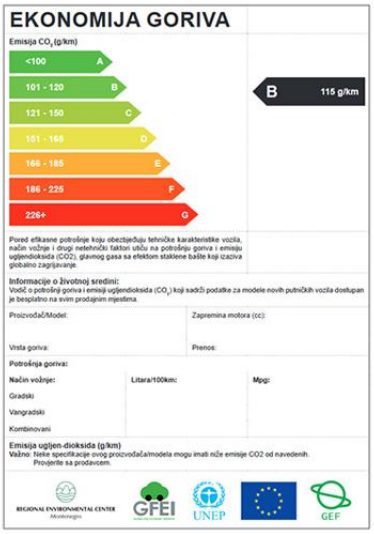
121. **<u>Outcome 4.</u> Countries submit draft automotive fuel economy policies to their national decision-making bodies** For the Indicator *20 countries have formulated fuel economy strategies that involve a combination of regulatory policies, economic incentive instruments, consumer awareness and complemented with a host of flanking measures to reduce fuel consumption by the road transport sector.*, and against the EOP target ***of "20 countries have formulated comprehensive fuel economy policies,*** the PIR 2021 reported **(with the self- rating of MS)**

- *6 Countries funded through GEF-5 STAR (Côte d'Ivoire, Mauritius, Montenegro FYR Macedonia, Jamaica and Peru), and another 10 countries not funded through GEF-5 STAR allocations (Argentina, Thailand, Malaysia, Philippines, Viet Nam, Paraguay, Sri Lanka, Georgia, Egypt, Uganda, Nigeria, Togo, Uruguay, Ukraine and Costa Rica) have formulated and/or adopted fuel economy polices. The policies developed included progressive vehicle excise taxation based on engine size or fuel consumption ratings of vehicles, labelling schemes, emission standards and fuel quality, and other policies that support e-mobility like lower taxes for e-vehicles.*
    - *Mauritius has adopted a Fuel Consumption and CO2 Emission Labelling for all cars as well as reduced excise duty on hybrid and battery electric vehicles,*
    - *Côte d'Ivoire prepared a draft national fuel economy policy proposing a CO2 based taxation and a fuel economy label to be applied to vehicles at their first registration*
    - *Peru adopted fuel economy policies*
    - *Jamaica, Macedonia have developed policy options and presented to the government for further consideration and action.*
    - *Montenegro has implemented an automotive fuel economy labelling scheme (see* Box 8*)*

122. See Table 16 for the up-to date status of the policies for all the 20 countries. Since the time of the Final report of the project:

- ✓ Mauritius has adopted a host of measures, but the feebate scheme remained suspended (see Box 9);
- ✓ North Macedonia has adopted almost all the recommendations apart from the green register;
- ✓ Peru adopted new standards for fuel quality, used vehicle import bans, new emissions standard, incentives for efficient vehicles
- ✓ Côte d'Ivoire did not pass the CO2 Tax and the feebate scheme, the age limit for the imported cars was reduced, and the labelling scheme was close to adoption at the time of writing this report
- ✓ Jamaica passed the new age restriction for the imported cars, but the Type-Approval; Vehicle-Approval and Fuel Economy Labelling were not approved
- ✓ Montenegro did not adopt the recommended one-time CO2 tax

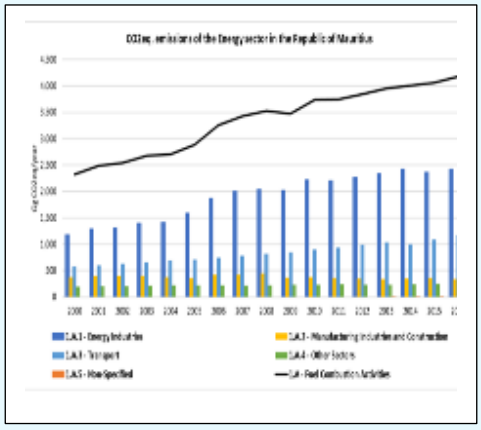
Box 8: Montenegro labelling



https://www.globalfueleconomy.org/blog/2018/march/gfei-enables-new-fuel-economy-label-for-montenegro

123. Note that there is inconsistency in the report as the formulation of the Objective repeats part of the the indicator for Outcome 4, and the reported result (for the Objective) is "*14 countries not funded through GEF-5 STAR allocations have formulated and/or adopted fuel economy polices*", with the self-rating of "S". The reported result for the Outcome 4 is the correct one as the achievement fell short of the target for Russia (i.e., 13).

Box 9. Case study -Mauritius



Readiness: PHASE 1: 2013 to 2014
Relevance: BAU was not an option. Design needed to include support for implementation (e.g., feasibility studies, CBA)
Set up: SSFA with the Ministry of Environment; 6 Working Groups, 8o meetings. Needed a more leading role by the Ministry of Transport

Effectiveness
Car register: The National Land Transport Authority has already inserted two additional columns in the data entry tool i.e., Fuel Consumption and CO2 Emission. However, no entry is being recorded yet in the data entry tool as the information is not available in documents received at the NLTA.
Fuel Quality measures
Diesel Sulphur content was reduced form 500 ppm to 10ppm from 2012- to 2022
Fuel Economy labeling
Environment Protection (Display of Fuel Consumption and CO2 Emission Label) Regulations 2019. □ A dealer shall affix a label on every new motor car which is displayed for sale
Financial measures 2011: Under the CO2 levy/rebate scheme, a motor car buyer pays an additional amount as levy per gramme of CO2 per km emission above a set threshold. On the other hand, the buyer receives a rebate if the CO2 emission value of his motor car is below the CO2 threshold. On 30 July 2016, the CO2 levy/rebate scheme was suspended as there were a number of operational and litigation issues – such as there were different standards for measurement of CO2 (UNECE Regulation No. 101, JC08 Emission Test Cycle).

Incentives for the Use of Electric Vehicles

- **Excise Duty** on electric cars and hybrid cars has been abolished as from June 2022
- **A negative excise duty scheme has been introduced as from July 2022** whereby an individual or a company purchasing an electric vehicle is refunded 10% 0f the **purchase price of the electric vehicles, capped at a maximum of Rs 200,000.**

- **Road Tax and registration duty** for electric vehicles and Hybrid cars is 50% of the amount corresponding to the class of a motor vehicle (engine capacity)
- **Fast charger for electric car investment allowance**
- **Solar Energy Investment Allowance** An individual may deduct from his net income the amount invested during an income year in a solar energy unit, i.e., a solar photovoltaic system including a solar inverter, battery for storage of electricity and solar charge controller.
- **CEB Time of Use Tariff.** CEB is implementing a Time of Use Tariff applicable for charging electric vehicles for residential customers.
- **Rate of Interest and Loan**
  - The rate of interest is 1% per annum for eligible civil servants who purchase an electric car/electric motorcycle.
  - Development Bank of Mauritius provide a 0.5% up to 3 M to taxis and van operators over a period of 7 years for the purchase of electric vehicles
  - Loan facility of up to Rs 250,000 available by the DBM to domestic consumers at a concessional rate of 2 percent per annum to finance the acquisition of solar PV systems.
  - Introduction of a Carbon Neutral Loan Scheme by the IFCM over 7 years at a preferential rate of 3 percent

Incentives to promote Green Energy

- **Annual Allowance** Annual allowance in respect of the capital expenditure incurred on: Acquisition of solar energy unit - 100%' green technology equipment - 50% (straight line)
- "**Green technology equipment expenditure**" means any capital expenditure, excluding capital expenditure on passenger car, incurred on (a) renewable energy; (b) energy-efficient equipment or noise control device; etc
- **Exempt Income tax on investment in green projects Interest** derived by individuals and companies from debentures, bonds or sukuks issued by a company to finance renewable energy projects, the issue of which has been approved by the Director-General on such terms and conditions as he may determine.

Traffic Management measures

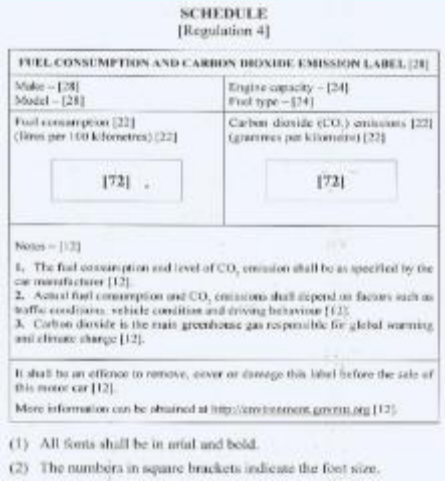
- To improve the fluidity of traffic and travel time thus reducing fuel consumption and carbon dioxide emissions.
- A number of measures has been implemented to optimize traffic flow, including:
  - Traffic control measures such as grade separated junctions and road infrastructural improvements;
  - Introduction of the Light Rail Transport system – The Metro Express

Sensitization:

- TV clip focusing on vehicle emissions was aired on
- local channels in January 2019 to sensitize people on fuel economy, vehicle label and air pollution from the transport sector amongst others
- Needed more preparation and a company to handle

Efficiency:
a Consolidated Report was prepared to synthesize and harmonize recommendations formulated under the working groups. Though this report as such did not go to Cabinet, it is important to point out that several recommendations have been implemented after obtaining Cabinet's approval for individual actions

Sustainability:
Budget 2022 – 2023: Firm commitment to decarbonize the land transport sector
They don't use the GFEI website- knowledge of it not high, no knowledge of the FEPIT tool there
More SUVs on the road


SCHEDULE
[Regulation 4]

FUEL CONSUMPTION AND CARBON DIOXIDE EMISSION LABEL [28]

Make – [28]
Model – [28]
Engine capacity – [24]
Fuel type – [24]
Fuel consumption [22]
(litres per 100 kilometres) [22]
Carbon dioxide (CO_2) emissions [22]
(grammes per kilometre) [22]
[72]
[72]
Notes – [12]
1. The fuel consumption and level of CO_2 emission shall be as specified by the car manufacturer [12].
2. Actual fuel consumption and CO_2 emissions shall depend on factors such as traffic conditions, vehicle condition and driving behaviour [12].
3. Carbon dioxide is the main greenhouse gas responsible for global warming and climate change [12].
It shall be an offence to remove, cover or damage this label before the sale of this motor car [12].
More information can be obtained at http://environment.govmu.org [12].
(1) All fonts shall be in arial and bold.
(2) The numbers in square brackets indicate the font size.

Sources: (a) GFEI: Shifting to Efficient and Zero-Emission Vehicles in the Global South, 13-15 June 2022, Session on Africa, Implementing Fuel Economy Policies in Mauritius Presented by Mrs Anju Ghoorah, Environment Officer, Ministry of Environment, Solid Waste Management https://airqualityandmobility.org/PDFs/gfei2022/GFEIMauritius_AnjuGhoorah.pdf and (b) interviews with the stakeholders in Mauritius and information obtained from them

124. **Outcome 5. Additional countries formulate fuel economy policies.** For the Indicator "*At least 10 additional countries begin working on fuel economy policies as a result of the regional replication",* and against the EOP target "***At least 10 additional countries begin working on fuel economy policies because***

of the regional south-south cooperation. The project reported *22 additional countries begun working on fuel economy policy setting as a result of the regional replication.*

- *Africa: Botswana, Ghana, Liberia, Malawi, Morocco, Nigeria, Senegal, Togo, Zambia, Zimbabwe*
- *Asia & the Pacific: Kazakhstan, Malaysia, Iran*
- *Middle East and West Asia: Lebanon*
- *Latin America and the Caribbean: Argentina, Belize, Colombia, Dominican Republic, Ecuador, Guatemala, Honduras, and Panama*

125. All these countries were able to develop their fuel economy baseline. Several were able to propose and/or draft fuel economy policies (Ghana, Nigeria, Senegal, and Togo), but only Argentina, Colombia, Dominican Republic and Malaysia were able to adopt policies.

126. Table 15 provides the ratings on Outcomes. The achievement of Project Outcomes is rated as **Satisfactory**.

Table 15: Ratings for Outcomes

	Formulation of the Outcomes	Indicator	EOP Target	Achievement	Self - Rating	TE Rating	Remarks
Outcome 1	countries acquire advanced technical knowledge on fuel economy and the impact of various policy options	Twenty countries acquire advanced technical knowledge on fuel economy and the impact of various policy options.	"20 countries have their fuel economy vis-à-vis climate change knowledge capacities built",	• National fuel economy baselines calculated • Technical capacities of target countries strengthened through various face-to-face global, regional, and national workshops	HS	**S**	Russia?
Outcome 2	Regional Replication: South-south cooperation on fuel economy established within the regions, resulting in regional fuel economy policy ripple effects	Increase in number of countries (at least 10) interested in working on developing fuel economy policies in addition to project countries	"4 Regional workshops organized (one each in the four regions with a national fuel economy project funded through GEF-5)",	• The regional workshops covered, Central and Eastern Europe, South America, Central America, West Africa, East Africa, Southern Africa, South Asia, and Southeast Asia.	S	**HS**	
Outcome 3	Improved awareness and understanding of automotive fuel economy at the national, regional and global level	Continued and increased visibility/awareness of GFEI and automotive fuel economy project work at regional, sub regional and national levels. Positioning of GFEI fuel economy work for global roll out to see through 50% improvements in fuel economy by 2050. Growth in GFEI associated organizations at the national, regional and global level (partnership growth)	a) At least 4 technical publications detailing global fuel economy prospects and progress; b) Correspondence from at least 10 expressing intent to partner with GFEI on developing fuel economy standards; and c) At least 8 GFEI presentations at key global fora;	• 10 working papers (WP11 to WP20) • GFEI has also been well represented in global meetings, primarily through the Sustainable Energy for All, the G20, the COP meetings, the IEA global energy efficiency meeting and other global meetings.	S	**HS**	
Outcome 4	Project countries submit draft automotive fuel economy policies to their national decision-making bodies	20 countries have formulated fuel economy strategies that involve a combination of regulatory policies, economic incentive instruments, consumer awareness and complemented with a host of flanking measures to reduce fuel consumption by the road transport sector	*20 countries have formulated comprehensive fuel economy policies*	6 Countries funded through GEF-5 STAR (Côte d'Ivoire, Mauritius, Montenegro FYR Macedonia, Jamaica and Peru), and another 10 countries not funded through GEF-5 STAR allocations (Argentina, Thailand, Malaysia, Philippines, Viet Nam, Paraguay, Sri Lanka, Georgia, Egypt, Uganda, Nigeria, Togo, Uruguay, Ukraine and Costa Rica) have formulated and/or adopted fuel economy polices	*MS*	***MS***	*Russia, Benin*
Outcome 5	Additional countries formulate fuel economy policies	*At least 10 additional countries begin working on fuel economy policies as a result of the regional replication*	*At least 10 additional countries begin working on fuel economy policies because of the regional south-south cooperation*	*22 additional countries begun working on fuel economy policy setting as a result of the regional replication. Baseline in (a)•Africa: Botswana, Ghana, Liberia, Malawi, Morocco, Nigeria, Senegal, Togo,*	*HS*	***S***	*Not 10 as per indicator*

	Formulation of the Outcomes	Indicator	EOP Target	Achievement	Self - Rating	**TE Rating**	Remarks
				Zambia, Zimbabwe (b) •Asia & the Pacific: Kazakhstan, Malaysia, Iran (c) •Middle East and West Asia: Lebanon (d) •Latin America and the Caribbean: Argentina, Belize, Colombia, Dominican Republic, Ecuador, Guatemala, Honduras, and Panama. 4 proposed and/or drafted fuel economy policies (Ghana, Nigeria, Senegal, and Togo) and 4 Argentina, Colombia, Dominican Republic and Malaysia) were able to adopt policies.			
OVERALL RATING FOR OUTCOMES						***S***	

iii. Likelihood of Impact and Co-benefits

Intermediate states (IS)

127. **IS 1: Fuel economy Adopted throughout the target regions.** 19 out of 20 countries have developed draft policies and adopted at least 1 (see Table 16). In some countries, almost all recommended policies were adopted. This is impressive and important. IEA *"Fuel Economy in Major Car Markets Technology and Policy Drivers 2005-2017 (2019)* highlights that annual fuel economy improvement rates are higher in countries with regulations and/or incentives. For example:

- Countries that do not have fuel economy standards or incentive may have more year-on-year swings in fuel efficiency.
- The uptake of fuel saving electric powertrain technologies (hybrid, plug-in hybrid and battery electric) is higher in countries with regulations and incentives than those without.
- The structure of the efficiency-based incentives is also relevant, as one of the biggest barriers to consumers is the upfront price gap between an electric vehicle and an internal combustion engine alternative. etc

128. The policies on tax measures were less likely to be passed. Interviewees commented on the concerns about the affordability. The fact that the Ministries of Finance not always participated in the workshops might have contributed to this, more importantly, there could have been a more accentuated focus on policies which would be tax – neutral. Policies that aimed to reform car registers (green registers), to become transparent and publicly accessible, also were met with resistance, especially since in many countries these are under the Ministries of Interior. For example, the countries in Central Eastern Europe, wanted to have a similar one from Slovenia, but this was not supported by the governments. Passing fuel standards was also met with resistance in some countries due to lobbying of the industry importers)

129. Passing the regulations was not the end however. To achieve actual on-road fuel economy benefits, countries need to pay attention to compliance and enforcement of fuel economy. There were examples whereby certain adopted policies were frozen or reversed because they proved to be very difficult to enforce, e.g., in the case of the feebate scheme in Mauritius. The difficulties were related to cumbersome procedures that the enforcement would have required (in the mentioned case in Mauritius) as well as capacity constraints by the agencies concerned, in particular to enforce legislation and regulations for a compliance and enforcement systems, establishing government oversight mechanisms (recalls, penalties).

130. Interviewees commented that in some cases they did not adopt the recommended policies as the latter required additional studies (feasibility studies, modelling) for which they did not have the capacity and that they would wish that such assistance was provided. As mentioned earlier, in a few cases the country authorities thought that either they had other priority measures to start with, or needed to start with 2- and 3- wheelers, for example, rather than with the PLDVs.

131. Since 2005, the average fuel economy of newly registered passenger cars sold in the Global South[34] (in terms of Lge/100km, WLTC) has improved from 8.4 in 2005 to 7.1 in 2019. According to IEA, while the rate of improvement has varied from year to year, the average rate of progress over the last fourteen years was 1.3%, illustrating that fuel economy policies and technological advancements had a measurable impact.[35]

[34] *UNEP countries with China and India*
[35] *https://www.iea.org/reports/fuel-consumption-of-cars-and-vans#tracking-progres*

Table 16: The list of policies recommended by GFEI and the status of adoption

	Adopted /to be adopted	Did not adopt
Peru	• adopted improved fuel quality standards (50ppm sulfur diesel limits) • and Euro 4/IV emission standards adopted during the lifetime of the project. A timeframe is set to adopt Euro 6/VI by 2024. • used vehicle age limit (from 5 to 2) • incentives for electric efficient vehicles	Feebate
Cote d'Ivoire	• year age limit was introduced • With ECOWAS- regional harmonization. • The labeling policy has been developed and transferred to the Department in charge of implementation of the environmental protection strategy.	• CO2-based taxation • Feebate/rebate
Mauritius	• adopted a Fuel Consumption and CO2 Emission Labelling for all cars as well as reduced excise duty on hybrid and battery electric vehicles • other financial measures • Traffic management measures	• Feebate scheme suspended
Jamaica	• the age limit for the imported cars was reduced	• Type-Approval • Vehicle- Approval • Fuel Economy Labelling
Montenegro	• implemented an automotive fuel economy labelling scheme • more planned: (a) the Law on Energy is being revised and the fuel economy will be reflected; and fuel labelling will be introduced. Also New Law on Motor vehicles, new Law on Strategic Resources of Fuel are under discussion	• One time CO2 tax
North Macedonia	• The excise duty on vehicle import (for both new and used) was replaced with a new vehicle tax • The policy on CO2 taxation of vehicles at import was amended to include the age of the vehicles in addition to the levels of CO2 emissions as criteria and incorporated as such in the 'New Law on Vehicles'. This includes new calculations on imported vehicles excise methodology. The was adopted as a part of the 'New Law on Vehicles' to the Government in June 2019. In force since Jan 1, 2020 • The proposed subsidy program for clean vehicles -some years • Re the recommendation to enforce the already existing rulebook on auto fuel economy labelling • specifications for the new Customs Declaration and Excise Document Processing System integrating the CO2 vehicle data logging into their system.	• Green register
Benin	• low sulphur fuels were adopted • vehicle emission standards as part of air quality standards	.
Costa Rica	• The activities were implemented with the support of CEGESTI and the Centro Mario Molina Chile (CMMCh), • emission standards for HDVs – implemented but not as recommended • Fuel quality - 50 ppm Sulphur fuels, and Euro 4 standards. • adopted the first Electric Mobility law in the region • 2019-2020 update: joined the UNEP GEF 7 Electric Mobility Program, with a GEF STAR allocation of USD one million. Costa Rica's National Decarbonization Plan proposes by 2035, 30% of the light vehicles fleet - private and institutional - will be electric. Plans to launch vehicle scrapping pilot program, eco-labelling for vehicle efficiency designed, incorporation of 5% to 10% of ethanol in both gasolines, to upgrade the standards for the import and circulation of internal combustion engine vehicles, improving fleet standards.	• emissions tax in annual vehicle registration (environmental canon) - under discussion • energy efficiency technical standard that defines the performance criteria and parameters of vehicle emissions evaluated for the import of LDVs, including energy efficiency labeling
Uruguay	• Activities focused on a new proposal for fuel economy labelling, LDV type approval and on developing more stringent vehicle emission standards. • The road map for Euro 5 / V and Euro 6 / VI is in effect in 2020 and 2021 respectively, with the availability of 10 ppm gasoline/diesel nationwide.	

	Adopted /to be adopted	Did not adopt
	• In 2020 a new version the labeling resolution was published in the official gazette, but the official procedures for reporting vehicle emissions were not ready, so it has not been implemented in practice. • The technical rules for emissions reporting are expected to be published in 2023, so that labeling can be implemented in 2024	
Georgia	• Activities focused on Harmonizing Georgian legislation with EU requirements for vehicle emission standards • Draft National Sustainable Energy Action Plan of Georgia quantifies the impact of the increase of hybrid and electric vehicles, mandatory periodic roadworthiness tests for motor vehicle and information campaign for transport to be about 180000 tonnes by 2030. • Euro 5/V and Euro 6/VI in effect in 2020 and 2021 respectively, with the availability of 10 ppm gasoline/diesel nationwide. • In 2020 a new version the labeling resolution was published in the official gazette, but the official procedures for reporting vehicle emissions were not ready, so it has not been implemented in practice. The technical rules for emissions reporting are expected to be published in 2023, to be implemented in 2024. • It is expected that the "Technical regulation (By law) for introducing EU emission standards for Road transport" would be approved in Georgia in 2023. • From July 1 2023, vehicles on the road will be monitored due to visible smoke from the pipe to reduce black carbon emission. fines. • There was a plan to introduce from January 1 2023, a Low Sulfur Fuels and Cleaner Diesel (transition to 50 parts per million (ppm) sulphur in on-road fuels to 10 ppm, the quality norms for diesel fuel imported and sold in Georgia met Euro 5 standard requirements. Postponed several times in Georgia due oil companies, and also due to the fact that the main supplier of fuel is Azerbaijan which produces lower standard fuel.	
Russia	• **Nothing specific in the report** However, back in 2015, Russia lowered the import duty on EVs from 17% to 0% for PLDVs and from 15% to 5% for trucks. These lower import duties were cancelled in September 2017 and the government has no plans to reduce them again, Russia's Trade and Industry Ministry has confirmed, given the government's policy to encourage localized production of such vehicles instead. (https://www.iea.org/policies/6975-import-duty)	
Uganda	• Age limit reduced from 15 to 13 • Cleaner fuel from 50ppm to 10ppm and phased out lead • Environmental levy is pro-rata • In NAMA	• Emission tax • Feebate • Labeling scheme
Egypt	The Centre for Environment and Development in the Arab Region and Europe (CEDARE) supported the development of fuel economy policy proposals • Age restrictions for imported cars reduced to 1 year • Incentive for imported electric cars and cooperation agreements for the manufacturing of electric cars and the completion of their associated infrastructure, • national project to convert, or replace, cars to run on natural gas by replacing worn out and old cars, and converting cars to run on natural gas.	• No further progress on sulphur in diesel: regulated at 500 ppm sulfur • Only 95% unleaded • fuel economy labelling scheme • pro-rata environmental levy
Paraguay		• vehicle emission standards - proposed only for buses, but never implemented • Vehicle Type-Approval - not implemented
Thailand	• endorsed the ASEAN Fuel Economy Roadmap for Transport Sector 2018 – 2025: for LDVs Expected 17% reduction in annual LDVs CO2 emissions by 2030. • CO2-based vehicle excise taxes and Eco-sticker program • subsidies for electric and hybrid vehicles were adopted. • They are also working on CAFÉ Standards (starting with LDVs). • a tax reform package under consideration (re excise) • hybrid cars were capable of reducing fuel consumption in all traffic conditions and driving with a maximum of 47.3%.	

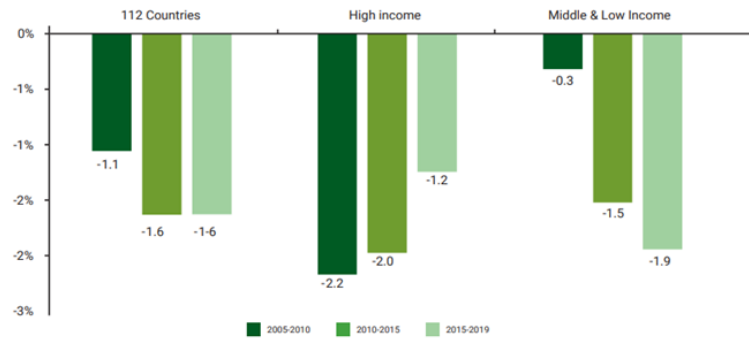
	Adopted /to be adopted	Did not adopt
Philippines	• Philippines Energy Efficiency and Conservation Roadmap proposes a yearly energy intensity improvement target of 1.9%. • a price-based vehicle excise tax scheme (2018), but exempts electric vehicles, and for hybrid vehicles – only half • Energy Efficiency and Conservation Act, Republic Act 11285 (2019) adopted, that includes the new fuel economy labeling for vehicles. • endorsed the ASEAN Fuel Economy Roadmap for Transport Sector 2018 – 2025: with Focus on PLDVs • Particular Product Requirements for Passenger Cars and Commercial Vehicles (2019) • DOE adopted several Department Circulars in June 2023 (e.g. on fuel economy performance rating guidelines)	fuel-economy based vehicle excise tax system
Algeria	• Aiming to replace the diesel predominantly used by public transport and the transport of goods and persons with LPG (liquefied petroleum gas) and CNG (compressed natural gas), with 120,000 vehicles expected to be converted every year, more than one million by 2030. • targeted 9% reduction in energy consumption by 2030. • ban on the use of leaded petrol and on the import of diesel-powered cars • incentives for electric cars	• fuel quality standards, • fiscal measures,
Vietnam	• adopted fuel economy labelling scheme for light-duty vehicles, and for motorcycles in 2014, which targeted passenger cars; motorcycles and mopeds (2018) and externally charged hybrid and pure electric vehicles (2022), • Viet Nam has endorsed the ASEAN Fuel Economy Roadmap for Transport Sector 2018 – 2025: with Focus on Light-Duty Vehicles.	
Sri Lanka	• fuel economy labelling • revising the vehicle excise tax in the country to provide a more streamlined allocation and collection of tax. • inclusion of fuel economy labelling and other policies as part of the Nationally Determined Contributions of Sri Lanka, a CO2 tax, and the enforcement of Euro 4 vehicle emission standards for imported vehicles.	
Nepal	• Environment-friendly Vehicle and Transport Policy, 2014 (ADB) aims at more than 20% of vehicle fleets to be environment-friendly vehicles by 2020, • GFEI recommended tax exemption to purchase electric vehicles: 13% • The National Energy Efficiency Strategy, 2075 (2019), • Government aims on attaining new sales of electric vehicles by 100 % by 2030 • fuel economy labelling policy was endorsed by the Government	• Upgrading the standards- under consideration from Euro III to Euro VI under consideration • increase in the customs duty on EVs is impacting imports.

***Source**: developed by the author of this report, based on (a) the information from the PIRs and Progress Reports for the timeframe covered by the project and (c) the interviews and desk research for the post-project time frame as the project team does not collect this information on a systematic basis*

132. GFEI (2023) report found *inter alia,* that:

- There was a considerable diversity in the global fuel economy improvement rate. The annual fuel economy improvement rate between 2005 and 2019 was 1.8%, 1.2%, 1.4%, and 1.3% in High-income, Upper Middle-Income, Low er Middle-Income, and Low-Income economies respectively (see Figure 8); and

Figure 8: Fuel Economy Improvement Rate 2005-2019



GFEI (2023) "Fuel Economy of Passenger Cars in the Global South: A case of two steps forward, one step back as fuel economy improvements are negated by increasing car power and weight

- there was increasing consensus for better fuel economy in most countries in the Global South as evidenced in the policy documents. New climate strategies emphasized fuel efficiency and electrification of road transport across vehicle types. Out of the 68 sampled countries, 50% of these countries prioritize "improving fuel economy", and 71% of the countries prioritize "electric vehicles" as part of climate mitigation strategy.

133. **IS 2: Harmonization of national, regional and global approaches to fuel economy policies.** While this was not stated as an objective in the RF, it is clearly mentioned in the reports, at least as an aspiration. Clearly this is the logical next step after a number of countries in a given region adopt reforms. The interviews and document review indicate that the situation differs from region to region.

a. On one end of the spectrum there is the EU linked countries, where the harmonization happens as per the EU regulations[36]

   ✓ 'Car labelling Directive' (Directive 1999/94/EC) on displaying the vehicle's fuel efficiency and CO2 emissions. CO2 emissions standards 2009. "Fit for 55" initiative with CO2 emissions targets (55% reduction for passenger cars in 2030 compared to 2021 and a 2035 target - all new LDVs with 0 tailpipe CO2 emissions.

   ✓ Worldwide Harmonized Light-Duty Vehicle Test Cycle and Worldwide Harmonized Light-Duty Vehicle Test Procedure in 2017. From 2021 onwards, new vehicles must be sold with an on-board fuel consumption metre, and manufactures must report annual average fuel consumption to regulatory agencies starting in 2022.

   ✓ A host of complementary measures, including a super credit multiplier for vehicles with rated emissions below 50 g CO2/km (phased in through to 2022),

b. There is significant progress in

   ✓ **ASEAN**: ASEAN fuel economy roadmap 2018-2025. VISION: Transform ASEAN LDV market into one of the world's most fuel-efficient by 2025. The roadmap sets six aspirational goals for ASEAN. The headline goal is an aspirational target to reduce the average fuel consumption of new light-duty vehicles sold in ASEAN by 26% between 2015 and 2025, which leads to an improvement in average fuel economy to around 5.3 LGe/100km by 2025, from an estimated 7.2 LGe/100km in 2015. This improvement leads to about 17% reduction in annual LDVs CO2 emissions by 2030.GOAL: Reduce average fuel consumption of new LDVs.

   ✓ **ECOWAS**. In February 2020 Ministers of Environment from the 15 ECOWAS countries adopted the first ever African regional fuel economy roadmap. The roadmap outlines

[36] https://www.iea.org/articles/fuel-economy-in-the-european-union

measures for countries in the in West African region to transition to more fuel-efficient vehicles including electric mobility. The roadmap is a culmination of GFEI support to the region, with 11 of the 15 ECOWAS countries having been assisted to analyse their fuel economy baseline and trends, and in some cases also develop policy options for improved fuel economy. The regional roadmap was prepared by the ECOWAS Commission, also through GFEI support. Some of the action items agreed on to form the fuel economy roadmap were the development of a regional fuel economy label as part of awareness campaign; and establishment of a common vehicle data classification, registration and reporting system among others. The roadmap also set targets like i) average automotive fuel economy of 5 lge/100km by 2025 for newly imported passenger cars in the region; and ii) Zero Emission Vehicles to account for 30% of newly registered motorcycles by 2030 and 30% of newly registered light-duty vehicles by 2050. Once assented to and implemented, the roadmap promises to drastically improve the quality and fuel economy of vehicles entering the West African market.

- ✓ **Central American integration System (SICA),** which include 8 countries**:** Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua and Panama. Subsequently, Belize and Dominican Republic. GFEI is now assisting with RoadMap for Fuel Economy.
- ✓ There is some progress in **CARICOM** (where there is an agreement on priority actions)[37] but not much in SADC, EAC, etc But the East Africa has amended their regionally harmonized fuel specifications to 50 ppm petrol and diesel and also on additives.

c. South American countries are on the other end of the spectrum: the interviewees were pessimistic about the prospects for harmonization in the LAC countries.

106. To summarize, the evaluation noted there was good progress towards achieving the Intermediate States discussed above.

107. *Likelihood of impact. "Reduced vehicle fleet CO2 emissions"*, was the expected impact. According to the ProDoc,

- ✓ the overall baseline CO2 emissions from the vehicle fleet of all the 20 countries were estimated at 1,100 Mr/y (2012). The estimated benefits of doubling fuel economy of these countries were reductions of approximately 900 Mt/yr by 2025 and 2200 Mt/Yr by 2050- of CO2 emissions.
- ✓ In the GEF 6, the baseline was estimated at 27 Mt/yr of CO2 Emissions from road transport (2012) [38], expected (a) to triple without intervention by 2050 and (b) with policies aiming at 50% reduction emissions reduction around 20 Mt/yr (CEO Endorsement Letter 2013)

108. GEF has its own indicators (as part of its Results Framework) for each focal area and the projects commit to provide information on the achievements against these core indicators at midterm and at the point of the terminal evaluations, against the targets that are normally agreed as part of the ProDocs/CEO Endorsement Letters

109. The bullet points below provide information on (a) the targets for the GEF Core Indicators from the Tracking Tool for this project which was part of the CEO Endorsement 2013), and (b) the reported results by the project at the point of the TE. NB: it must be mentioned that the reported results were provided to the author of this report after multiple requests, the project team had to be reminded that they had to report against these indicators.

110. Thus, for the GEF Strategic Objective CCM-4:

[37] https://www.globalfueleconomy.org/blog/2014/february/the-caribbean-commits-to-fuel-economy
[38] *UNFCC/IEA, 2009*

- Outcome 4.1: Sustainable transport and urban policy and regulatory frameworks adopted and implemented:
    1) ***"policy/regulation/strategy enforced" (target 5 on the scale of 0-5).*** The TE concurs with the self- assessment of 5 from the GEF Tracking Tool. As was described, the project was quite successful in promoting fuel economy policies;
    2) ***"institutional/human capacity utilized and sustained" (target 5 on the scale of 0-5).*** The GEF Tracking tool at the TE, had a self- rating of 5; the TE assessment is 4 given that sustainability is not assured, as was discussed

- Output 4.3: Energy savings achieved. Targets:
    3) ***Number of lower GHG emission vehicles****: target 700,000:* The GEF Tracking tool at the TE, had a result of 19,409,705
    4) ***Lifetime direct GHG emissions avoided-*** ***target. 8,850,000 tonnes CO2eq;*** The GEF Tracking tool at the TE, had a result of 123, 200,200 tonnes, i.e., 123.2 mln tonnes
    5) ***Lifetime indirect GHG emissions avoided (bottom-up)-*** ***target 25,000,000 tonnes CO2eq.*** The GEF Tracking tool at the TE, had a result of 225,100,000 tonnes, i.e., 225.1 mln tonnes.

111. The GFEI (2023) report "Fuel Economy of Passenger Cars in the Global South: A case of two steps forward, one step back as fuel economy improvements are negated by increasing car power and weight" was the first attempt at assessing the fuel economy in the Global South and has been carried out mainly through the financial support of the European Commission, FIA Foundation and UNEP. The estimates are from the above-mentioned report (see Table 17).

Table 17: Estimated Impact

	Country	Impact estimates	CO2 reduction 2030 mln tonnes
1	Peru	if Peru implements a fuel economy policy for first-time registered LDVs with a 2030 GFEI target, it could save 3.8 billion litres of gasoline-equivalent & 9 million tonnes of CO2 cumulative from newly registered LDVs.	9.0
2	Cote D'Ivoire	if Cote d'Ivoire implements a fuel economy policy for LDVs with a 2030 GFEI target, it could save 543 million litres of gasoline-equivalent & 1.2 million tonnes of CO2 cumulative from newly registered LDVs.	1.2
3	Mauritius	if Mauritius implements a fuel economy policy for LDVs with a 2030 GFEI target of 4.4 lge/100km, it could save 313 million litres of gasoline-equivalent & 0.73 million tonnes of CO2 cumulative from newly registered LDVs. In 2014, The Ministry of Environment and Sustainable Development had estimated that the government could collect Rs 200 million as CO2 levy.	0.73
4	Jamaica	if Jamaica implements a fuel economy policy for LDVs with a 2030 GFEI target, it could save 1 billion litres of gasoline-equivalent & 2.4 million tonnes of CO2 cumulative from newly registered LDVs.	2.4
5	Montenegro	if Montenegro implements a fuel economy policy for first-time LDVs with a 2030 GFEI target, it could save 656 million litres of gasoline-equivalent & 1.5 million tonnes of CO2 cumulative from newly registered LDVs. Official estimates indicate that introduction of low-carbon vehicles could lead to 9000 tonnes by 2030.	1.5
6	North Macedonia	if North Macedonia implements a fuel economy policy for first-time registered LDVs with a 2030 GFEI target, it could save 164 million litres of gasoline-equivalent & 0.39 million tonnes of CO2 cumulative from newly registered LDVs.	0.39
		Total for GEF 6	**15.22**
7	Benin	if Benin implements a fuel economy policy for first-time registered LDVs with a 2030 GFEI target of 4.4 lge/100km, it could save 17 million litres of gasoline-equivalent & 0.04 million tonnes of CO2 cumulative from newly registered LDVs.	0.04
8	Costa Rica	if Costa Rica implements a fuel economy policy for first-time registered LDVs with a 2030 GFEI target of 4.4 lge/100km, it could save 2.2 billion litres of gasoline-equivalent & 5.1 million tonnes of CO2 cumulative from newly registered LDVs."	5.1
9	Uruguay	if Uruguay implements a fuel economy policy for first-time registered LDVs with a 2030 GFEI target of 4.4 lge/100km, it could save 3.3 billion litres of gasoline-equivalent & about 8 million tonnes of CO2 cumulative from newly registered LDVs."	8

	Country	Impact estimates	CO2 reduction 2030 mln tonnes
10	Georgia	if Georgia implements a fuel economy policy for first-time registered LDVs with a 2030 GFEI target of 4.4 lge/100km, it could save 3 billion litres of gasoline-equivalent & 7 million tonnes of CO2 cumulative from newly registered LDVs.	7
11	Russia	NA	
12	Uganda	". The assessment indicates that if Uganda implements a fuel economy policy for first-time registered LDVs with a 2030 GFEI target of 4.4 lge/100km, it could save 1.2 billion litres of gasoline-equivalent & 2.88 million tonnes of CO2 cumulative from newly registered LDVs	2.88
13	Egypt	if Egypt implements a fuel economy policy for LDVs with a 2030 GFEI target, it could save 2.8 billion litres of gasoline-equivalent & 6.7 million tonnes of CO2 cumulative from newly registered LDVs. In the past, CEDARE had estimated saving of about 1 billion litres/yr of gasoline and 2.4 million tons of CO2 emissions/yr by 2030."	2.4
14	Paraguay	if Paraguay implements a fuel economy policy for first-time registered LDVs with a 2030 GFEI target, it could save 1.5 billion litres of gasoline-equivalent & 3.6 million tonnes of CO2 cumulative from newly registered LDVs."	3.6
15	Thailand	if Thailand implements a fuel economy policy for LDVs with a 2030 GFEI target of 4.4 lge/100km, it could save 36 billion litres of gasoline-equivalent & 86 million tonnes of CO2 cumulative from newly registered LDVs."	86
16	Philippines	if Philippines implements a fuel economy policy for first-time registered LDVs with a 2030 GFEI target of 4.4 lge/100km, it could save 17.6 billion litres of gasoline-equivalent & 41.5 million tonnes of CO2 cumulative from newly registered LDVs."	41.5
17	Algeria	if Algeria implements a fuel economy policy for first-time registered LDVs with a 2030 GFEI target of 4.4 lge/100km, it could save 3.1 billion litres of gasoline-equivalent & 7.3 million tonnes of CO2 cumulative from newly registered LDVs."	7.3
18	Vietnam	" if Viet Nam implements a fuel economy policy for LDVs with a 2030 GFEI target of 4.4 lge/100km, it could save 16 billion litres of gasoline-equivalent & 38 million tonnes of CO2 cumulative from newly registered LDVs."	38
19	Sri Lanka	if Sri Lanka implements a fuel economy policy for first-time registered LDVs with a 2030 GFEI target of 4.4 lge/100km, it could save 293 million litres of gasoline-equivalent & 0.7 million tonnes of CO2 cumulative from newly registered LDVs. Research indicates that by 2030 there could be 1.2 million LDVs on the road and gasoline and diesel consumption could grow by 4.5% and 2.6% per annum respectively	0.7
20	Nepal	if Nepal implements a fuel economy policy for first-time registered LDVs with a 2030 GFEI target of 4.4 lge/100km, it could save 356 million litres of gasoline-equivalent & 0.84 million tonnes of CO2 cumulative from newly registered LDVs."	0.84
		TOTAL for Non -GEF 14	203.36
		Total	218.58

112. So, the estimate from GFEI (2023) (even though the figures by the project team and by the author of this report vary) exceeds the expectations in the ProDoc.

113. At the same time, the key finding from GFEI (2023) report is that while the highest fuel economy progress was in high-income countries, the improvement is stagnating. In contrast, the rate of improvement in the Global South is intensifying. However, the fuel economy improvement potential has not fully translated into actual benefits due to increased car power and weigh, and that despite a deliberate move towards dieselisation of the fleet in recent years, the increase in diesel cars did not create any net benefits for fuel economy. Overall, the analysis estimates a cumulative reduction of 826 million tonnes of CO2 from 2010 to 2030. However, delayed action by the Global South could have shrunk the potential benefits by one-third. It is projected that in a business-as-usual scenario, incremental improvements in gasoline and diesel cars will never achieve the required greenhouse gas emissions reductions needed to fully meet the GFEI goals.

114. This is in line also with the finding from IEA 2021 report[39] - increasing vehicle size and power has eroded as much as 40% of the fuel consumption improvements that would otherwise have occurred thanks to technical advances in vehicles and engines, adding that at the same time, efficiency gains in conventional internal combustion engine vehicles are slowing down as their remaining efficiency

[39] https://www.iea.org/reports/global-fuel-economy-initiative-2021/executive-summary

potential becomes more expensive and technically difficult to exploit/ Other key findings from IEA (2021) report:

- Total improvements are significantly lower than the 2.8% yearly fuel economy improvements needed to meet the GFEI target of halving the fuel consumption of new light-duty vehicles by 2030 relative to 2005. Given slow progress, achieving this target will require fuel consumption to decrease by 4.3% per year on average from 2019 to 2030-, possible only by stronger policies that increase the market shares of efficient electric cars as well as global adoption of state-of-the-art efficiency technologies in internal combustion engines. To meet the GFEI 2030 target, countries need to align legislation on fuel economy with their climate pledges. And only the Net Zero Emissions by 2050 Scenario meets the GFEI 2050 target. The GFEI's long-term, more ambitious target is to reduce well-to-wheel emissions of light-duty vehicles by 90% by 2050, relative to 2005.
- Alternative powertrains can deliver strong emissions reductions. Hybrid electric vehicles deliver on average about one-third lower fuel consumption than conventional gasoline internal combustion engine vehicles and offer a cost-effective option to considerably improve fuel economy of conventional vehicles. Battery electric vehicles achieve efficiencies two to four times higher than internal combustion engine vehicles, with zero tailpipe CO2 or pollutant emissions.
- Rapid deployment of renewables and other low-carbon power generation and hydrogen production technologies are the foundation for decarbonisation across the energy sector (and not only for zero-tailpipe-emission light-duty vehicles).

115. Recommendations from IEA:

- *Scale up fuel economy standards and electrification targets to support announced net zero emissions ambitions*[40].
- *Phase out fuel subsidies and tax road fuels at levels that reflect their impacts on people's health and the climate*.
- *Ensure that regulations are based on and translate to real-world performance***.** Continued *monitoring of the gap between rated and real-world performance is needed to ensure that fuel economy standards have their intended impact. Digital technologies can lower costs and increase effectiveness of compliance monitoring, which should then inform future regulations.*
- *Implement policies to counter the growth in vehicle weight and power*[41].
- *Harness the potential of zero-emission vehicles (in particular battery electric vehicles) e.g., with policies targeting vehicle manufacturers*
- *Policies promoting plug-in hybrid electric vehicles need to encourage charging and driving patterns that realise these vehicles' full potential to reduce greenhouse gas and pollutant emissions, in particular, by to tying regulations and incentives more closely to real-world performance.*
- *Harmonise standards beyond the national level* to lower the costs of implementing and enforcing regulations such as fuel economy standards and to achieve broader societal and environmental goals, including climate goals.
- *Ensure that emerging markets and developing economies don't become internal combustion engine vehicle dumping grounds* through International co-operation, monitoring of used vehicle trade flows and regulation
- *Design a portfolio of policies to reduce emissions throughout the vehicle life cycle.*
- *Promote the adoption of low-carbon fuels, especially direct electrification. Different policies are appropriate to integrate renewables and decarbonise electricity, depending on the current status and mix of electricity generation and energy storage. Within the scope of fuel supply,*

[40] While separate standards and zero-emission vehicles sales targets can reinforce each other, linking the two in a single regulation carries the risk of creating a regulatory loophole: zero-emission vehicle sales generate compliance credits, relaxing fuel economy standards for a manufacturer's remaining fleet. This loophole can be closed by phasing out multiple credits for zero-emission vehicles as electric vehicle shares grow.

[41] *France, Japan and Norway, in addition to high fuel taxes and standards for CO2 emissions and fuel economy, subsidise and/or tax vehicles according to their weight, size, or greenhouse gas and pollutant emissions, or a combination of these attributes*.

policies that promote fuels with lower well-to-tank carbon intensity, such as low-carbon fuel standards, are gaining recognition as a policy instrument of choice

116. The project impact is rated as "Likely", using the Evaluation Office if UNEP tool for the assessment of likelihood of Impact, but given the discussion above the likelihood of impact is rated as **Moderately Likely**.

117. Likelihood of Co-benefits. It is reasonable to assume that progress in fuel economy must have had positive effects on health. ICCT (2018) proved that with figures in the case of Mexico[42]. A few countries reflected on that in the interview, but there is no systematic evidence that would allow to claim this for this report. Many interviewees commented in the interviews that they would have liked to receive assistance with data and methodologies to demonstrate impact on health.

118. Similarly, it is reasonable to assume that progress in fuel economy should bring in reduced dependency on the import of oil, but again, there is no systematic evidence that would allow to claim this for this report.

E. Financial Management

i. Adherence to UNEP's policies and procedures

119. As described in the *Chapter 3 E.* ***Changes in design during implementation***, the mode of execution as envisioned in the ProDoc was changed and the Project Cooperation Agreement was signed between UNEP and FIA Foundation on 18/6/2015 for a total amount of $ 492,819.00 to execute component 3. The UNEP Task Manager ensured that financial and other technical reports were received before informing the financial officer to release the funds

120. The remaining $ 1,729,000.00 were managed by UNEP for in country activities, regional and subregional workshops, etc. and USD 40,000.00 for MTR and the TE.

121. The funds were also adequately managed by both EAs. There were 2 revisions:

- *Revision 1:* US$ 87,500 moved from FIA F Budget to UN Environment budget to support Regional Replication in CEE; and
- *Revision 2:* US$ 49,149 moved from FIAF budget to update the GFEI toolkit, consolidate information, and prepare outreach materials for GFEI.

122. The cash advances to the FIA Foundation are presented in *Table 18*.

123. GEF-5 funds were disbursed through contracts or Small-Scale Funding Agreements (SSFA) between GFEI partners and the GEF-5 countries, as well as with any consultants, in accordance with UNEP rules and procedures. Payments of subcontractors were made according to the terms of agreements, once internal clearance had been obtained from relevant offices.

Table 18 Cash Advances to FIAF

Disbursement Date	Cash Advances	Comments
8 Jul 2014	$60,000.00	As per PCA-Remittance advice attached
8 Dec 2016	$197,963.00	Remittance advice attached
28 Dec 2020	$58,214.00	Remittance advice attached
30 Dec 2020	$39,453.00	Remittance advice attached
Totals	$355,630.00	

Source: UNEP

[42] *ICCT WORKING PAPER (2018). Air Quality and Health benefits of Improved fuel and vehicle emissions standards in Mexico.* https://theicct.org/publication/air-quality-and-health-benefits-of-improved-fuel-and-vehicle-emissions-standards-in-mexico/

124. The financial documents submitted to the evaluation regarding expenditures were according to UNEP budget lines (BL), and it was not possible to reconcile these expenditures with respect to budget allocated for the different components.

125. In summary, all activities as proposed in the project document were completed within the budget allocated (GEF grant).

126. **Co-financing:** Table 19 reports the co-financing status for the project. An amount of $14.015K materialized against a total amount of $9.204K pledged at design, and so the plan was surpassed.

127. The cash contribution planned from ICCT did not materialize. The additional resources leveraged as part of this project were other GFEI projects supported by the European Commission, FIA Foundation, CCAC, and the UNEP[43].

128. It should be mentioned that the figures in the table were provided by UNEP and they have no actual amounts as in-kind co-financing by the governments, which seems unlikely (and the same for the planned in-kind contribution by ICCT, IEA and ICCT)

*Table 19: Co-financing Table **(US$1,000)***

Co-financing (Type/ Source)	UNEP own Financing[44]		Government		FIA Foundation		Other*		Total		Total Disbursed
	Planned	Actual	Planned	Actual	Planned	Actual	Planned	Actual	Planned	Actual	
Grants	1,613	2,108			1,120	5,992	908 (ICCT)	0	3,641	8,030	8,030
In-kind support	1,014	1,182	2,100		480	4,802	1,969	0	5,563	5,985	5,985
Totals	2,627	3,290	2,100	0	1600	10,724	2,887	**0**	9.204	14,015	14,015

129. Rating for the Adherence to UNEP's policies and procedures is **Satisfactory**.

ii. Completeness of project financial information

130. According to the project cooperation agreement, FIA Foundation had to submit biannual financial reports and yearly co-financial reports. According to the interviews with the finance team, FIAF had submitted these reports, but they were not made available to the author of this report.

131. There are annual audit reports for the FIA Foundation of which no irregularities were found.

Table 20 Financial Management Table

Financial management components:	Rating	Evidence/ Comments
1. Adherence to UNEP's/GEF's policies and procedures:	**S**	
Any evidence that indicates shortcomings in the project's adherence to UNEP or donor policies, procedures or rules	No	
2. Completeness of project financial information	**S**	
Provision of key documents to the evaluator (based on the responses to A-H below)		
A. Co-financing and Project Cost's tables at design (by budget lines)	Yes	
B. Revisions to the budget	Yes	
C. All relevant project legal agreements (e.g., SSFA, PCA, ICA)	Yes	

[43] *European Commission – US$1,471,321, FIA Foundation – US$ 569,924; CCAC – US$33,906; Environment Fund – US$33,000 Final Report*
[44] *Includes co0financing from an EU funded project*

D.	Proof of fund transfers	Yes	
E.	Proof of co-financing (cash and in-kind)	Partial	Only for FIA Foundation, the rest N/A
F.	A summary report on the project's expenditures during the life of the project (by budget lines, project components and/or annual level)	Yes- by budget line	N/A by component
G.	Copies of any completed audits and management responses *(where applicable)*	Yes	
H.	Any other financial information that was required for this project (list)		
3. Communication between finance and project management staff		**S**	
Project Manager and/or Task Manager's level of awareness of the project's financial status.		HS	
Fund Management Officer's knowledge of project progress/status when disbursements are done.		S	
Level of addressing and resolving financial management issues among Fund Management Officer and Project Manager/Task Manager.		S	
Contact/communication between by Fund Management Officer, Project Manager/Task Manager during the preparation of financial and progress reports.		MS	Delays
Project Manager, Task Manager and Fund Management Officer responsiveness to financial requests during the evaluation process		HS	
Overall rating			

132. Completeness of project financial information is Rated as **Satisfactory**.

iii. Communication between finance and project management staff

133. According to information gathered, the proper internal financial management standards were applied for the project at both UNEP and the FIA Foundation levels. Given the fact that two different units under the same division of UNEP acted as IA and EA, when it came to revisions of the budget, FIA Foundation acted as a firewall. This is as opposed to the intention of the FIAF acting as a lead EA.

134. Overall, the project management was in regular communication with the finance department for the timely disbursements of funds and payments. There were instances when the requests for revision/extension came too late and it took almost a year to settle the issue (see next section)

135. Communication between finance and project management staff is rated as **Moderately Satisfactory**.

136. Based on the financial assessment table (Table 19) developed by UNEP, overall financial management is rated **Satisfactory**.

F. Efficiency

137. The project duration for GFEI- II was expected to be 48 months, with an end date of July 2018, but there were three formal revisions with extensions:

- **Revision 1, in June 2018**. Extension of the project execution period to 31 March 2019 to allow for completion and adoption of the development of draft fuel economy policies in multiple countries; re-phasing of the unspent balances to the following years.
- **Revision 2, in March 2020**. Extension of project execution period to 30 June 2020 to enable update of the GFEI toolkit, consolidation of information and preparation of outreach material

- **Revision 3 in July 2020**. Extension of the project execution period to 31 October 2020 to update GFEI toolkit and prepare outreach materials.

Table 21: Extensions timeline

	Duration months/ decision taken	Until/Prolonged until
Planned	48 months	31 March 2018
Extensions	**Extension 1**: 12 months (decision taken June 2018)	31 March 2019
		Regarding the gap March 2019-March 2020. There was a delay due to EA requested for an extension 4 days before technical completion date[45]. *On the project revision UNEP has confirmed that during the break March 2019 to April 2020 no new commitments were undertaken and the only expenditure incurred was for Audit (ER of July to December 2020). As such no evidence of any other activity taking place at that time*
	Extension 2: 12 months (decision taken March 2020)	30 June 2020
	Extension 3: 4 months (decision taken July 2020)	31 October 2021
		Regarding the gap November 2021- December 2022. March 2019-March 2020: There was a delay due to EA requesting an extension 4 days before technical completion date.[46] *On the project revision UNEP has confirmed that during the break March 2019 to April 2020 no new commitments were undertaken and the only expenditure incurred was for Audit (ER of July to December 2020). As such no evidence of any other activity taking place at that time.* Transactions that took place were: Liquidation of commitments and creation of final terminal evaluation contract.

Source: UNEP

138. COVID affected the project negatively, necessitating delays due to lockdowns. The project also suffered delays to the governments' changes, and alike. But the project management displayed strong adaptive management, e.g., shifting in-person meetings and workshops to the online format.

139. Raising funds for additional countries was the key reason for the almost 9 years of duration of the project: GEF funding was used as a leverage. There were other internal reasons for the delays too, as described in Table 21, when the late notification for the need for extension led to delays.

140. The adaptive management was also displayed in mitigating the risks identified at the onset: in the project document at CEO endorsement, four risks were identified which were either medium (1) or low (3), as in Table 22. For three of the mitigation measures by the project team were overall successful, namely (please refer to the last column of Table 22):

- No 1: successful to some extent, as the engagement in e-mobility for example reignited interest in the cases when the initial interest in fuel economy was not too strong
- No 2: active engagement globally, ensured continued interest

[45] *Putting together revision package and obtaining required documentation that was provided on 1st April 2019. Amendment was sent to legal on 10th December 2019. Legal responded on 16th January 2020. Amendment was sent to EA on 16th January 2020 and response received on 12th February 2020 Amendment and revision package submitted to Director for approval and signed by UNEP in March 2020.*

[46] *Putting together revision package and obtaining required documentation that was provided on 1st April 2019. Amendment was sent to legal on 10th December 2019. Legal responded on 16th January 2020. Amendment was sent to EA on 16th January 2020 and response received on 12th February 2020.*
Amendment and revision package submitted to Director for approval and signed by UNEP in March 2020.

- No 3. GFEI addresses the out-of-use vehicles issues with the project countries they will be working in

141. The fourth risk could have handled better by the project team, in advocating policies that take affordability concerns into account (tax neutrality)

Table 22: Risks from the ProDoc

Identified Risk	Likelihood /Severity*	Proposed risk management measures
Slackened political interest in countries on the issue of fuel efficiency	L	GFEI works closely with country governments, providing assistance in research, analysis, data, policy dialogue, and capacity development. This not only strengthens institutions involved with the formulation of transport policy but also ensures a high profile for fuel economy on national agendas. Further, GFEI will continue to raise awareness of fuel economy as it has done for a number of years and from a number of key perspectives, including climate change, local air quality and national energy security;
Lack of implementation of global, regional and national commitments made by involved stakeholders.	M	GFEI has been introduced at a number of regional and national conferences, and much interest has been generated, leading to requests by several countries for a GFEI national project
Introducing fuel economy strategies in some countries may generate out-of-use vehicles	L	Most developing and transition countries have rapidly growing vehicle fleets. Influencing the type of vehicles that are being added to markets is expected to have little influence on the amount of out-of-use vehicles. There may be a small increase, but that should not be significant. On contrary - often GFEI country projects result in countries doing an overall overview of their vehicles policies - and thus the GFEI country projects may actually trigger new policies on out-of-use vehicles. In any case, GFEI partners commit to address the out-of-use vehicles issues with the project countries they will be working in.
Resistance of public to switch to more fuel-efficient vehicles.	L	The project will involve a wide public outreach campaign at the national levels aimed at changing behavioral patterns and informing people of the fuel cost savings available to them by evaluating fuel economy when purchasing vehicles, e.g., through vehicle fuel economy labeling. In addition, fiscal instruments for fuel economy such as taxes and rebates that have vehicle purchase cost implications due to fuel economy, greatly influence consumers purchasing patterns towards more fuel-efficient vehicles. Lastly, in addition to using taxation schemes, import restrictions, and standards to spur innovation and improve fleet performance, some countries may decide to put in place policies that directly limit the average fleet fuel consumption and/or CO2 emissions. In this case, consumer behavior would not be a factor in the reduction of emissions.

142. The project, during implementation, made use of/built on pre-existing institutions, agreements and partnerships, data sources, synergies and complementarities with other initiatives, programmes and projects. This has meant that the project was implemented as efficiently as possible given its spread and tackling policy reforms which are difficult and lengthy.

143. The project management was efficient in leveraging other funding for the project events. For example

- A conference in Egypt in 2019, stakeholders proposed, among other things, the introduction of fuel economy labelling schemes. The meeting was supported and organised by the Ministry of Environment of Egypt, CEDARE and Friedrich Ebert Stiftung Egypt (FES).
- A recent training day organised by GFEI partner the International Energy Agency (IEA) and the Africa Development Bank (AfDB) helped take forward knowledge sharing around improving vehicle efficiency in sub-Saharan Africa.

144. Given the discussion above, the efficiency is rated as **Satisfactory**.

G. Monitoring and Reporting

i. Monitoring design and budget

145. The quality of the indicators is one of the prerequisites of a high- quality monitoring design: in the of this project, the quality of the RF could have been better. The number of outcomes was excessive, the level of results was confused and the several instances the indicators and targets were not well reflective of the nature of the respective result: these were discussed along the discussion on the achievement of the outputs and outcomes.

146. According to the ProDoc the UNEP Task manager was supposed to develop a project ***supervision plan*** at the inception of the project. The Supervision plan from the ProDoc was not updated during the course of the project. There were no annual Workplans so the updates got reflected in the revision plans only

147. It is stipulated in the ProDoc that:

- the emphasis of the Task Manager supervision will be on outcome monitoring but without neglecting project financial management and implementation monitoring;
- Progress vis-à-vis delivering the agreed project global environmental benefits will be assessed with the Project Steering Committee at yearly intervals;
- Project risks and assumptions will be regularly monitored both by project partners and the UNEP Task manager;
- The PSC and the UNEP Task Manager will receive annual PIR reports on progress and will make recommendations to the GFEI Secretariat (FIA Foundation) concerning the need to revise any aspects of the Results Framework or the M&E plan;
- The UNEP Task Manager was to review the quality of draft project outputs, provide feedback to the project partners, and establish peer review procedures to ensure adequate quality of scientific and technical outputs and publications; and
- Giving the nature of this project where emphasis is given to in-country activities, there will be no face- to- face inception workshop for the project team. A virtual meeting of the PSC instead.

148. The proposed plan in the ProDoc (with the points as above) was, overall, consistent with UNEP standard procedures for monitoring and evaluation (M&E). However, as it was mentioned earlier not having targets for outputs and not monitoring these properly, is against best practice; among other things this did not allow for gender disaggregation of participants in the workshops, among others, as well as have a complete picture of the extent of attendance of these workshops).

149. As could be seen the total budget for the M&E in the ProDoc M&E Plan was 86000 USD. But when the project budget was operationalized, it was reduced to USD 40000, The explanation from UNEP was as follows: the M & E budget co-finance figures were not fully realized; for example, the UNEP Co-finance contribution estimate (USD 26,000) for the evaluation budget was to be funded from EU funds of US$38,000, with the implementation period of the EU Agreement ending on 1 July 2022, while the terminal evaluation process started after July 2022 and so it was considered not possible to use these funds for the evaluation. This is not a fully satisfactory explanation however, as the cash co-financing target was exceeded and the options for moving funding from other budget lines to ensure that there is sufficient funding for the MTR and the TE had to be assured.

Table 23: M&E Work Plan and Budget

Type of M&E activity	Responsible Parties	GEF Budget ($) *	Budget co-finance ($)	Time Frame
Inception Meeting	▪ Project Manager ▪ GFEI Partners ▪ Project Steering Committee	-	-	Within 2 months of project start-up

Type of M&E activity	Responsible Parties	GEF Budget ($) *	Budget co-finance ($)	Time Frame
Inception Meeting Report	▪ Project Manager ▪ GFEI Partners ▪ Project Steering Committee	-	-	1 month after project inception meeting
Measurement of project indicators (outcome, progress and performance indicators, GEF tracking tools) at national and global level	▪ Project Manager ▪ GFEI Partners ▪ Project Steering Committee ▪ UNEP DTIE Task Manager	-	-	Outcome indicators: start, mid and end of project Progress/perform. Indicators: annually
Semi-annual Progress/ Operational Reports to UNEP	▪ Project Manager ▪ GFEI Partners ▪ UNEP DTIE Task Manager	-	-	Within 1 month of the end of reporting period i.e., on or before 31 January and 31 July
Project Steering Committee Meetings	▪ Project Manager ▪ GFEI Partners ▪ Project Steering Committee	-	-	Once a year minimum
Reports of PSC meetings	▪ Project Manager ▪ GFEI Partners ▪ Project Steering Committee	-	-	Annually
PIR	▪ Project Manager ▪ GFEI Partners ▪ UNEP DTIE Task Manager	-	-	Annually, part of reporting routine
Monitoring visits to field sites	▪ Project Manager ▪ GFEI Partners	-	-	As appropriate
Mid Term Review/Evaluation	▪ UNEP DTIE Task Manager ▪ Independent Evaluator ▪ UNEP Evaluation Office	15,000	20,000	At mid-point of project implementation
Audit	▪ UNEP DTIE Task Manager ▪ Independent Auditor	6,000	8,000	Within 6 months of end of project implementation
Project Final Report	▪ Project Manager ▪ GFEI Partners	-	-	Within 2 months of the project completion date
Co-financing report	▪ Project Manager ▪ GFEI Partners ▪ UNEP DTIE Task Manager	-	-	Within 1 month of the PIR reporting period, i.e., on or before 31 July
Terminal Evaluation	▪ UNEP DTIE Task Manager ▪ Independent Evaluator ▪ UNEP Evaluation Office	25,000	26,000	Within 6 months of end of project implementation
Publication of Lessons Learnt and other project documents	▪ Project Manager ▪ GFEI Partners ▪ UNEP DTIE Task Manager	-	-	Annually, PIR
Total		**46,000**	**58,000**	

* *Excluding budget covered through project management costs and project activities*

150. Rating for Monitoring design and budget is **Moderately Satisfactory**.

ii. Monitoring of project implementation

151. The project followed UNEP standard monitoring, reporting and evaluation processes and procedures. The PRF, including the baseline, midterm target and end of project targets, was used as the basis for monitoring progress.

152. The Advisory Group of the FIAF acted as the PSC. It did provide guidance on the specifics of the GEF-5 GFEI Regional Implementation. During the meetings the project was mentioned, but the PIRs were not reviewed and commented. There is no evidence in the minutes that the MTR was discussed and actions recommended to be addressed in the post-MTR stage.

153. The interviewees representing the international partners commented that the PSCs were effective and helped to monitor the progress of the GFEI as a whole.

154. Rating for the Monitoring of project implementation is **Moderately Satisfactory**.

iii. Project Reporting

155. As mentioned in *Section 3.D Project implementation structure and partners*, according to the ProDoc (Annex H), …", *The FIA Foundation will submit annual reports to the GFEI Advisory Group and seek advice from the group on project implementation and progress. The other GFEI partners will support the FIA Foundation through implementation of parts of the project.*

156. As discussed earlier, based on the suggestion from UNEP (EA), it was decided that the reporting would be done by UNEP rather than the FIAF: there is, however, no document that describes this process, or at least this was not provided to the evaluator, despite the requests.

157. All the project implementation review (PIR) reports as well as the half yearly progress reports were timely submitted. Reporting could have been better: there were many inconsistencies in the reporting which were highlighted in this report in different sections. There was incomplete information on the exact dates of all the national workshops, number of participants and attendees.

158. MTR recommendations were nor acted upon and there is no management response which will discuss the intention to do so or not. It is not discussed in the PIRs and Progress reports.

159. Project Reporting is rated as **Moderately Satisfactory**.

H. Sustainability

i. Socio-political sustainability

160. Since the project is aimed at policy reforms as one of its main objectives, once the policy recommendations are adopted, their implementation would not depend on the changes in the political climate. But as mentioned, the in -country projects stopped at the stage of handing over the policy proposals to the governments and their adoption can take a long time, during which governments may change, affecting their willingness to implement the policies.

161. In some countries, the project effectiveness was affected by the secrecy laws and practices, especially with regards to car registers, with the implications for the sustainability too. There were also cases when the bans on the imports of old cars were reversed, even in Eastern Europe, for populist reasons. There could also be resistance from the private sector, in relation to imports of cars and fuel.

162. The commitments that the countries took upon under the Paris Agreement support the likelihood of socio-political sustainability, however. This is also supported by the environmental movements in the countries.

163. Socio-political sustainability is rated as **Likely**.

ii. Financial sustainability

164. Affordability concerns in the countries with high poverty levels pose risks for financial sustainability with the reluctance of the governments to create extra tax burden for the poor residents; this sounded in many interviews. Policy measures are possible that would not be taxing for the poor (i.e. are tax neutral), and in some cases, there were promoted by the project (e.g., feebates), but most often these were not adopted by the governments, as these are difficult to manage (Mauritius is a good example, where the feebate measure was stopped for that reason).

165. Based on the interviews, there were cases where the concerns by the governments that led them towards not adopting fiscal measures aimed at promoting fuel economy included also those related to eroding their tax base.

166. In the last 20 years, electric vehicles have experienced significant technological developments that have not only reduced their environmental footprint and increased their utility, but also lowered their costs. And their penetration is increasing. The move towards the EVs and hybrid cars is supporting the sustainability of the initiatives under the GFEI. Many countries implemented measures simulating EVs. Many of the countries were engaged in UNEP GEF 7 project (Solutions plus") related to supporting EVs. The penetration of the EVs is taking time and faces challenges (e.g., shortages of the charging stations), but the direction of travel is clear.

167. At the same time, while there are financial resources available for the countries to meet their climate change goals, these are limited and many of the governments in the global south are cash-strapped.

168. On the balance the financial sustainability is rated as **Moderately Likely**.

iii. Institutional sustainability

169. Having the policies adopted is the best support factor for sustainability, regardless of the changes in the governments, and this adoption has happened in many of the participating countries.

170. The need to have agreements with the governments (and not only the implementing partners) was already discussed earlier. These agreements should ideally identify the agency/department which would be the "home" for the project deliverables - the database, any training materials developed specifically for those countries, and public outreach materials. While having strong regional and national NGOs as partners had been instrumental for the success of the project, their status as NGOs may mean that they can be closed, as has happened in the case of the RECs in Central and Eastern Europe. This reinforces the argument in the precious sentence in favour of aways having a designated government agency as the "home" for the project. One particular example illustrates this further: often, once the data was collected if became clear that there were gaps, posing a question on what should be the next step. This question was raised by some of the key institutional partners. This example reiterates the need for the governments to commit to continue with the project products once the project is over. Thus, the described institutional arrangements- in reference to the beginning of this para0 contain a risk factor.

171. While the FePIT Toolkit is on the GFEI website, and the stakeholders had received some training to analyse the data, staff changes (retiring, changing jobs) within the countries meant that there was a need in more training. Meanwhile the knowledge of the fePIT tool was low among the interviewed government representatives (and about the website that hosts this, as was discussed in ***Section 5 D, ii*** Achievement of Project Outcomes. Also, training of trainers (TOT) was envisioned but limited TOT was conducted).

172. And finally, there is no system of regular (annual) monitoring of the status of the adoption of (recommended) fuel economy policies in the GFEI countries. Having information on the up-to-date status on the adoption would have allowed to keep the information on the map on GFEI website up-to-date

173. Institutional sustainability is rated as **Moderately Likely**.

I. Factors Affecting Performance

i. Preparation and Readiness

174. The project's objectives and components were clear, practicable and feasible but the timeframe was overly optimistic. Since this project was the 2nd phase of the initiative there was a good understanding of the capacities of the regional and subregional partners, but the capacities of the counterpart countries could have been analysed better together with a political -economy analysis which would have indicated the presence of the genuine interest and minimize the need of last -minute changes in the list of 14 countries. Certain lessons from Phase 1 and from the other initiatives (PCFV) were incorporated in the project design. This in particular related to the main typology of activities and the step-wise approach. The partnership arrangements with the respective countries could have been identified and the roles and responsibilities negotiated better prior to project implementation.

175. Preparation and Readiness is rated as **Satisfactory**.

ii. Quality of Project Management and Supervision

176. ***Implementing Agency (IA).*** **UNEP Economy Division, Energy and Climate Branch** ensured consistency with GEF and UNEP policies and procedures. It liaised regularly with the Executing Agencies (EAs) on substantive and administrative matters and participated in a few meetings and workshops. It provided clearance and transmission of financial and progress reports to the GEF, including the review and approval of all substantive reports produced in accordance with the schedule of work. There were a couple of issues that made this task somewhat difficult: the fact that there was no specific PSC for the project per se (it was as part of the GFEI Advisory/Steering Group) and at time, last minute requests for revisions/extensions.

177. ***Executing agencies (EA)***

- **a.** The **FIA Foundation** was the (intended) lead EA. The FIA Foundation was expected to submit annual reports to the GFEI Advisory Group and seek advice from the group on project implementation and progress. The actual role of the lead EA was undertaken by the UNEP Transport Unit, at least when it came to reporting. FIA Foundation acted as a firewall when it came to financial revisions. FIAF ran the role of the GFEI Secretariat well, ensuring the coordination of the GFEI partners and stakeholders, representation at global events, and communications, including: supporting the organization of Advisory Group/PSC meetings
- b. ***UNEP*** **Economy Division, Chemicals and Health Branch** administered GEF funds made available, ensuring that each allocation of GEF funds was used for the purposes for which it was provided, accountable to the GEF Council for all activities funded by the allocation. Based on the assessment, it has executed this role well. But the PIRs were not brought to the PSC for the review and there were inconsistences in the reporting.

178. The PSCs have an important role in the supervision of the GEF funded projects and PIRs have to be brought to it for reviews. This was not assured.

179. The MTR was not acted upon and there was no document (PIR, Progress report) that would describe the reasons for that)

180. As described, there was a change in the intended roles of UNEP Chemicals and Health Branch (Transport Unit) and FIAF at least in several respects (financial flows, reporting). Since both the Chemicals and Health Branch and the Energy and Climate Branch are under the same Economy Division of UNEP, this should have implied much more stringent supervision arrangements, as per the UNEP's "Integration of GEF operations in UNEP: Accountability Framework for Directly Executed GEF projects", from 2011 (para 26) and 2012 (para 31). The latter states that : *"In the*

case of projects where both IA and EA are exceptionally agreed to be in the same UNEP Division….the following additional reporting requirements will be required during project implementation: (a) Yearly PIRs will contain an Annex explaining the organigram and any changes to it, clearly reflecting the roles and responsibilities withing the division between EA and IA; (b) Annual Budgetary Mandatory Revisions will contain an Annex, showing the expenditure specific to the Project Management Costs, including expenditures on specific personnel (salary and travel), consultants and any overhead charges; (c) GEF/UNEP project at risk system will include a specific monitoring tool for these projects;…"

181. Quality of Project Management and Supervision is rated as **Moderately Unsatisfactory**.

iii. Stakeholder Participation and Cooperation

182. The expected and actual roles of the stakeholders were presented earlier, in *Table 2*. It could be said that, overall, the stakeholders played their expected roles.

183. The implementation of the GFEI was to be done through a regional approach and in cooperation and coordination with the GFEI Secretariat and partners (UNEP, ICCT, IEA, ITF and UC Davis) UNEP takes the lead in supporting policy development and technical support to low- and middle-income countries. The ICCT takes the lead in supporting advanced countries and the bigger economies. The IEA maintains the database of fuel economy baselines and policies for advanced countries and big economies. The ITF provides the linkage to Ministers of transport in their annual forum, and UC Davis provides technical support to the GFEI. One area of potential improvement is in the sharing of data between the agencies.

184. There is no comprehensive data to show the number of participants in all the workshops, but the available data shows that there was good attendance. In some countries there was an issue with the lack of strong interest on behalf of certain ministries to participate in the workshops and some resistance. This is however related to the final list of the countries and does not apply to at least Russia, where as it appears the genuine interest to participate was lacking. But as mentioned the original list from the ProDoc was changed and the countries that were drooped did not show a genuine interest to go ahead with the project.

185. Stakeholder Participation and Cooperation is rated as **Satisfactory**.

iv. Responsiveness to Human Rights and Gender Equality

186. As discussed earlier, there are contradictory statements in the ProDoc in relation to the expected impact on women, whereby it said that the project is gender neutral, but then elsewhere it states that women were expected to benefit more from the resulting cleaner air. In any event the impact on the clean air was not demonstrated and doing so would have required specific additional measures in the project design. Had it been part of the project design, this could have also provided evidence towards potential support for human rights -in terms of the right to clean air. Internationally, the importance of Clean Air has recently been recognised and legislated for. On 28 July, the UN General Assembly adopted a resolution which declared access to a clean, healthy, and sustainable environment to be a universal human right. The ProDoc committed to ensuring active participation of women in the project activities and targeting them in the awareness raising, but the reporting by the project did not allow to estimate the share of women participants in the workshops.

187. Responsiveness to Human Rights and Gender Equality is rated as **Moderately Satisfactory**.

iv. Environmental, social and economic safeguards

188. For ***environmental impacts***, Annex L (Checklist for Social and Environmental Issues) of the ProDoc mentioned that the Project involves development and implementation of policies at the national level and not any one particular project area. It also adds that "*Auto vehicle manufactures, environmental regulatory agencies and civil society organizations (CSO) are key members of the comprehensive consultative groups that GFEI supports to formulate policy. The purpose of involvement of such stakeholders in the policy process is to ensure that any unintended deleterious side effects of a proposed policy are illuminated and options evaluated; …. By supporting the development and adoption of fuel economy policies in 20 project countries, the project will result in reduced GHGs, more so when the vehicle fleets in the project countries are over time replaced with more efficient vehicles due to the fuel economy policies*". This TE concurs with this assessment, and the interviews indicated that the project actively engaged with industry associations and CSOs.

189. For social Impacts, in Annex L of the Project Document, in the respective table, the answers were positive to the following questions, without further elaboration:

- Does the project incorporate measures to allow affected stakeholders' information and consultation?
- Will the project cause technology or land use modification that may change present social and economic activities?

190. The section would have benefitted from a discussion on the potential impact of the potential list of policies (especially related to taxation) on the poor and the job markets (e.g., in Cote D'Ivoire, after the government introduced new vehicle age restrictions effective March 2018, this led to a drastic drop in the number of vehicles imported since July 2017, drop-in turnover and a loss of massive jobs in this sector) as well as what measures would the project take to mitigate (e.g. an accent on the design of pro-poor policies and engagement with the relevant ministries. [NB, Vehicle growth was on the increase again at the time of writing this report.

191. This TE thus questions the statement from the Annex L of the ProDoc that (a) the activities supported by this project did not require an EIA directly and that (b) indirectly there might be a need for EIA, e.g., vehicle manufacturers responding to new policies arising from this intervention and for any indirect impacts, the national capacity to conduct an EIA can only be adjudged on a case-by- case basis. At the same time, the ProDoc was approved in 2013 with this statement and hence this criterion is **Not Rated**

v. Country Ownership and Drivenness

192. The level of country ownership was quite high – as related to the final list of countries, except for Russia. The countries which went ahead and adopted regulations demonstrated certain level of commitment; some adopted more comprehensive reform packages (around half of the countries), but it needs to be highlighted that some of these proposed reforms are difficult, there is opposition, and there are affordability concerns and so to expect that policies would have been adopted quickly would be unrealistic.

193. The overall high level of country ownership was also demonstrated by the high turnout and interest during the workshops, even though ideally there should have always been presence of the Ministries of finance, transport and the respective energy ministries as opposed to the greater involvement of representatives from environment ministries.

194. At the same time, there was less than desired ownership displayed by the ministries of Transport, which should have been (and were viewed by the majority of interviewees) as the key ministries to drive the reforms related to fuel economy as part and parcel of the overall reforms of the transport infrastructure towards sustainability.

195. Country Ownership and Drivenness is rated as **Satisfactory**.

vi. Communication and Public Awareness

196. Several points were discussed earlier, in particular, in the Section 5 D.II Achievement of Project Outcomes (Outcome 3). To recap, the communication at the global level was highly satisfactory, and the regional and subregional events were successful in raising awareness. But there is a gap in terms of the links between global and national activities. The fact that the project ended up with two websites, one of which (at UNEP) was then cut down drastically, and the other one (at FIAF) served as mainly a global tool did not help to facilitate these linkages.

197. According to the ProDoc there was supposed to be a communication strategy and a Social media strategy developed, but these were not developed.

198. GFEI has some, but outdated presence on YouTube, (https://www.youtube.com/user/globalfuelecon) and Twitter, (https://twitter.com/globalfuelecon), with the latter more active and up-to-date, but not on LinkedIn or Facebook.

199. There is information about the GFEI on the regional partners' websites, namely Clean Air Asia,[47] Centro Mario Molina Chile[48], Sustainable Transport Africa[49]. These served to promote awareness raising within the regions and subregions, as was intended, but they are organized as brief information about specific projects, as GFEI is only one of the projects these NGOs implement. In other words, the information about the GFEI on their websites is not organized specifically in a way to serve as Knowledge sharing platforms. The only exception from this is the website https://gfei.cleanairasia.org/ which is being worked on by UNEP and while on CAA website, UNEP is trying to see if it could be included in UNEP repository.

200. The knowledge sharing at subregional level could have been more active, with webinars and online events: according to the interviews, there was a need for more of such experience sharing (e.g., through webinars)

201. As for the country level, most of the countries had some elements of public awareness campaigns. The effectiveness of various public awareness activities at the national level was discussed earlier in the Section 5. D I Availability of Outputs (Output 6) and Section 5 D.II Achievement of Project Outcomes (Outcome 3). Subregional partners in their turn produced and disseminated outreach material during the regional/subregional events. There is not enough evidence to assess their effectiveness, as no feedback mechanisms were instituted, but the interviewees had positive feedback overall.

202. GEF Communications and Visibility requirements were followed.

203. Communication and Public Awareness is rated as **Moderately Satisfactory**.

[47] *For example, https://cleanairasia.org/our-news/policies-vehicle-emission-decarbonization-efforts-take-limelight-fuel-economy-event*
[48] *https://cmmolina.cl/proyecto/12*
[49] *https://www.sustainabletransportafrica.org/activities/gfei*

6. CONCLUSIONS, LESSONS LEARNED AND RECOMMENDATIONS

A. Conclusions

204. This very relevant project, managed by a dedicated project team led by UNEP and the FIAF and supported by the international regional and country level implementing partners that lasted for 9 years had a sound design - except for sustainability elements, and achieved almost all targets. 19 out of 20 countries developed their baselines, analysed the emission scenarios and came up with policy recommendations, adopting at least one in each country (and more in most countries) enhancing their technical knowledge in that process. They also learnt from the regional front-runners and in some cases replicated their policies. The project led to harmonization of policies in at least 2 regional country groupings, ASEAN and ECOWAS; this is in addition to already strong role the future EU membership plays in the countries of CEE. The global level advocacy and outreach helped to enhance the importance of this subject in the eyes of the global leaders and resulted in the inclusion in global agenda.

205. Many countries needed more support in the actual process of drafting the policies, often with additional studies needed, but this was not possible due to funding limitations. Overall, it was a trade-off between covering many countries, enhancing the momentum in the world, and providing a more in-depth assistance in-country.

206. The linkages between Global, regional and national activities could have been stronger, especially utilizing the website and better communication and knowledge management. The project execution structure differed from what was planned, with UNEP taking the lead executing agency role in a number of respects without extra measures being put in place. PSCs were not project-specific, which weakened the supervisory role.

207. Stakeholder participation and national ownership were overall strong, but the project would have benefitted from a more active participation of the ministries of finance, and transport (and especially the latter, as fuel economy measures are part of the overall transport management system in the countries)

208. Overall, the project is rated **Satisfactory**.

Table 24: Summary of Performance Ratings

Criterion	Summary Assessment	Rating
A. Strategic Relevance		**HS**
1. Alignment to UNEP's MTS, POW and strategic priorities	Full alignment	HS
2. Alignment to Donor/Partner strategic priorities	Full alignment	HS
3. Relevance to regional, sub-regional and national environmental priorities	In some countries other, but related issues (fuel quality, 2&3 wheelers) were thought to have higher priority	S
4. Complementarity with relevant existing interventions	complementary	HS
B. Quality of Project Design	Good in terms linking regional and national activities. Design for sustainability of benefits achieved at project outcome level could have been better	**S**
C. Nature of External Context[50]	The project lasted 9 years, many countries were affected by wars, disasters and political crises and unrest. All countries were affected by COVID	**MF**

[50] *Where a project is rated as facing either an Unfavourable or Highly Unfavourable external operating context, ratings for Effectiveness, Efficiency and/or Sustainability may be increased at the discretion of the Evaluation Consultant and Project Manager together. Any adjustments must be fully justified.*

Criterion	Summary Assessment	Rating
D. Effectiveness		**S**
1. Availability of outputs	Mostly achieved. Russia did not go beyond a declaration by the conference participants	S
2. Achievement of project outcomes	Mostly achieved. 2 countries did not develop policy proposals	S
3. Likelihood of impact	The speed and ambition of policy adoption is not enough to reach the stated expected impact in terms of C2 reduction (also due to increased trend of larger and more powerful cars)	ML
E. Financial Management		**S**
1.Adherence to UNEP's policies and procedures	In line	S
2.Completeness of project financial information	Mostly complete (except for cof0inancing letters)	S
3.Communication between finance and project management staff	Requests for revisions came late from program staff	MS
F. Efficiency	Some delays due to subjective reasons	**S**
G. Monitoring and Reporting		**MS**
1. Monitoring design and budgeting	RF could have been better. The budget for M&E was below planned	MS
2. Monitoring of project implementation	There was no project specific PSC. The Advisory council did not cover it as a separate project	MS
3.Project reporting	Many inconsistencies across various reports, even if minor	MS
H. Sustainability		**ML**
1. Socio-political sustainability	Policy adoptions ae good predictors for sustainability. Prominent focus on NDCs and NAMAs also support this	L
2. Financial sustainability	Many countries are not eager to implement fiscal measures not to affect their tax base. But the price of electric vehicles goes down	ML
3. Institutional sustainability	Most of the countries have follow up actions, but the lack of engagement of ministries of transport and finance is a negative a negative factor. On the other hand, the trend towards e vehicles has brought in more focus.	ML
I. Factors Affecting Performance and Cross-Cutting Issues		**S**
1. Preparation and readiness	The previous work and connections were a good base. But more was needed in terms of political analysis in the countries	S
2. Quality of project management and supervision[51]		MS
2.1 UNEP/Implementing Agency:	Overall satisfactory, except for ensuring effective PSC	MS
2.2 Partners/Executing Agency:	Overall satisfactory but the role of FIAF as the lead Executing Agency changed without subsequent reflection in monitoring	MS
3. Stakeholders participation and cooperation	Overall fine, but in some countries more active participation of the key ministries of transport, energy and finance was lacking	S
4. Responsiveness to human rights and gender equality	Some measures could have been put in place, at least at the level of recording the extent of participation of women (and encouraging) in the project activities	MS
5. Environmental and social safeguards		
6. Country ownership and driven-ness	Overall satisfactory, but could have been better in some countries	S
7. Communication and public awareness	The knowledge sharing horizontally (sub-regional) and vertically (between global and national could have been better)	MS
Overall Project Rating		**S**

209. A set of strategic questions, in addition to the evaluation criteria, were posed in the Terms of Reference for this evaluation and are addressed here:

Table 25: Answers to strategic questions

Strategic Question	Evaluator' Response
To what extent, and in what ways, has the GEF grant supporting GEF- II, made a coherent contribution at a results level to the UNEP-Approved project (PIMS 1766) under which it is administered?	The GFEI-II Project contributed strongly to the larger UNEP project titled "Sustainable Low Emissions Transport" (PIMS 123.3 Project ID. 01766) which ended in December 2019. From the Theory of Change in the approved ProDoc Revision (2018) and Chapter 3 in the original ProDoc for 01766), it is evident that

[51] In some cases *'project management and supervision'* will refer to the supervision and guidance provided by UNEP to implementing partners and national governments while in others, specifically for GEF funded projects, it will refer to the project management performance of the Executing Agency and the technical backstopping provided by UNEP, as the Implementing Agency. Comments and a rating should be provided for both types of supervision and the overall rating for this sub-category is calculated as a simple average of the two.

	the GFEI project contributed to some of the targets, programmed Outputs and Outcomes – mostly in its Component 2 (focusing on fuel economy) but others too- on fuel quality, etc. Many of the countries under GFEI -II implemented measures that were promoted under PIMS 1766, since it takes time to develop and adopt policies and also because the countries view these policies as interlinked (which they are)
What changes were made to adapt to the effects of COVID-19 and how might any changes affect the project's performance?	During the lockdowns the meetings and workshops were changed to be conducted online. As number of interviewees commented this mode has its limits
To what extent has the project performance been affected by the integration / absence of gender considerations during project implementation?	The fact that the project did not collect information on the number of participants of the workshops by gender, affected level of understanding of how this project has contributed to the empowerment of women working in the stakeholder organizations. It would have been ideal if the project could analyze the impact of LDVs on air quality and subsequently on health, and in particular health of women, but this would have been a too complex task for this project.
What are the lessons learned from the organizational arrangements of this project as an internally executed GEF project (i.e., Implementing Agency (IA) and Executing Agency (EA) functions within the same UNEP Division?	The initially envisaged role of the FIAF- as the lead EA was changed. In a way it was justified, as the Sustainable Mobility Unit of UNEP led the largest part of the project (it is simply puzzling why was not this obvious at the design stage). Thus, the FIAF ended up performing the role of a mere firewall, which is a somewhat artificial role to play. When it becomes- as it was in this case – essentially an internally executed project, then ALL the requirements of the UNEP guidance related to those cases were to be respected/complied with.

B. Lessons Learnt

210. Table 26 below summarize the lessons learned:

Table 26: Lessons Learned

Lesson Learned #1:	**Robust data collection and baseline analysis is a proven "door opener" to starting policy discussions: Phase I of the project provided a solid basis for phase II of the project, including extensive experience which helped provide evidence and knowledge to governments, helping the process of implementation.**
Context/comment:	For the countries this was the first time that had such a baseline analysis on fuel economy. Phase I of the project provided a solid basis for phase II of the project, e.g., with relevant tools. Extensive experience helped to provide evidence and knowledge to government and officials, helping the process of implementation.

Lesson Learned #2:	**Sound knowledge about the political/governance situation in countries before engaging with them is critical. Analysing the political and governance situation in countries helps to make a more informed decision about the merits of engaging with them, and the likelihood that promoted policies will pass.**
Context/comment:	The initial list of the project countries was changed: several countries were dropped from the original list, when it was realized that the respective governments were not genuinely interested in pursuing fuel economy policies. From the final list, at least one country did not produce any policy drafts. Having a better knowledge, analysis of the political and governance situation in these countries would have helped to make a

	more informed decision about the merits of engaging with specific countries, based on the likelihood that the policies that would be promoted will pass.

Lesson Learned #3:	**Clarity on roles and firm commitments on project execution and supervision arrangements is critical to project management and oversight and should be well-established upfront before the project start.**
Context/comment:	The management arrangements that were described in the ProDoc, with the FIAF as the Lead Executing Agency changed in several regards (reporting, financing flows, etc). All the evidence points that there was insufficient clarity among the stakeholders on the viability of the proposed roles as in the ProDoc and insufficient genuine commitment to make these work. Secondly, there was not distinct PSC for the project per se and the GFEI Steering Groups served as such, during the meetings of which the project was only briefly discussed, with the PIRs not being brought for the review. These are important elements and a better and clearer understanding is needed before the project starts, at the design stage as how these would be executed without much diversion from the ProDoc.

Lesson Learned #4:	**It is important to think about the sustainability of project outcomes at the design stage, including ensuring that measures that support sustainability (e.g., training of trainers, financing and institutional measures) are clearly reflected in the planned activities.**
Context/comment:	Sustainability needs to be kept in mind when designing the project components (e.g., this was not the case for the training, future data work, upkeep of the website(s)) and when adopting approaches to engagement (e.g., potentially a need for the government to designate a "home" agency for this project; the need to have agreements with the governments in addition to the agreements with the key implementing partners, which are often NGOs and hence at a risk to seize to exist (as it happened with REC))

Lesson Learned #5:	**Affordability concerns by the government (both macro and micro), as well as perceived implementation challenges, need more consideration in the delivery of policy recommendations to national governments.**
Context/comment:	A number of governments were hesitant to pass CO2 tax measures having the concerns about the affordability by the poor segments of the population into account. There are options to design the tax measures in a "tax-neutral" way, and in some cases, these were promoted (feebates) but ideally affordability – both in terms of car owners, and governments needed more consideration.

C. Recommendations

211. The boxes below list the Recommendations for the ongoing GFEI activities, for the new similar projects (when applicable) and for UNEP:

Recommendation No: 1	**Ensure there are agreements with the key government counterparts, which clearly stipulate their request for assistance and their commitment in terms of ownership of key deliverables.**
Challenge/Problem to be addressed by the recommendation	There are agreements with the governments only in the case of the countries in Africa. In the case of GEF 5 funded 6 countries there are letters from those governments requesting assistance from this project. But for many countries not in these two categories there is nothing on the paper that would state that the governments want this project. For all the countries, even in the case where are SSFAs or letters of support, there are no provisions in them that

	would stipulate the readiness and commitment of the governments to take action post project (e.g., complete the gaps if there were in the databases; follow up in the policy recommendations with clear formal positions on the outcomes; ensure the engagement with key related ministries, etc.)
Priority level	Important
Type of Recommendation	Project
Responsibility	UNEP, Economy Division
Proposed Implementation Time frame	2023 onwards

Recommendation No: 2	**Engage UNEP Regional Offices because they have a good knowledge of country-specific context and could be engaged in targeting regional groups with the purposes of developing regional policies and standards. This is especially important given the UNEP new Delivery model in which Regional Offices play an important role.**
Challenge/Problem to be addressed by the recommendation	The Regional Offices were not always kept informed about the project progress, not always invited to the regional events and consulted as per the specific country contexts. Meanwhile they have a good knowledge of the latter as well as regional country groups and could be engaged in targeting those regional groups with the purposes of them developing regional policies and standards, that would then be either mandatory or recommended course of actions for the member countries. This is especially important given the UNEP new Delivery model in which Regional Offices play an important role
Priority level	Important
Type of Recommendation	Project
Responsibility	UNEP, Economy Division
Proposed Implementation Time frame	2023 onwards

Recommendation No: 3	**Raise the profile of the in-country activities by interacting with the governments to ensure a higher level of participation of all the government agencies concerned (e.g., through UN resident coordinators).**
Challenge/Problem to be addressed by the recommendation	In some countries the Ministries of Finance and Energy Ministries did not engage in the workshops and policy discussions). Invitations for that were sent by the national implementing partners (often universities and thinks tanks) or ministries of environment. It is important to raise the profile of the projects to ensure their participation. Prime Minsters offices could be reached for that and the UN Resident Coordinators' Offices could be reached for that. This would also ensure linkages with related programs of other UN agencies
Priority level	Important
Type of Recommendation	Project
Responsibility	UNEP, Economy Division
Proposed Implementation Time frame	2023 onwards

Recommendation No: 4	**Ensure collection of gender disaggregated data to develop better insights on the impacts of the initiative on gender aspects**
Challenge/Problem to be addressed by the recommendation	There is no consistent information in the project files on the number of participants in the workshops and so also by gender disaggregation. It is acknowledged that the ProDoc mentions that monitoring would be at Outcome level. But keeping rack on the gender disaggregated number of participants would have helped to understand how many women enhanced their knowledge and potentially their standing in their respective institutions. Also, it is advised to distribute feedback forms after the workshops to analyze the level of satisfaction and collect recommendations on how to improve.
Priority level	Important
Type of Recommendation	Project/UNEP-Wide
Responsibility	UNEP, Economy Division

Proposed Implementation Time frame	2023 onwards

Recommendation No: 5	**Aim at developing policy recommendations that will take into account affordability concerns**
Challenge/Problem to be addressed by the recommendation	A number of governments were hesitant to pass CO2 tax measures having the concerns about the affordability by the poor segments of the population into account. UNEP should aim at designing policy measures in a "tax-neutral" way (taxing the HDVs more than the LDVs) and/or recommend policies that would financially incentive the poor segments
Priority level	Opportunity for Improvement
Type of Recommendation	Project
Responsibility	UNEP, Economy Division
Proposed Implementation Time frame	2023 onwards

Recommendation No: 6	**Conduct an annual survey of policies (potentially with IEA) to collect up-to-date information for GFEI (including on its website) regarding the status of adopted policies related to fuel efficiency.**
Challenge/Problem to be addressed by the recommendation	There is no up-to-date information at GFEI (including on its website) regarding the policies adopted related to fuel efficiency. Such information is collected by the UNEP's EA on an ad-hic basis
Priority level	Opportunity for Improvement
Type of Recommendation	Project
Responsibility	UNEP, Economy Division
Proposed Implementation Time frame	2023 onwards

Recommendation No: 7	**Develop a sustainability strategy for the GFEI website and information dissemination strategy, develop a self-guiding learning tool (with certification) based on the Toolkit, and organise more sub-regional knowledge sharing events and webinars at subregional level to stimulate experience exchange.**
Challenge/Problem to be addressed by the recommendation	The Toolkit is now on the GFEI website hosted by the FIAF, but the government representatives interviewed for this TE did not know about it, as they did not know about the website too. There were 2 websites for GFEI: one hosted by the FIAF (with was viewed as a global advocacy tool) and one on UNEP website which featured case studies and country -level information as well as the FEPIT toolkit. At some point during the course of the implementation of the project, the information on the UNEP website was drastically cut down, as UNEP IT department perceived this to be heavy. The toolkit was transferred to the GFEI website hosted by the FIAF, but the rest got lost in a sense. There is a need for clarity as to which website is/is to be the primary website for GFEI, ideally without distinguishing between global- national targets, as this had weakened these links. There is then a need in a sustainability strategy for this, which will clarify how would it be not just running (financial costs) but also what measures could be put in place to make sure that it is interesting for the countries, that the government officials (contacts in the ministries) know about the website and use it – seeking examples, technical information, etc. A self- guided training module based on FEPIT could be developed, possibly with a certificate, but this will make sense only if the website is known and used. Organize more webinars at subregional level to stimulate experience exchange, that would be available on the website (above)
Priority level	Important
Type of Recommendation	Project

Responsibility	UNEP, Economy Division
Proposed Implementation Time frame	2023 onwards

Recommendation No: 8	**Enhance baseline data collection to allow for the analysis of air quality and health impacts: this could start from pilot countries with the International Council on Clean Transportation (ICCT)**
Challenge/Problem to be addressed by the recommendation	Interviewees highlighted their desire to have databases which would allow for analysis of air quality and health impacts. ICCT has similar projects in some countries. While this will be resource intensive, this could start from pilot countries
Priority level	Opportunity for Improvement
Type of Recommendation	Project
Responsibility	UNEP, Economy Division
Proposed Implementation Time frame	2023 onwards

Recommendation No: 9	**Conduct Training of Trainers at least in the countries where the finances permit, making use of the existing research and training institutions within the countries**
Challenge/Problem to be addressed by the recommendation	There are strong research and training institutions in the countries which could be trained to conduct training in the future. This could be part of the design in the future projects
Priority level	Opportunity for Improvement
Type of Recommendation	Project
Responsibility	UNEP, Economy Division
Proposed Implementation Time frame	2023 onwards

Recommendation No: 10	**The project predominantly stopped at the national level at providing policy recommendations, therefore, some countries (criteria to be defined) will require support to take them to the level where actual policies could be drafted. For some countries (criteria to be defined) support actual drafting of the policies if funding permits.**
Challenge/Problem to be addressed by the recommendation	The project predominantly stopped at the national level at providing policy recommendations. Some of these were straightforward, but the others needed further studies (feasibility studies, modelling studies) to take them to the level where actual policies could be drafted. Many government interviewees reflected that they did not have the capacity (technical knowledge) for that. While it could be argued that for some countries it should not be a significant financial burden hiring consultants for such studies, these could be a problem for others. Perhaps certain indicators could be adopted as criteria (e.g., status- low income). The above would be applicable however if the overall funding for given countries would allow such assistance. For some non GEF countries in this project the funding available was really limited.
Priority level	Opportunity for Improvement
Type of Recommendation	Project
Responsibility	UNEP, Economy Division
Proposed Implementation Time frame	2023 onwards

ANNEXES

Annex 1: GEF portal inputs

The following table contains text to be uploaded to the GEF Portal. **It will be drawn from the Evaluation Report, either as copied or summarized text.** In each case, references should be provided for the paragraphs and pages of the report from which the responses have been copied or summarized.

Table II: GEF portal inputs

Question: **What was the performance at the project's completion against Core Indicator Targets? (For projects approved prior to GEF-7[52], these indicators will be identified retrospectively and comments on performance provided[53]).**

Response: *(Might be drawn from Monitoring and Reporting section)*

GEF Strategic Objective CCM-4

- Outcome 4.1: Sustainable transport and urban policy and regulatory frameworks adopted and implemented
- Output 4.3: Energy savings achieved

Targets form GEF tracking tool:	Self- Assessment by UNEP	Evaluator's assessment
policy/regulation/strategy enforced" (5 on the scale of 0-5).	5	5
institutional/human capacity utilized and sustained (5 on the scale of 0-5)	5	4 (sustainability not assured)
Number of lower GHG emission vehicles- 700,000;	NA	NA
Lifetime direct GHG emissions avoided- 8,850,000 tonnes CO2eq	826 million tonnes	
Lifetime indirect GHG emissions avoided (bottom-up)- 25,000,000 tonnes CO2eq	482 million tonnes	

Question: **What were the progress, challenges and outcomes regarding engagement of stakeholders in the project/program as evolved from the time of the MTR?** ***(This should be based on the description included in the Stakeholder Engagement Plan or equivalent documentation submitted at CEO Endorsement/Approval)***

[52] *The GEF is currently operating under the seventh replenishment period of the GEF Trust Fund covering the period July 1, 2018 to June 30, 2022. The GEF Portal Reporting Guide for FY20 Reporting Process indicates that GEF-6 projects that have yet to map existing indicators to GEF-7 Core Indicators need to do so at MTR stage or (if already there) at the time of the TE. .(i.e. not GEF projects approved before GEF-6)*

[53] *This is not applicable for Enabling Activities*

Response: *(Might be drawn from Factors Affecting Performance section)*

There were some challenges in engaging the stakeholders from the ministries of finance and energy in some countries. The ministries of environment which are often the key partners government institutions in the countries often are not influential enough

Question: **What were the completed gender-responsive measures and, if applicable, actual gender result areas?** ***(This should be based on the documentation at CEO Endorsement/Approval, including gender-sensitive indicators contained in the project results framework or gender action plan or equivalent)***

Response: *(Might be drawn from Factors Affecting Performance section)*

There were no gender -responsive measures

Question: **What was the progress made in the implementation of the management measures against the Safeguards Plan submitted at CEO Approval? The risk classifications reported in the latest PIR report should be verified and the findings of the effectiveness of any measures or lessons learned taken to address identified risks assessed.** ***(Any supporting documents gathered by the Consultant during this review should be shared with the Task Manager for uploading in the GEF Portal)***

Response: *(Might be drawn from Factors Affecting Performance section)*

There was no Safeguards Plan developed, as the direct environmental and social risks were considered to be non -existent

Question: **What were the challenges and outcomes regarding the project's completed Knowledge Management Approach, including: Knowledge and Learning Deliverables (e.g., website/platform development); Knowledge Products/Events; Communication Strategy; Lessons Learned and Good Practice; Adaptive Management Actions?** ***(This should be based on the documentation approved at CEO Endorsement/Approval)***

Response: *(Might be drawn from Factors Affecting Performance section)*

- ***Knowledge and Learning Deliverables (e.g., website/platform development):*** GFEI website was revamped, but it still contains somewhat outdated information when it comes to featuring the actual state of the adoption of the relevant/advocated policies in individual countries
- ***Knowledge Products/Events: (***a) there are publications, videos, research reports, interviews, and alike on the GFEI website. (b) there were regional and global events, where these were presented and printed material distributed; (c) there were in-country awareness raising activities in some, not all countries (d) regional partners also feature GFEI related information on their websites and they also disseminate this during the events in which they participate.
- ***Communication Strategy:*** communication and social media strategies were supposed to be developed but were not. GFEI features only on YouTube (outdated material) and twitter (more up-to-date)
- ***Lessons Learned and Good Practice:*** there are no publications on lessons learnt per se**,** but there are country case studies;
- ***Adaptive Management Actions? (This should be based on the documentation approved at CEO Endorsement/Approval).*** There was supposed to be a Supervision Plan, which was not developed. Adaptive management was displayed in dealing with COVID- related restrictions, by holding the meetings online, as well as using GEF funding as a leverage to raise funding for the GEF countries and adjusting the list of the latter to ensure the project targets were met

Question: What are the main findings of the evaluation?

Response: This highly-relevant project was effectively managed by a dedicated project team led by UNEP and the international partners, with the support of regional and country level implementing partners. The original timeframe was unrealistic for the project of such a scale, which, in addition to the impact of COVID meant that it lasted for 9 years. The active involvement of key partners and stakeholders from most of the countries contributed to an effective implementation and the achievements of all deliverables. 17/18 out of 20 countries developed their baselines, analyzed the emission scenarios and came up with policy recommendations, adopting at least one in each country (and more on some countries) enhancing their technical knowledge in that process. They also learnt from the regional front-runners in some cases replicated their policies. The global level advocacy and outreach helped to enhance the importance of this subject in the eyes of the global leaders and resulted in the inclusion in global agenda. Global, regional and national activities enriched one another. The project led to harmonization of certain policies in at least 2 regional country groupings, ASEAN and ECOWAS; this is in addition to already strong role the future EU membership plays in the countries of Central and Easter Europe plays on the pace of the policy reforms there. GFEI enhanced website features the FEPIT Toolkit, which is free for use. Sustainability of the project results is likely given the level of adoption of the policies, as well as the parallel work in many countries on e-mobility. Overall, the project is rated **Satisfactory.** The ratings of the different evaluation criteria are summarized in the table below.

Annex 2: Response to stakeholder comments

Comment	Feedback from the evaluation consultant
General comments	
This is a very thorough and detailed evaluation. The consultant is to be commended on the level of details she managed to retrieve even though the project started about ten years ago. Overall, it gives a good overview of how the project was designed and implemented, including the challenges and results. The overall findings are solid. Many of the conclusions and recommendations are useful and will help us further addressing the role of the global vehicle fleet in climate change. There are some findings/ conclusions that we do not understand or agree with. There are only a few.	
1- Sustainability The report finds that the design elements on sustainability were weak. We don't understand this. The GFEI still exists and the GFEI partners are still working together to reduce the climate emissions from the global fleet. The GFEI was the first ever global programme to address the climate emissions from the global vehicle fleet and support the introduction of policies to address these. To date very many organizations and countries have programs to reduce the emissions from their fleets, for example through providing incentives for zero emissions electric vehicles. Many of these programs, both at global and national level, are a direct result of the GFEI. For example, at global level, the GFEI resulted in the creation of the global electric mobility programme, which involves all of the GFEI partners. And at national level, many GFEI country projects have now evolved and countries are developing programs to reduce climate emissions from their vehicle fleets based on the work done in their national GFEI projects. The GFEI is widely recognized as the first and a foundational initiative to bring the issue of vehicle emissions to the global agenda and to support countries to start addressing this. So, we would argue that the GFEI created a foundation for many more activities at all levels and disagree there has been no continuity and sustainability. In addition, most of the countries that were supported under the project went ahead and implemented one or more policies proposed under the project, which is proof of sustainability of the work past project life. Most of the countries engaged have also gone ahead and sourced for additional funding to support follow up activities including the GEF7 electric mobility programme.	Sustainability prospects are not only about the programme as a whole, but its major deliverables. **Project design** should include elements to help with this, e.g., answer the questions like how the websites will be sustained, who and how will keep updating datasets, etc. *The UNEP Evaluation Office requires evaluation consultants to consider the sustainability (i.e. the durability/longevity) of the benefits that accrue from the project, especially those achieved at the outcome level. This is distinct from the concept of sustainability in terms 'environmental sustainability' or 'sustainable development', which imply 'not living beyond our means' or 'not diminishing global environmental benefits'.*

Comment	Feedback from the evaluation consultant
2- Implementation arrangements The report finds that the implementation arrangements were changed during project execution. We don't understand this comment. Which changes were made, by who, and when? As far as we know the project used the implementation arrangements as were agreed. The fact that many of the in-country activities were implemented by UNEP as the GFEI partner responsible for these activities, and the fact that the financing of this work used a separate process, were already agreed when the project was designed and do not mean that the implementation arrangements were changed during the project execution. The FIA Foundation was the executing agency. UNEP was responsible for a large set of activities. Other GFEI partners did other activities, as per their roles in the GFEI and as was outlined in the project. But the overall coordination of the execution was always with the FIA Foundation as was planned. No changes were made in the implementation arrangements.	There was a change in the roles (swap) of the lead and supporting Executing agencies. *The UNEP Evaluation Office confirms that the 2013 CEO Endorsement records FIA Foundation as the sole Executing Agency. However, the 2014 Project Cooperation Agreement withholds 75% of the GEF grant for expenditure by another Unit within UNEP. By default this set up a major execution role within UNEP while another part of UNEP was also the Implementing Agency. This proportion of the GEF grant to be 'internally executed, was ultimately increased to 82%. The UNEP Evaluation Office found no discussion of this in the PIR reports and only found an explicit statement of the execution role played by UNEP in the final, 2022, PIR report.* *The UNEP Evaluation Office finds the evaluation consultant's treatment of this issue within the report fair (throughout the report but particularly para 119 -121). The Office notes that the awareness within UNEP that this could constitute an internal execution modality should have been greater and that this awareness, and compliance, has since been strengthened.*
3- website The project finds that switching the GFEI website from UNEP to FIA Foundation was a problem. The consultant has been raising this issue many times, but we don't see the problem. The original plan was that UNEP would host all the GFEI tools, documents, training materials etc. (which were quite many) on the UNEP website. Initially this also happened. After some time, UNEP management introduced a new UNEP website policy, which no longer allowed programs in UNEP to store large sets of documents on the UNEP website. Following this the GFEI partners decided for the FIA Foundation to create a website and move all these GFEI documents to this website. This was successfully done. This did not have major impacts on the useability or	It was made clear that the fact that there were 2 websites instead of one, meant that the link between the global and national activities was weakened. Plus, during the transfer significant amount of information was lost

Comment	Feedback from the evaluation consultant
availability of these documents to our partners. So, we don't see what is the problem here. We actually think the project partners responded well to a changing operating environment.	
4- Agreements with government counterparts The report finds that the lack of legally binding agreements with some of the project countries was a problem. This is a situation that we knew we had to work with, it is a decision by governments that we are aware of and that we have worked with before. The issue is that some governments do not allow the direct transfer of funds from the GFEI partners (esp UNEP as the responsible partner for in-country support) to them. These countries do not allow receiving funding from outside organizations like the GFEI partners. We are aware of this and to support these country projects we often do agreements with knowledge partners of the choice of these governments, for example knowledge institutions such as universities or regional NGOs. This has worked well during the project and we are not aware of problems. The consultant is of the opinion that the lack of direct legal agreements between the GFEI partners and some of the government resulted in problems. We are not aware of problems. While we recognize there are some risks involved, because we are aware and have dealt with this before, we knew how to work around it, and our knowledge and experience was used to successfully implement country projects also in cases where the government could not receive funding directly. The consultant said we should have done MOUs with the governments – in addition to the agreements we did with the non-government partners. This is not a preferred option in UNEP, because MOU don't include activities and budgets and thus have no real value, as they don't bind partners to anything. In addition, they have the risk of contradicting the agreements that we did for the country support with the non-government partners. But again, we were aware of these challenges and knew how to work around them based on past experience and are not aware this resulted in major problems. In addition, the GFEI support to countries is not just aimed at government representatives but includes other stakeholders as well. So, it doesn't mean that signing the agreement with an NGO is inferior. The objective of in-country work was to support all entities, that is, government agencies, the academia, private sector and NGOs with fuel economy knowledge.	The report provided explanations. The lack of agreements, inter alia, meant that there was no clarity as to which agency will need to provide follow-up
5- political knowledge The report finds that we should have had better knowledge of the political situation before engaging with some countries. This is always true. The more political in-country knowledge the better.	At the start of this project this knowledge was indeed lacking the large number of dropped countries form the original list is the proof

Comment	Feedback from the evaluation consultant
However, we would argue we have in-depth in-country political knowledge when we started the country projects. At least more than enough to start these projects. The challenge is that the in-country political situations are not static – politicians are leaving, new ones are being voted in, budgets change etc. So, we don't think we lacked in-country political knowledge. On the contrary, because of decades long experience working in-country to support cleaner fuels and vehicles projects around the world, UNEP and the other GFEI partner organizations have more in-country knowledge than any other organization on the topic and thus were well suited to support these country projects. The report also speaks of the need to have carried out a politico-economy analysis in the countries which would have helped to identify the right partner institutions from the government. It will be noted that the governments did appoint the focal ministries to spearhead the in-country work hence this was not done by UNEP. To ensure an inclusive process, UNEP proposed the formation of multi-sectoral national task teams to oversee the activities.	
6- rating Finally, and in general, the consultant performed a detailed analysis, which is, in general quite positive about the project – its impacts, the project team, the support to country projects, the in-country results, etc. The analysis gives a good overview of how the project overcame challenges and managed to achieve major results. However, we find that the conclusions and ratings are not a fair reflection of the findings. The consultant finds that with the exception of Russia, countries did implement one or more fuel economy policies and in addition more countries than the 14 originally planned were supported. Hence, we find that the overall analysis and findings warrant more positive conclusions and ratings.	All the justifications for the ratings were provided
Specific comments	
For this project gender disaggregation was not required	The report does not talk about requirements, but desirability
Comments from the Department of Energy, Republic of Philippines	Comment 1: The role is about GFEI project, the suggested revision is only partly accepted, and the necessary change made; the wording for the group changed as a whole to reflect Comment 2: The TE is not about VFELP, but addition accepted and added.

Comment	Feedback from the evaluation consultant
	Comment 3: This is a very aggregated-level table, so addition is made as an example. Comment : The requested change (format of interviewed persons) has been made • The role of Clean Air Asia clarified • A few words were added to describe parallel ITF activities • A few words added the adopted Department Circulars from the Department of Energy
Comment from Mauritius Page 57, Table 11, Last row - Kindly rephrase the sentence, 'In 2018, the deliverables of the six working groups were presented to the cabinet for consideration and adoption. After several months of consideration, the cabinet agreed to the promulgation of the vehicle labelling regulations in force on 1 June 2019.', as follows: *'Cabinet agreed to the promulgation of the vehicle labelling regulations in force on 1 June 2019.'*	The requested change has been made

Comments from the project's financial team

Page	Content	Response by Finance Team	Changes to be made	Response by consultant	Remarks by Evaluation Office
11	**Actual total expenditures reported [30 June 2021]:** USD 2,139,317 (to be confirmed; reconciliation ongoing)	Confirmed total expenditures including terminal evaluation charges is US$ 2,164,175	Replace the text to the following: **Actual total expenditures reported [30 June 2023]:** USD 2,164,175.	Replaced	
15	**[11]. Financial management**: The GEF funds were adequately managed by both the implementing and the executing agencies. FIA Foundation acted as the firewall, rather than the lead executing agency (as was intended in the Project Document). The two agencies applied their internal standard procedures procurement and disbursement of funds. The target for co-financing was	Co finance letters are under Annexes E (link copied below) and were shared in the joint folder with the consultant. The actual letters are from page 24-36.	All co-finance letters were provided in the shared folder with the consultant.	Was referring to / talking about letters on **actual co-financing in kind**. The breakdowns for the actual in-kind co-financing were missing.	*Checked and the following text further amended to clarify:* *The target for co-financing was surpassed (all co-finance letters were made available to the evaluation), but there*

<table>
<tr><th>Page</th><th>Content</th><th>Response by Finance Team</th><th>Changes to be made</th><th>Response by consultant</th><th>Remarks by Evaluation Office</th></tr>
<tr><td></td><td>surpassed, but there was only one letter confirming the amount provided to the evaluator. All the relevant financial reports were timely submitted.</td><td>Link: Annexes E - P_21.08.13.pdf</td><td></td><td>The word ACTUAL was added</td><td>was only one letter confirming the actual in-kind co-financing.</td></tr>
<tr><td>20</td><td>There was no complete documentary evidence whether all the co-finance envisioned at design materialized. There was only a letter from the FIA Foundation, but no detailed explanation of the figures that were provided for the in-kind co-financing.</td><td>Same as above (Co-finance letters for other partners provided in Annexes E).
Co-finance materialized for FIA Foundation and UNEP.</td><td>Please see table below. Is this what is being looked for? Not sure we fully understand this question.
<table>
<tr><th></th><th>Endorsement Letter amount</th><th>Co-finance Letter Amount</th></tr>
<tr><td>Peru</td><td>US$385,000</td><td>US$260,104</td></tr>
<tr><td>Jamaica</td><td>US$400,000</td><td>US$320,000</td></tr>
<tr><td>Mauritius</td><td>US$400,000</td><td>US$400,000</td></tr>
<tr><td>Montenegro</td><td>US$200,000</td><td>US$400,000</td></tr>
<tr><td>Macedonia</td><td>US$200,000</td><td>US$320,000</td></tr>
<tr><td>Cote D'Ivoire</td><td>US$400,000</td><td>US$400,000</td></tr>
</table></td><td>At evaluation we need to know e.g., how US$260,104 for Peru was arrived at? These were missing.
No change made</td><td></td></tr>
</table>

Annex 3: Evaluation framework

No	Evaluation Criteria	Sub Questions	Indicators / Means of verification	Data Sources
	A. Strategic Relevance			
Key question for Strategic Relevance: To what extent were the Project objectives relevant and suited to the priorities, policies and strategies of the implementing agencies, donors and target groups?				
i.	Alignment to the UNEP Medium term strategy (MTS), programme of Work (POW), and other strategic priorities	▪ Was the Project in line with UNEP's mandate and how? ▪ Is the Project responding to UNEP strategies and programme of work, and how (qualitative and quantitative contributions)?	▪ Degree of alignment with UNEP MTS and POW ▪ Degree of alignment with UNEP Bali Strategic Plan for Technology Support and Capacity Building (BSP) and South-South Cooperation (S-SC)	▪ UNEP publications (MTS, PoW) ▪ ProDoc ▪ PIR reports/progress reports ▪ Interviews with Task Manager (TM) ▪ UNEP publications
ii.	Alignment to Donor Strategic Priorities (GEF, EC)	• Was the Project responding to Strategic priorities, of the donors and how (qualitative and quantitative contributions?)	Degree of alignment with donor strategic policies	▪ ProDoc ▪ PIR reports/progress reports ▪ Interviews ▪ GEF publications ▪ EC publications
iii.	Relevance to Regional, Sub-Regional and national Environmental Priorities	• Was the Project responding to the stated environmental concerns and needs of the countries/sub- regions/regions?	Degree of alignment with: National and (sub) regional plans, strategies, policies and agreements	▪ ProDoc ▪ PIR reports/progress reports ▪ Third-party reports ▪ Regional strategies and agreements ▪ Interviews ▪ survey
iv.	Complementarity with existing interventions	▪ To what extent did the Project, at design and/or mobilization phase, take account of ongoing and/or planned initiatives? ▪ To what extent did the Project team make efforts to ensure that the Project was complementary to other UNEP, UN and other major interventions, and optimize any synergies?	▪ Degree of potential synergies identified ▪ Absence of duplication of efforts ▪ Potential duplications identified at design stage ▪ Degree of identified complementarities with other projects	▪ ProDoc ▪ PIR reports/progress reports ▪ Third party reports ▪ Interviews ▪ survey
	B. Quality of Project Design			
Key question: How adequate was the Project design to achieve the Project Outputs, Outcomes and Objectives?				
	Relevance and logic of Project Objectives, activities, Outputs and Outcomes according Project Quality Design template (see annexes C).	**NB:** The Quality of Project Design is assessed using the template provided by the UNEP Office. **ADD Q1:** To what extent, and in what ways, has the GEF grant supporting GEF_ II, made a coherent contribution at a results level to the UNEP-Approved project (PIMS 1766) under which it is administered? -	Result of Overall Project Design Quality rating	▪ ProDoc, including the Project Review Committee review sheet ▪ Interviews
	C. Nature of External Context			
Key question: To what extent does the project consider external factors which might have an effect on project implementation?				

No	Evaluation Criteria	Sub Questions	Indicators / Means of verification	Data Sources
	Aspects related to external operating context (considering the prevalence of conflict, natural disasters and political upheaval).	▪ Has the Project faced an unusually challenging operational environment that negatively affected project performance, such as: ✓ Conflicts or security issues? ✓ Government instability? ✓ Risks of natural disasters?	Number of Project delays / extensions, ProDoc / log frame revisions and budget revisions	▪ ProDoc ▪ Project progress reports ▪ PIR reports ▪ Final report ▪ Third party reports ▪ Interviews ▪ Survey
	D. Effectiveness			
Key question: To what extent did the projects achieve the expected Outcomes and Outputs?				
I	Inputs	▪ Were all inputs operationalized as planned? If not, what were the obstacles? What were the supporting factors?	▪ Number of technical publications detailing global fuel economy prospects and progress; ▪ Evidence of Correspondence from countries expressing intent to partner with GFEI on developing fuel economy standards ▪ Number of GFEI presentations at key global forums ▪ Number of countries with datasets to characterize the national vehicle fleet ▪ Evidence of coalition building and advocacy	▪ ProDoc ▪ Project progress reports ▪ PIR reports ▪ Final report ▪ Interviews ▪ Survey ▪ Field validation
II	Availability of Outputs	▪ Were Outputs and milestones delivered as planned? If not, what were the reasons of changes? ▪ What is the quality of these Outputs? ▪ To what extent do the Outputs contribute to planned Outcomes? ▪ How useful, relevant and appropriate did beneficiaries find the Outputs produced by the Project? ▪ Which factors contributed to the achievement of Outputs (and/or what were the reasons Outputs were not produced)?	▪ Number of countries with formal stakeholder groups ser up to pursue fuel economy policies ▪ Number of countries supported in developing draft fuel economy policies ▪ Number of countries supported to create a conducive institutional framework to develop and adopt automotive fuel economy policies ▪ Number of countries begin working on fuel economy policies because of the regional south-south cooperation ▪ Number of public awareness campaigns and reach ▪ Evidence of continued and increased visibility/awareness of GFEI and automotive fuel economy project work at regional, sub regional and national levels. ▪ Expanded GFEI website and toolkit with	▪ ProDoc ▪ Project progress reports ▪ PIR reports ▪ Final report ▪ Interviews ▪ survey ▪ Field validation

No	Evaluation Criteria	Sub Questions	Indicators / Means of verification	Data Sources
			case studies and lessons learned for the 20+ countries ▪ Annual average automotive fuel economy calculated in at least 20 countries	
III	Achievement of/ contribution to Intermediate states	▪ What Intermediate states (as per the combined reconstructed TOC) have been achieved? ▪ Are these a result of Project intervention? ▪ To what extent did the project contribute to these? ▪ Would these have been achieved without the direct involvement of UNEP? Why?	▪ Cost-benefit analyses and vehicle fleet data inform policy processes ▪ Evidence of Improved awareness and understanding of automotive fuel economy at the national, regional and global level ▪ Dissemination and outreach materials trigger interest from potential new partner countries ▪ A conducive institutional framework to develop and adopt automotive fuel economy policies is established in 20 countries ▪ Evidence of regional fuel economy policy ripple effect as a result of south-south cooperation on fuel economy established within the regions	▪ ProDoc ▪ Project progress reports ▪ PIR reports ▪ Final report ▪ Third-party reports ▪ Interviews ▪ survey ▪ Field validation
iv.	Achievement of/ contribution to Outcomes	▪ What Outcomes (as per the combined reconstructed TOC) have been achieved? ▪ Are these Outcomes a result of Project intervention? ▪ To what extent did the project contribute to these? ▪ Would these outcomes have been achieved without the direct involvement of UNEP? Why?	▪ . Number of countries adopted fuel economy related policies. ▪ Number of additional countries that began working on fuel economy policies as a result of the regional replication ▪ Evidence of regional policy harmonization initiatives established to assist in global rollout of fuel economy standards ▪ Growth in GFEI associated organizations at the national, regional and global level (partnership growth)	▪ ProDoc ▪ Project progress reports ▪ PIR reports ▪ Final report ▪ Third-party reports ▪ Interviews ▪ Survey ▪ Field validation
v.	Likelihood of Impact	▪ What is the likelihood of expected positive impacts to be realized? ▪ To what extent have any possible negative effects been identified in the Project as risks? ▪ How successful was the Project in playing a catalytic role and/or promoting the scaling up or replication of Project results? ▪ Is the Project likely to contribute to the long-lasting changes represented by the Sustainable Development Goals, and/or the intermediate-level results reflected in UNEP's MTS, POW and national strategic priorities of participating countries?	• How strong was the contribution of GFEI fuel economy work for global roll out to see through 50% improvements in fuel economy by 2050? • Number of countries that have formulated fuel economy strategies that involve a combination of regulatory policies, economic incentive instruments, consumer awareness and complemented with a host of flanking measures to reduce fuel consumption by the road transport sector. • Indications of the adopted policies leading to positive health and budgetary outcomes, and change in the fleet	▪ Likelihood of Impact Assessment ▪ Reconstructed ToC at Design and at Evaluation ▪ ProDoc ▪ Project progress reports ▪ PIR reports ▪ Final report Third-party reports ▪ Interviews ▪ Survey ▪ Field validation

No	Evaluation Criteria	Sub Questions	Indicators / Means of verification	Data Sources
	E. Financial Management			
Key question: How conducive was the financial management for the achievement of project Outputs and Outcomes?				
i	Adherence to UNEP's financial policies and procedures	▪ Was the Project implemented in compliance with UN financial management standards and procedures?	▪ Approval of contracting documents, Project reports and financial reporting ▪ Alignment of expenditures during Project implementation with approved budget	▪ Project budget ▪ Financial reports, audit reports ▪ Interviews
ii	Completeness of financial information	▪ Was the Projects' key financial information complete? ▪ What was the actual expenditure across the life of the Project? ▪ To what extent were the projects' expenditures in line with the corresponding approved budget? ▪ What changes, if any, have been made to the projects' budget and why?	▪ Approval of contracting documents, Project reports and financial reporting ▪ Alignment of expenditures during Project implementation with approved budget	▪ Project budget ▪ Financial reports, audit reports ▪ Interviews ▪
iii	Communication between financial and Project management staff	▪ To what extent did the quality of communication between Project management and financial management staff affect project efficiency?	▪ Approval of contracting documents, Project reports and financial reporting ▪ Alignment of expenditures during Project implementation with approved budget	▪ Project budget ▪ Financial reports, audit reports ▪ Interviews
	F. Efficiency			
Key question: To what extent and how were cost-effectiveness and timeliness considered during Project implementation? How did these factors affect Project performance?				
iv	Cost-effectiveness and timeliness of Project execution	▪ Were any cost or time-saving measures put in place to maximize results within the secured budget and agreed Project timeframe? ▪ Did the Project make use of / build upon pre-existing institutions, agreements and partnerships, data sources, etc. to increase Project efficiency? How? ▪ Were the project outputs delivered on time? What factors have caused delays (if any) and have affected Project execution, costs and effectiveness? How? ▪ Were events leading to completion of activities sequenced efficiently? ▪ What was the role of the Project's governance structure and management approach on its efficiency?	▪ Number of Project extensions, budget adjustments, revisions ▪ Number of measures to mitigate delays ▪ Timeliness of report submission	▪ ProDoc ▪ Project progress reports ▪ Steering Committee meetings ▪ PIR reports ▪ Financial reports ▪ Final report ▪ Interviews ▪ surveys
	G. Monitoring and Reporting			
Key question: How were monitoring, evaluation and reporting used to support, adapt and improve Project implementation?				
i.	Monitoring design and budgeting	▪ To what extent were the monitoring plans designed to track progress against SMART indicators? ▪ To what extent were the allocated funds adequate for monitoring purposes, and for the mid-term and terminal evaluations?	▪ Quality of monitoring plan ▪ Number and quality of monitoring documents ▪ Existence and quality of mid-term review reports	▪ ProDoc ▪ Mid-term review report ▪ Project budget ▪ PIR reports ▪ Financial reports ▪ Monitoring reports ▪ Interviews
ii.	Monitoring of Project implementation	▪ To what extent were the monitoring plans operational? ▪ To what extent did the monitoring system facilitate the timely	▪ Number and quality of monitoring documents	▪ ProDoc ▪ Mid-term review report

No	Evaluation Criteria	Sub Questions	Indicators / Means of verification	Data Sources
		tracking of results and progress towards Project Objectives? ▪ To what extent was the information, generated by the monitoring system, used to adapt and improve Project execution, achievement of Outcomes and ensure sustainability? ▪ To what extent were the allocated funds for monitoring actually used to support monitoring? ▪ **UNEPPORTALQ1 What was the performance at the project's completion against Core Indicator Targets?** ✓"policy/regulation/strategy enforced" (5 on the scale of 0-5). ✓"institutional/human capacity utilized and sustained" (5 on the scale of 0-5) ✓Number of lower GHG emission vehicles- 700,000; ✓Lifetime direct GHG emissions avoided- 8,850,000 tonnes CO2eq; ✓Lifetime indirect GHG emissions avoided (bottom-up)- 25,000,000 tonnes CO2eq	▪ Existence and quality of mid-term review reports	▪ Project budget ▪ PIR reports ▪ Financial reports ▪ Monitoring reports ▪ Interviews
iii.	Project reporting	▪ Have the status reports been delivered in a timely manner? ▪ To what extent have other UNEP and donor reporting requirements been fulfilled?	▪ Number and quality of reports delivered in line with reporting requirements ▪ Number and quality of approved reports	▪ ProDoc ▪ Mid-term review report ▪ Project budget ▪ PIR reports ▪ Financial reports ▪ Monitoring reports ▪ Interviews
	H. Sustainability			
Key question:		**How do socio-political, financial and institutional factors affect the probability of Project Outcomes being maintained and developed after the Projects end?**		
i.	Socio-political sustainability	▪ What is the level of ownership, interest and commitment among governments and among other main stakeholders? ▪ What is the likelihood that the Project achievements will be taken forward at the national level, by the government (including allocation of budgets) and by the main stakeholders? ▪ What is the likelihood that capacity development efforts continue? ▪ Has increased capacity in the country been sustained until today?	- Number of follow-up initiatives and planning by governments in participating countries (including designated budgets)	▪ ProDoc ▪ Project progress reports ▪ Steering Committee meetings ▪ PIR reports ▪ Financial reports ▪ Final report ▪ Third party reports ▪ Interviews ▪ survey
ii.	Financial sustainability	▪ To what extent are Project Outcomes dependent on future funding for the benefits they bring to be sustained? ▪ Is there any government funding secured to sustain the application of the developed? ▪ What efforts are being made to secure funding for future complementary activities?	▪ Number of follow-up initiatives ▪ Amount of funding available	▪ ProDoc ▪ Project progress reports ▪ Steering Committee meetings ▪ PIR reports ▪ Financial reports ▪ Final report ▪ Third party reports ▪ Interviews ▪ survey

No	Evaluation Criteria	Sub Questions	Indicators / Means of verification	Data Sources
iii.	Institutional sustainability	▪ To what extent were institutional frameworks, policies, and legal and accountability frameworks in place and robust enough to support the sustainability of Project Outcomes?	▪ Number and quality of policies and legal and accountability frameworks ▪ Number of follow-up activities initiated by governments	▪ ProDoc ▪ Project progress reports ▪ Steering Committee meetings ▪ PIR reports ▪ Financial reports ▪ Final report ▪ Third party reports ▪ Interviews ▪ survey
	I. Factors and Processes Affecting Project Performance			
Key question: How and to what extent did certain factors – preparation and readiness, quality of Project management and supervision, stakeholder participation and cooperation, responsiveness to human rights and gender, and environmental and social safeguards - affect Project performance?				
i.	Preparation and Readiness	▪ Were appropriate measures taken to either address weaknesses in the Project design or respond to changes that took place between Project approval, securing of the funds and Project mobilization? Which measures? ▪ What was the nature and quality of engagement with stakeholder groups by the Project team during Project preparation? ▪ What process was followed to assess the capacities of implementing partners and develop the partnership agreements? ▪ Were initial staffing and financing arrangements sufficient to drive implementation?	▪ Number and quality of appropriate measures taken (if necessary) ▪ Quality of partner agreements	▪ ProDoc ▪ Project progress reports ▪ Steering Committee meetings ▪ PIR reports ▪ Partner agreements ▪ Interviews ▪ Survey
ii.	Quality of Project Management and Supervision	▪ Was Project management by UNEP and FIA pro-active and responding timely and adequality to any issues encountered within the Project? ▪ What was the nature of communication and collaboration with stakeholders? ▪ What was the nature of communication and collaboration with UNEP staff and the FIA Federation staff? ▪ How were risks managed? Did this require use of problem-solving and/or Project adaptation? How? ▪ **ADD Q2:** What changes were made to adapt to the effects of COVID-19 and how might any changes affect the project's performance? ▪ **ADD Q3** What are the lessons learned from the organisational arrangements of this project - as have here an internally executed GEF project (i.e., Implementing Agency (IA) and Executing Agency (EA) functions within the same agency) - and in this case, within the same division	▪ Number of issues complicating sound Project implementation solved timely (as opposed to unsolved issues) ▪ (Amount of) evidence of adaptive management being applied	▪ ProDoc ▪ Project progress reports ▪ PIR reports ▪ Final report ▪ Interviews ▪ survey ▪
iii.	Stakeholder Participation and	▪ Were all important Project stakeholders properly identified at Project design and duly involved in Project implementation?	▪ Number of stakeholders identified and actively involved in Project implementation	▪ ProDoc ▪ Project progress reports

No	Evaluation Criteria	Sub Questions	Indicators / Means of verification	Data Sources
	Cooperation	▪ What consultation and communication mechanisms were put in place to ensure an active stakeholder engagement and ownership? Were these effective? ▪ What was the level of support provided to maximize collaboration and coherence between stakeholders? ▪ What measures were taken to ensure inclusion and participation of all differentiated groups, including gender and vulnerable groups? ▪ **UNEPPORTALQ2** What were the progress, challenges, and outcomes regarding engagement of stakeholders in the project/program as evolved from the time of the MTR? (based on the Stakeholder Engagement Plan or equivalent documentation submitted at CEO Endorsement/Approval)	▪ Number of stakeholders satisfied with the stakeholder participation	▪ PIR reports ▪ Final report ▪ Interviews ▪ survey
iv.	Responsiveness to Human Rights and Gender Equity	▪ To what extent did the Project intervention adhere to UNEPs policy and strategy for gender and human rights? ▪ To what extent did Project implementation and monitoring take into consideration: ✓ Possible inequalities (especially gender-related) ✓ Specific vulnerabilities of disadvantaged groups (especially women, youth, children) to environmental degradation or disasters ✓ The role of disadvantaged groups (especially gender-related) in mitigating or adapting to environmental changes and engaging in environmental protection and rehabilitation • **ADD Q4** To what extent has the project performance been affected by the integration of / absence of gender considerations during project implementation? ▪ **UNEPPORTALQ3** What were the completed gender-responsive measures and, if applicable, actual gender result areas? (based on the documentation at CEO Endorsement/Approval, including gender-sensitive indicators contained in the project RF/gender action plan/equivalent)	▪ Number of gender and human rights stakeholders identified and actively involved in Project implementation ▪ Number of stakeholders satisfied with the stakeholder participation realized ▪ Evidence that sensitivity in gender has been observed in Project design, implementation and monitoring and evaluation activities, including gender distribution in participation in Project activities and events	▪ UN policies and strategies on gender and human rights: ▪ UN Common Understanding on the ▪ Human Rights Based Approach (HRBA) ▪ UN Declaration on the Rights of Indigenous People ▪ UNEP's Policy and Strategy for Gender ▪ Equality and the Environment ▪ ProDoc ▪ Project progress reports ▪ Steering Committee meeting minutes and/or Workshop reports ▪ PIR reports ▪ Final report ▪ Interviews ▪ survey
v	Environmental and Social Safeguards	▪ To what extent were UNEP's requirements, with respect to environmental and social safeguards, met (through the process of environmental and social screening at Project approval stage, risk assessment and management) of potential environmental and social risks and impacts associated with Project and programme activities? ▪ To what extent were the following activities carried out: ✓ Review of risk ratings on a regular basis; ✓ Monitoring of Project ✓ implementation for possible safeguard issues; ✓ Providing responses to safeguard issues;	▪ Frequency of review of risk ratings ▪ Number of monitoring reports that include monitoring of safeguard issues ▪ Evidence of adequate responses to safeguard issues	▪ ProDoc ▪ Project progress reports ▪ PIR reports ▪ Final report ▪ Interviews ▪ survey

No	Evaluation Criteria	Sub Questions	Indicators / Means of verification	Data Sources
		▪ To what extent did the Project management minimize UNEP's environmental footprint? What measures, if any, where taken? ▪ **UNEPPORTALQ4** What was the progress made in the implementation of the management measures against the Safeguards Plan submitted at CEO Approval? Were the risk classifications reported in the latest PIR report valid? Were the measures or lessons learned taken (if any) to address identified risks assessed.		
vi.	Country Ownership and Driven-ness	▪ To what extent was the government /private and public sector qualitatively involved with the Project? (in respect to the need to embed the Outputs and Outcomes of Project work in their respective institutions) ▪ How did this contribute to embed changes in their respective institutions and offices? ▪ To what extent do these representatives/agencies consider the needs or interest of all gendered and marginalized groups?	▪ Number of Project Outputs and Outcomes entrenched in government / public sector institutions ▪ Degree to which Project results have been adopted and championed nationally ▪ Degree to which countries have willingly resourced the Project and its Outcomes and indicated on-going budgetary funding and capacity for fuel economy monitoring and reporting	▪ ProDoc ▪ Project progress reports ▪ PIR reports ▪ Final report ▪ Interviews ▪ Survey
vi.	Communication and Public Awareness	▪ How were learning and experience sharing communicated between Project partners and interested groups? ▪ Which public awareness activities were undertaken during Project implementation? ▪ To what extent did they influence attitudes or shape behaviour among wider communities and civil society at large? How? ▪ To what extent were existing communication channels and networks used effectively, including meeting the differentiated needs of gendered or marginalized groups? ▪ **UNEPPORTALQ5** What were the challenges and outcomes regarding the project's completed Knowledge Management Approach, including: Knowledge and Learning Deliverables (e.g., website/platform development); Knowledge Products/Events; Communication Strategy; Lessons Learned and Good Practice; Adaptive Management Actions? (based on the documentation approved at CEO Endorsement/Approval	▪ Operative communication platforms ▪ Discussion boards ▪ Degree on awareness of stakeholders on fuel economy monitoring and reporting ▪ -Degree on awareness of stakeholders on Aarhus Convention rights on Access to Information, Public Participation in Decision-making and Access to Justice in Environmental Matters	▪ ProDoc ▪ Project progress reports ▪ PIR reports ▪ Final report ▪ Awareness raising materials developed within the Project ▪ Statistics re website use

Annex 4: List of persons interviewed or contacted for filling questionnaire

UNEP and former UNEP

1. Geordie Colville, Programme Officer, Climate Change Mitigation, UNEP
2. Cicilia Magare, Program Assistant, UNEP
3. Fatma Twahir, Fund Management Officer, UNEP
4. Rob De Jong, Sustainable Mobility Unit Head, UNEP
5. Peter Mwanzia Musau, Internal Execution focal point, UNEP
6. Jane Akumu, Africa focal point on promoting cleaner mobility programs, UNEP
7. Maryam Bashyr, UNEP
8. Frank Turyatunga, UNEP Regional Office in Africa - Director and Regional Representative
9. Veronica Ruiz-Stannah, Sustainable Mobility Unit, UNEP
10. Elisa Dumitrescu, formerly with the Sustainable Mobility Unit

FIA Foundation

11. Sheila Watson, Deputy Director

Subregional partners

12. Ms. Kathleen Dematera Contreras, Clean Air Asia
13. Mr. Gianni Lopez, Centro Mario Molina Chile
14. Henry Kamau, Sustainable Transport Africa
15. Ruslan Zhechkov, former REC for CEE
16. Hossam Allam, Centre for Environment and Development for the Arab Region and Europe

International Partners

17. Zifei Yang, ICCT
18. Jacob TETER, IEA
19. Lewis Fulton, UC-Davis
20. Denise San Valentin, Climate and Clean Air Coalition (CCAC)
21. Sandra Cavalieri, CCAC
22. Matteo CRAGLIA, ITF

By country

North Macedonia

23. Ana Petrovska, former REC, North Macedonia,
24. Martina Spasovska, Advisor for modelling and prediction with simulation, Ministry of Environment and Physical Planning
25. Anastas Maznenkovski, Director of sector for Excise, Customs Administration

Montenegro

26. Dr Srna Sudar, former Director REC Montenegro,
27. Natasha Voinovich, Assistant Director, Montenegro Statistical Agency
28. Dragan Vukčević, Head of Office for Quality infrastructure, Ministry of Economic development and Tourism of Montenegro
29. Aleksandra Kikovic, Programme Manager, UNDP Mission in Montenegro

Cote d 'Ivoire

30. Dr. Etien N´Dah, former project focal person
31. Hyacinthe Naré, Consultant
32. Nagnonta Kone, Ministry of Transport

Jamaica

33. Dr. Ruth Potopsingh, Associate Vice President, Sustainable Energy and Head of the Caribbean Sustainable Energy & Innovation Institute (CSEII), UTech, Jamaica

Peru

34. Mr. Mariano Castro Sanchez Moreno, former Vice Minister, of Environmental Management

Mauritius

35. Sailendra Makhan, Assistant Manager, Mauritius Institute of Training and Development
36. Leal Kumar Dindoyal, Statistics Mauritius (Environment & Energy Statistics)
37. Anju Ghoorah, Senior Environment Officer, Ministry of Environment, Solid Waste Management and Climate Change
38. Akilesh Kishna Ramkalawon, Environment Officer, Ministry of Environment, Solid Waste Management and Climate Change
39. Premanand Puthee Kurrumchand, Mauritius Revenue Authority, TFCC Section
40. Zyaad Boodoo, Lecturer at Department of Emerging Technologies - Université des Mascareignes, Mauritius
41. Mahensing Bheekhee, Ministry of Finance, Economic Planning and Development
42. Satiajit Kumar Doorgapersand, Ministry of Finance, Economic Planning and Development
43. Anoop Kumar Burhoo, Ministry of National Infrastructure and Community Development (Mechanical Engineering Section)
44. Assoc Prof (Dr) Abdel Anwar Hossen Khoodaruth, University of Mauritius
45. Mr V. Sooriah, State Trading Commission, Business Development Manager

Thailand

46. Dr. Nuwong Chollacoop, National Energy Technology Center (ENTEC)

Philippines

47. Patrick T. Aquino, CESO -III Director, Energy Utilization Management Bureau, Department of Energy

Georgia

48. Ani Inasaridze, former CENN

Uganda

49. Gerald Banaga TBC

Nepal

50. Rajan Thapa, formerly with Clean Energy Nepal
51. Kazi Rajanthapa, Clean Energy Nepal

Kenya

52. Silas Sanga, Senior Surveillance & Enforcement Office, EPRA Kenya

Egypt

53. Ahmed El-dorghamy formerly with the Centre for Environment and Development for the Arab Region and Europe

Annex 5: List of documents consulted

1	Project Document (CEO Endorsement 21/08/2013) with Annexes
2	Revisions and Amendments
3	GEF endorsement letter and PIF
4	Project Review sheet with UNEP response
5	Request for No-cost extension
6	Reference material (GFEI Phase 1)
7	PIRs (7)
8	Final Report
9	Progress Reports (6)
10	Midterm Review Report
11	Financial Documents
12	Fuel Economy of Passenger Cars in the Global South: A case of two steps forward, one step back as fuel economy improvements are negated by increasing car power and weight
13	UNEP/FIA FOUNDATION/GEF/EC (12/2022) Project deliverables: outreach and technical reports (draft)
14	UNEP GFEI country Profiles (2022), excel file
15	Advisory Committee Meeting notes
16	Agreements that the Executing Agency got into with the various partners under GFEI
17	IEA “Fuel Economy in Major Car Markets Technology and Policy Drivers 2005-2017
18	GFEI (2023) “Fuel Economy of Passenger Cars in the Global South: A case of two steps forward, one step back as fuel economy improvements are negated by increasing car power and weight “
19	IEA: Global Fuel Economy Initiative 2021
20	UNEP Guidance on Internal Execution

Annex 6: Summary of co-finance information and statement of project expenditures

Original Budget				
Total Project Value	**Total**	**UNEP**	**MTR & TE**	**FIA**
Personnel	364,956.00	261,000.00		103,956.00
Contractual	1,542,375.00	1,393,625.00		148,750.00
Training	104,375.00	74,375.00		30,000.00
Miscellaneous	250,113.00		40,000.00	210,113.00
Project Management	-			
Total Project Value	2,261,819.00	1,729,000.00	40,000.00	492,819.00

Revision 1				
Total Project Value	**Total**	**UNEP**	**MTR & TE**	**FIA**
Personnel	364,886.00	274,055.00		90,831.00
Contractual	1,616,820.00	1,542,445.00		74,375.00
Training	30,000.00			30,000.00
Miscellaneous	250,113.00		40,000.00	210,113.00
Project Management	-			
Total Project Value	2,261,819.00	1,816,500.00	40,000.00	405,319.00
Change from Original Budget		***87,500.00***	***0.00***	***-87,500.00***

Note: US$ 87500 moved from FIA F Budget to UN Environment budget to support Regional Replication in CEE

Revision 2				
Total Project Value	**Total**	**UNEP**	**MTR & TE**	**FIA**
Personnel	362,068.00	271,237.00		90,831.00
Contractual	1,545,680.00	1,471,305.00		74,375.00
Training	103,888.00	73,888.00		30,000.00
Miscellaneous	250,183.00	49,219.00	40,000.00	160,964.00
Project Management	-			
Total Project Value	2,261,819.00	1,865,649.00	40,000.00	356,170.00
Change from Original Budget		***49,149.00***	***0.00***	***-49,149.00***

Note: US$ 49149 moved from FIA F Funds moved from FIA Foundation's budget for AQMU to updated the GFEI toolkit and consolidate information, and prepare outreach materials for GFEI.

Sources of Co-financing			
Name of Co-financier (source)	**Type of Cofinancing**	**Cofinancing Amount ($)**	**Actual Co-Financing**
GEF Agency UNEP	Cash	1,613,127	2,108,151
Foundation FIA Foundation	Cash	1,120,000	5,921,873
Others International Council on Clean Transportation	Cash	907,709	
National Government Peru	In-kind	260,104	
National Government Montenegro	In-kind	400,000	
National Government Jamaica	In-kind	320,000	
National Government Mauritius	In-kind	400,000	
National Government Côte d'Ivoire	In-kind	400,000	
National Government Macedonia	In-kind	320,000	
GEF Agency UNEP	In-kind	1,013,850	1,182,218
Foundation FIA Foundation	In-kind	480,000	4,802,403
Other Multilateral Agency (ies) International Energy Agency	In-kind	570,000	
Other Multilateral Agency (ies) International Transport Forum & Institute of Transportation Studies at University of California, Davis	In-kind	375,000	
Others International Council on Clean Transportation	In-kind	1,023,816	
Total Co-financing		**9,203,606**	**14,014,645**

Annex 7: Evaluation Terms of Reference

Section 1: PROJECT BACKGROUND AND OVERVIEW

A. Project General Information

Table 1. Project summary

GEF Project ID:	• 4909 •	• Umoja no.:	S1-32GFL-000480 • SB-000689.35
Implementing Agency:	• UNEP	***Co-Implementing Agency:***	FIA Foundation
Executing Agency:	• FIA Foundation		
Relevant SDG(s) and indicator(s):	SDG 7 & SDG 13 Targets 7.3 & 13.2 Indicators 7.3.1 & 13.2.1		
GEF Core Indicator Targets (identify these for projects approved prior to GEF-7[54])	• GEF Strategic Objective CCM-4 • Outcome 4.1: Sustainable transport and urban policy and regulatory frameworks adopted and implemented • Output 4.3: Energy savings achieved		
Sub-programme:	• Climate Action	***Expected Accomplishment(s):***	• CC-SP5 Transport
UNEP approval date:	• 14 November, 2013	***Programme of Work Output(s):***	Subprogramme 1: Climate change (b) Countries increasingly adopt and/or implement low greenhouse gas emission development strategies and invest in clean technologies (i) Increase in the number of countries supported by UNEP that make progress in adopting and/or implementing low greenhouse gas emission development plans, strategies and/or policies.
GEF approval date:	• 14 November 2013	***Project type:***	• Full Size Project
GEF Operational Programme #:	• GEF5	***Focal Area(s):***	• Climate Change
	•	***GEF Strategic Priority:***	• CC 7 - To facilitate market transformation for sustainable mobility in urban areas leading to reduced GHG emissions. • GEF: SP5 "Promoting Sustainable Innovative Systems for urban transport"
• **Expected start date:**	• 8th July, 2014	***Actual start date:***	• 8th July, 2014
Planned operational completion date:	• 7th July 2018	***Actual operational completion date:***	• 30th June 2021
Planned project budget at approval:	• US $ 11,465,425	***Actual total expenditures reported as of [31st June 2021]:***	• USD 2,139,317
GEF grant allocation:	• US $ 2, 261, 819	***GEF grant expenditures reported as of 31st June 2021:***	• US $ 2,139,317
Project Preparation Grant - GEF financing:	• 0	***Project Preparation Grant - co-financing:***	• 0
Expected Full-Size Project co-financing:	• US $ 9,203,606	***Secured Medium-Size Project/Full-Size Project co-financing:***	• US $ 9,203,606
Date of first disbursement:	• 1st Aug. 2014	***Planned date of financial closure:***	• Dec.2022
No. of formal project revisions:	• Three (3) • Revision 1: June 2018 • Revision 2: March 2020 • Revision 3: July 2020	***Date of last approved project revision:***	• July 2020
No. of Steering Committee meetings:	• 0	***Date of last/next Steering Committee meeting:***	• Last: N/A • Next:
Mid-term Review/ Evaluation (planned date):	• GEF: June 2017	***Mid-term Review/ Evaluation (actual date):***	• GEF: Apr - Sept 2017 •
Terminal Evaluation (planned date):	• July 2022	***Terminal Evaluation (actual date):***	• September 2018
Coverage - Country(ies):	GEF STAR Countries:	***Coverage - Region(s):***	• **Global**

[54] *This does not apply for Enabling Activities*

	Côte d'Ivoire, Jamaica, Macedonia, Mauritius, Montenegro and Peru 14 countries without GEF funding: Thailand, Philippines, Viet Nam, Paraguay, Sri Lanka, Algeria, Nepal, Georgia, Egypt, Russia, Benin, Uganda, Uruguay, Costa Rica		
Status of previous project phases:	• Phase 1 successfully completed in 2012	***Status of future project phases:***	• GEF 7 application underway

B. Project Rationale

1. The *"Stabilizing Greenhouse Gas (GHG) Emissions from Road Transport through Doubling of Global Vehicle Fuel Economy: Regional Implementation of Global Fuel Economy Initiative (GFEI) (July 2014 – June 2018)"* project is implemented by FIA Foundation, the International Energy Agency (IEA), the International Transport Forum (ITF), the International Council on Clean Transportation (ICCT) and the Institute of Transportation Studies at the University of California, Davis (ITS-UC Davis) funded by the GEF and Co-funded by European Commission, IKI/BMUB among others.

2. The Global Fuel Economy Initiative (GFEI) was launched in 2009 following the Intergovernmental Panel on Climate Change (IPCC) recommendation to double the efficiency of the global vehicle fleet from an average of 8L/ 100km in 2005 to 4L/100 km by 2050. GFEI was re-launched in 2019 to include targets for heavy-duty vehicles, 2&3 wheelers, transit buses, and a broader target for decarbonizing transport by 2050.

3. The GEF/GFEI project is focused on:
   a) The original target of doubling fuel economy of new Passenger Light-Duty Vehicles (PLDV) globally by 2030 (relative to 2005) through continued progress on combustion engine efficiency improvements plus the introduction of electric passenger vehicles.
   b) PLDV reduction of per kilometer CO2 to a target of 90% by 2050 (relative to 2005).
   c) Cutting fuel consumption from new heavy-duty trucks by 35% by 2035 (relative to 2005) through continued progress on combustion engine efficiency improvements plus the introduction of electric heavy-duty trucks.
   d) Heavy-duty truck reduction of per kilometer CO2 to a target of 70% by 2050 (also relative to 2005).
   e) 2&3 wheelers reduction of per kilometer CO2 emissions by 80% by 2035 and 95% by 2050 (both relative to 2005).
   f) Transit buses reduction of per kilometer CO2 emissions by 65% by 2035 and 95% by 2050.

C. Project Results Framework

4. The overall aim of the GEF/GFEI was to "stabilize greenhouse gas emissions from the global light duty vehicles fleet through a 50 percent improvement of vehicles fuel efficiency worldwide by 2050 (moving from a global average of 8 liters/100 km, as of 2010, to 4 liters/100 km)" (Source, PIR, 2021). This was to be attained through the development of national fuel economy policies in 20 countries, 6 countries through GEF-5 STAR Allocations and 14 without GEF funding, but using existing tools developed with GEF-4 support (Source PIR 2021)". It was envisaged that "this would result in reduced vehicle fleet CO2 emissions in these 20 countries in line with the GFEI's target of a 50% improvement of the overall global fleet fuel economy by 2050" (Source, PIR 2021).

5. The Project had three components as follows:
   a) National activities – entailed developing national fuel economy projects across the 20 targeted countries depending on the commitment of relevant government agencies.
   b) Regional replication – entailed working with sub-regional inter-governmental organizations to support the development of fuel economy policies at the regional level.
   c) GFEI communications – entailed supporting national and regional communication activities to ensure that different regional processes were linked, and lessons learned and tools developed were shared among the projects.

6. (Source PIR, 2021)

7. The project outcomes and outputs are as outlined in the table below.

Table 27: Project Outcomes and Outputs (Source MTR, 2017/ PIR, 2021)

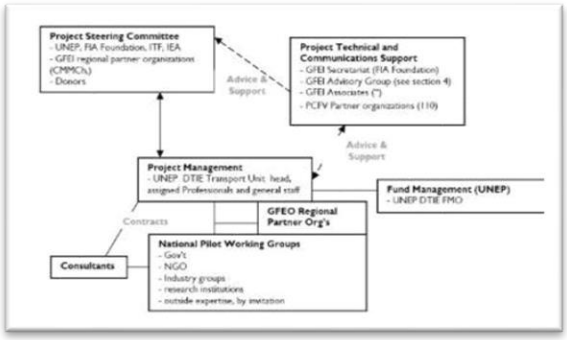
Project Components	Outcomes	Outputs
Pro		
National Activities	Outcome 1.1: A conducive institutional framework to develop and adopt automotive fuel economy policies is established in 20 countries. **Outcome 1.2:** Twenty countries with whom the GFEI project stated it aims to cooperate. supported to develop and adapt national automotive fuel economy policies. **Outcome 1.3:** Twenty countries supported to develop and adopt national automotive fuel economy policies.	Output 1.1(a) Formal project agreements signed with partner institutions in 20 countries to work on development of fuel economy policies. **Output 1.1(b)** National stakeholder groups set-up with inception meetings/workshops held to define pathways for developing and adopting fuel economy policies. **Output 1.2(a)** Data collected to characterize the national vehicle fleet based on number of vehicles produced and/or imported, vehicle composition (passenger cars, trucks, buses, motorcycles), vehicle age, vehicle model and vehicle technology. **Output 1.2(b)** Annual average automotive fuel economy calculated using methodologies developed in GEF-4 funded GFEI project for new vehicles (produced and/or imported) in 2005 (baseline year) and every two years from 2008, in at least 20 countries.

		Output 1.2(c) Where necessary, cost-benefit analyses (CBA) of the impact of fuel economy policies conducted to guide policymakers as was done in the GEF-4 funded GFEI pilot project. **Output 1.3(a)** National stakeholder workshops organized to foster policy dialogue with guidance from leading international fuel economy experts. **Output 1.3(b)** National public awareness raising campaigns conducted to leverage public support for fuel economy policies. **Output 1.3(c)** Technical training sessions held for key policymakers on mechanisms for developing fuel economy standards. **Output 1.3(d)** Twenty countries submit draft automotive fuel economy policies to their national decision-making bodies.
Regional Replication	**Outcome 2:** South-south cooperation on fuel economy established within the regions, resulting in regional fuel economy policy ripple effects.	**Output 2.1:** Established regional replication processes that resulted in: **Output 2.1a:** A workshop in each of the four regions to foster policy coordination and replication at regional and sub-regional level; **Output 2.1b:** South-south cooperation and support among project countries; **Output 2.1c:** Additional countries in the regions realize the benefits of fuel economy and start developing their own policies.
GFEI Communications	**Outcome 3:** Improved awareness and understanding of automotive fuel economy issues as well as the status of policy adoption at the national, regional, and global levels.	**Output 3.1:** Expanded website, global and regional reports, updated GFEI toolkit (included the progress of the 20 country projects), GFEI information materials etc.

D. Executing Arrangements

8. This project was implemented by UNEP, FIA Foundation, the International Energy Agency (IEA), the International Transport Forum (ITF), the International Council on Clean Transportation (ICCT) and the Institute of Transportation Studies at the University of California, Davis (ITS-UC Davis). The Partner activities are as follows:
    a. UNEP was the Implementing agency providing project oversight whilst managing the national pilot projects.
    b. FIA Foundation was the Executing Agency for the GEF-5 funded project, manages the international secretariat, and supports the GFEI partnership.
    c. The International Energy Agency (IEA) provided quantitative analysis at the global level and support for some national level analysis.
    d. ICCT provided support to some specific in-country advice, particularly on regulation.
    e. ITF provided advice on international outreach events.
    f. UC-Davis provided support to capacity building workshops.
9. The Project maintained a Steering committee at international level to ensure the coordination and information exchange on project process and performance. The Committee membership was made up of GFEI Steering Group, which consists of GFEI founding member organizations UN Environment, FIA Foundation, IEA and ITF (GFEI founding group). The project governance chart is represented in the figure below.

Figure 9: Project Decision making and Organisational Flow Chart (Source, MTR 2017)



E. Project Cost and Financing

10. The total project budget at design stage was USD 4,095,000 with GEF contributing USD 1,995,000 of this while the rest was covered through co-finance amounting to USD 2,200,000 as shown in the table below.

Table 28: Total Project Budget against Components (Source CEO Endorsement 2013)

Project Component	Grant Amount ($)	Co-financing ($)
1. National Activities	**1,554,000**	**6,297,912**
2. Regional Replication	**350,000**	**1,494,009**
3. GFEI Communications	**204,113**	**516,992**
4. Project Evaluation and Audit	**46,000**	**58,000**

Subtotal	**2,154,113**	**8,366,913**
Project management Cost (PMC)	**107,706**	**836,693**
Total project costs	**2,261,819**	**9,203,606**

Table 29: Sources and Types of Co-Finance

Sources of Co-financing	Name of Co-financier (source)	Type of Co-financing	Co-financing Amount ($)
National Government	Peru, Benin, Jamaica, Mauritius, Côte d'Ivoire and Macedonia	In-kind	2,100,104
GEF Agency	UNEP	In-kind	1,013,850
GEF Agency	UNEP	Cash	1,613,127
Foundation	FIA Foundation	Cash	1,120,000
Foundation	FIA Foundation	In-kind	480,000
Other Multilateral Agencies	International Energy Agency	In-kind	570,000
Other Multilateral Agencies	International Transport Forum & Institute of Transportation Studies at University of California, Davis	In-Kind	375,000
Others	International Council on Clean Transportation	In-kind	1,023,816
Others	International Council on Clean Transportation	Cash	907,709
Total Co-financing			**9,203,606**

F. Implementation Issues

The project was extended with about 30 months due to Covid19 and delay in completion of national policies. Outside the planned budget, the project leveraged on additional financial resources from European Commission, FIA Foundation, Climate and Clean Air Coalition, and the UNEP Environment Fund. At the drafting of these ToRs, at least eleven of the countries supported under this project have applied for the GEF7 Global Electric Mobility Programme and European Commission Solutions Plus Programme, namely: Jamaica, Mauritius, Morocco, Nepal, Peru, Philippines, Sri Lanka, Togo, Ukraine, Uruguay, and Vietnam.

Section 2. OBJECTIVE AND SCOPE OF THE EVALUATION

G. Objective of the Evaluation

11. In line with the UNEP Evaluation Policy[55] and the UNEP Programme Manual[56,] this Terminal Evaluation is being undertaken at operational completion of the project to assess project performance (in terms of relevance, effectiveness and efficiency), and determine outcomes and impacts (actual and potential) stemming from the project, including their sustainability.

12. This Evaluation has two primary purposes: (i) to provide evidence of results to meet accountability requirements, and (ii) to promote operational improvement, learning and knowledge sharing through results and lessons learned among UNEP, FIA Foundation and other Consortium Partners.

13. This Evaluation will identify lessons of operational relevance for future project formulation and implementation, especially where a second phase of the project is being considered. Recommendations relevant to the whole house may also be identified during the evaluation process.

H. Key Evaluation Principles

14. Evaluation findings and judgements will be based on **sound evidence and analysis**, clearly documented in the Evaluation Report. Information will be triangulated (i.e., verified from different sources) as far as possible, and when verification is not possible, the single source will be mentioned (whilst anonymity is still protected). Analysis leading to evaluative judgements should be clearly spelled out.

15. **The "Why?" Question.** As this is a Terminal Evaluation and there is a follow-up project under design, particular attention will be given to learning from the experience. As such, the "why?" question should be at the front of the consultants' minds all through the evaluation exercise supported by the use of a theory of change approach. This means that the consultant(s) needs to go beyond the assessment of "what" the project performance was and make a serious effort to provide a deeper understanding of "why" the performance was as it was (i.e., what contributed to the achievement of the project's results). This should provide the basis for the lessons that can be drawn from the project.

16. **Attribution, Contribution and Credible Association:** In order to attribute any outcomes and impacts to a project intervention, the consultant will consider the difference between what has happened with, and what would have happened without, the project (i.e., take account of changes over time and between contexts in order to isolate the effects of an intervention). This will require appropriate baseline data and the identification of a relevant counterfactual information whilst noting that establishing the contribution made by a project in a complex change process relies heavily on prior intentionality (e.g., approved project design documentation, logical framework) and the articulation of causality (e.g., narrative and/or illustration of the Theory of Change).

17. Robust evidence that a project was delivered as designed and that the expected causal pathways developed supports claims of contribution and this is strengthened where an alternative theory of change can be excluded. A credible association between the implementation of a project and observed positive effects could be made where a strong causal narrative, although not explicitly articulated, could be inferred by the chronological sequence of events, active involvement of key actors and engagement in critical processes.

18. **Communicating evaluation results.** A key aim of this Evaluation is to encourage reflection and learning by UNEP staff and key project stakeholders. The consultant(s) should consider how reflection and learning could be promoted, both through the evaluation process and in the communication of evaluation findings and key lessons. Clear and concise writing is required on all evaluation deliverables. Draft and final versions of the Main Evaluation Report will be shared with key stakeholders by the Evaluation Manager.

19. There may, however, be several intended audiences, each with different interests and needs regarding the report. The consultant(s) will plan with the Evaluation Manager which audiences to target and the easiest and clearest way to communicate the key evaluation findings and lessons to them. This may include some, or all, of the following: a webinar, conference calls with relevant stakeholders, the preparation of an Evaluation Brief or interactive presentation.

I. Key Strategic Questions

55 https://www.unenvironment.org/about-un-environment/evaluation-office/policies-and-strategies
56 https://wecollaborate.unep.org

20. In addition to the evaluation criteria outlined in **Section 10 below**, the Evaluation will address the strategic questions listed below. These are questions of interest to UNEP and to which the project is believed to be able to make a substantive contribution. Also included are five questions that are required when reporting in the GEF Portal and these must be addressed in the TE

    vi. Q1: Does the new 'project' design represent sound programmatic thinking and design?

    vii. Q2: (Where relevant) What changes were made to adapt to the effects of COVID-19 and how might any changes affect the project's performance?

    viii.

21. Address the questions required for the GEF Portal in the appropriate parts of the report and provide a summary of the findings in the Conclusions section of the report:

22. Under Monitoring and Reporting/Monitoring of Project Implementation: What was the performance at the project's completion against Core Indicator Targets? (For projects approved prior to GEF-7, these indicators will be identified retrospectively and comments on performance provided[57]).

    a. Under Factors Affecting Performance/Stakeholder Participation and Cooperation: What were the progress, challenges, and outcomes regarding engagement of stakeholders in the project/program as evolved from the time of the MTR? (This should be based on the description included in the Stakeholder Engagement Plan or equivalent documentation submitted at CEO Endorsement/Approval)

    b. Under Factors Affecting Performance/Responsiveness to Human Rights and Gender Equality: What were the completed gender-responsive measures and, if applicable, actual gender result areas? (This should be based on the documentation at CEO Endorsement/Approval, including gender-sensitive indicators contained in the project results framework or gender action plan or equivalent)

    c. Under Factors Affecting Performance/Environmental and Social Safeguards: What was the progress made in the implementation of the management measures against the Safeguards Plan submitted at CEO Approval? The risk classifications reported in the latest PIR report should be verified and the findings of the effectiveness of any measures or lessons learned taken to address identified risks assessed. (Any supporting documents gathered by the Consultant during this review should be shared with the Task Manager for uploading in the GEF Portal)

    d. Under Factors Affecting Performance/Communication and Public Awareness: What were the challenges and outcomes regarding the project's completed Knowledge Management Approach, including: Knowledge and Learning Deliverables (e.g., website/platform development); Knowledge Products/Events; Communication Strategy; Lessons Learned and Good Practice; Adaptive Management Actions? (This should be based on the documentation approved at CEO Endorsement/Approval)

J. Evaluation Criteria

23. All evaluation criteria will be rated on a six-point scale. Sections A-I below, outline the scope of the criteria. A weightings table in excel format will be provided by the Evaluation Manager to support the determination of an overall project rating. The set of evaluation criteria are grouped in nine categories: (A) Strategic Relevance; (B) Quality of Project Design; (C) Nature of External Context; (D) Effectiveness, which comprises assessments of the availability of outputs, achievement of outcomes and likelihood of impact; (E) Financial Management; (F) Efficiency; (G) Monitoring and Reporting; (H) Sustainability; and (I) Factors Affecting Project Performance. The Evaluation Consultant(s) can propose other evaluation criteria as deemed appropriate.

(a) Strategic Relevance

24. The Evaluation will assess the extent to which the activity is suited to the priorities and policies of the donors, implementing regions/countries and the target beneficiaries. The Evaluation will include an assessment of the project's relevance in relation to UNEP's mandate and its alignment with UNEP's policies and strategies at the time of project approval. Under strategic relevance an assessment of the complementarity of the project with other interventions addressing the needs of the same target groups will be made. This criterion comprises four elements:

i. Alignment to the UNEP Medium Term Strategy[58] (MTS), Programme of Work (POW) and Strategic Priorities

25. The Evaluation should assess the project's alignment with the MTS and POW under which the project was approved and include, in its narrative, reflections on the scale and scope of any contributions made to the planned results reflected in the relevant MTS and POW. UNEP strategic priorities include the Bali Strategic Plan for Technology Support and Capacity Building[59] (BSP) and South-South Cooperation (S-SC). The BSP relates to the capacity of governments to: comply with international agreements and obligations at the national level; promote, facilitate and finance environmentally sound technologies and to strengthen frameworks for developing coherent international environmental policies. S-SC is regarded as the exchange of resources, technology and knowledge between developing countries.

ii. Alignment to Donor/GEF/Partner Strategic Priorities

26. Donor, including GEF, strategic priorities will vary across interventions. GEF priorities are specified in published programming priorities and focal area strategies. The Evaluation will assess the extent to which the project is suited to, or responding to, donor priorities. In some cases, alignment with donor priorities may be a fundamental part of project design and grant approval processes while in others, for example, instances of 'softly-earmarked' funding, such alignment may be more of an assumption that should be assessed.

iii. Relevance to Global, Regional, Sub-regional and National Environmental Priorities

27. The Evaluation will assess the alignment of the project with global priorities such as the SDGs and Agenda 2030. The extent to which the intervention is suited, or responding to, the stated environmental concerns and needs of the countries, sub-regions or regions where it is being implemented will be considered. Examples may include: UN Development Assistance Frameworks (UNDAF), national or sub-national development plans, poverty reduction strategies or Nationally Appropriate Mitigation Action (NAMA) plans or regional agreements etc. Within this section consideration will be given to whether the needs of all beneficiary groups are being met and reflects the current policy priority to leave no one behind.

[57] *This is not applicable for Enabling Activities*

[58] UNEP's Medium Term Strategy (MTS) is a document that guides UNEP's programme planning over a four-year period. It identifies UNEP's thematic priorities, known as Sub-programmes (SP), and sets out the desired outcomes, known as Expected Accomplishments (EAs), of the Sub-programmes. https://www.unenvironment.org/about-un-environment/evaluation-office/our-evaluation-approach/un-environment-documents

[59] http://www.unep.fr/ozonaction/about/bsp.htm

iv. Complementarity with Relevant Existing Interventions/Coherence[60]

28. An assessment will be made of how well the project, either at design stage or during the project inception or mobilization[61], took account of ongoing and planned initiatives (under the same sub-programme, other UNEP sub-programmes, or being implemented by other agencies within the same country, sector or institution) that address similar needs of the same target groups. The Evaluation will consider if the project team, in collaboration with Regional Offices and Sub-Programme Coordinators, made efforts to ensure their own intervention was complementary to other interventions, optimized any synergies and avoided duplication of effort. Examples may include UNDAFs or One UN programming. Linkages with other interventions should be described and instances where UNEP's comparative advantage has been particularly well applied should be highlighted.

Factors affecting this criterion may include:
- Stakeholders' participation and cooperation
- Responsiveness to human rights and gender equality
- Country ownership and driven-ness

(b) Quality of Project Design

The quality of project design is assessed using an agreed template during the evaluation inception phase, ratings are attributed to identified criteria and an overall Project Design Quality rating is established. The complete Project Design Quality template should be annexed in the Evaluation Inception Report. Later, the overall Project Design Quality rating[62] should be entered in the final evaluation ratings table (as item B) in the Main Evaluation Report and a summary of the project's strengths and weaknesses at design stage should be included within the body of the report.

Factors affecting this criterion may include (at the design stage):
- Stakeholders participation and cooperation
- Responsiveness to human rights and gender equality

(c) Nature of External Context

29. At evaluation inception stage a rating is established for the project's external operating context (considering the prevalence of conflict, natural disasters and political upheaval[63]). This rating is entered in the final evaluation ratings table as item C. Where a project has been rated as facing either an Unfavourable or Highly Unfavourable external operating context, and/or a negative external event has occurred during project implementation, the ratings for Effectiveness, Efficiency and/or Sustainability may be increased at the discretion of the Evaluation Consultant and Evaluation Manager together. A justification for such an increase must be given.

(d) Effectiveness

i. Availability of Outputs[64]

30. The Evaluation will assess the project's success in producing the programmed outputs and making them available to the intended beneficiaries as well as its success in achieving milestones as per the project design document (ProDoc). Any formal modifications/revisions made during project implementation will be considered part of the project design. Where the project outputs are inappropriately or inaccurately stated in the ProDoc, reformulations may be necessary in the reconstruction of the Theory of Change (TOC). In such cases a table should be provided showing the original and the reformulation of the outputs for transparency. The availability of outputs will be assessed in terms of both quantity and quality, and the assessment will consider their ownership by, and usefulness to, intended beneficiaries and the timeliness of their provision. It is noted that emphasis is placed on the performance of those outputs that are most important to achieve outcomes. The Evaluation will briefly explain the reasons behind the success or shortcomings of the project in delivering its programmed outputs and meeting expected quality standards.

Factors affecting this criterion may include:
- Preparation and readiness
- Quality of project management and supervision[65]

ii. Achievement of Project Outcomes[66]

31. The achievement of project outcomes is assessed as performance against the project outcomes as defined in the reconstructed[67] Theory of Change. These are outcomes that are intended to be achieved by the end of the project timeframe and within the project's resource envelope. Emphasis is placed on the achievement of project outcomes that are most important for attaining intermediate states. As with outputs, a table can be used where substantive amendments to the formulation of project outcomes is necessary to allow for an assessment of performance. The Evaluation should report evidence of attribution between UNEP's intervention and the project outcomes. In cases of

[60] This sub-category is consistent with the new criterion of 'Coherence' introduced by the OECD-DAC in 2019.
[61] A project's inception or mobilization period is understood as the time between project approval and first disbursement. Complementarity during project implementation is considered under Efficiency, see below.
[62] *In some instances, based on data collected during the evaluation process, the assessment of the project's design quality may change from Inception Report to Main Evaluation Report.*
[63] Note that 'political upheaval' does not include regular national election cycles, but unanticipated unrest or prolonged disruption. The potential delays or changes in political support that are often associated with the regular national election cycle should be part of the project's design and addressed through adaptive management by the project team. From March 2020 this should include the effects of COVID-19.
[64] Outputs are the availability (for intended beneficiaries/users) of new products and services and/or gains in knowledge, abilities and awareness of individuals or within institutions (UNEP, 2019)
[65] In some cases 'project management and supervision' will refer to the supervision and guidance provided by UNEP to implementing partners and national governments while in others, specifically for GEF funded projects, it will refer to the project management performance of the executing agency and the technical backstopping provided by UNEP.
[66] Outcomes are the use (i.e. uptake, adoption, application) of an output by intended beneficiaries, observed as changes in institutions or behavior, attitude or condition (UNEP, 2019)
[67] All submitted UNEP project documents are required to present a Theory of Change with all submitted project designs. The level of 'reconstruction' needed during an evaluation will depend on the quality of this initial TOC, the time that has lapsed between project design and implementation (which may be related to securing and disbursing funds) and the level of any formal changes made to the project design.

normative work or where several actors are collaborating to achieve common outcomes, evidence of the nature and magnitude of UNEP's 'substantive contribution' should be included and/or 'credible association' established between project efforts and the project outcomes realized.

Factors affecting this criterion may include:

- Quality of project management and supervision
- Stakeholders' participation and cooperation
- Responsiveness to human rights and gender equality
- Communication and public awareness

iii. Likelihood of Impact

32. Based on the articulation of long-lasting effects in the reconstructed TOC (i.e. from project outcomes, via intermediate states, to impact), the Evaluation will assess the likelihood of the intended, positive impacts becoming a reality. Project objectives or goals should be incorporated in the TOC, possibly as intermediate states or long-lasting impacts. The Evaluation Office's approach to the use of TOC in project evaluations is outlined in a guidance note available and is supported by an excel-based flow chart, 'Likelihood of Impact Assessment Decision Tree'. Essentially the approach follows a 'likelihood tree' from project outcomes to impacts, taking account of whether the assumptions and drivers identified in the reconstructed TOC held. Any unintended positive effects should also be identified and their causal linkages to the intended impact described.

33. The Evaluation will also consider the likelihood that the intervention may lead, or contribute to, unintended negative effects (e.g. will vulnerable groups such as those living with disabilities and/or women and children, be disproportionally affected by the project?). Some of these potential negative effects may have been identified in the project design as risks or as part of the analysis of Environmental and Social Safeguards.

34. The Evaluation will consider the extent to which the project has played a catalytic role[68] or has promoted scaling up and/or replication as part of its Theory of Change (either explicitly as in a project with a demonstration component or implicitly as expressed in the drivers required to move to outcome levels) and as factors that are likely to contribute to greater or long-lasting impact.

35. Ultimately UNEP and all its partners aim to bring about benefits to the environment and human well-being. Few projects are likely to have impact statements that reflect such long-lasting or broad-based changes. However, the Evaluation will assess the likelihood of the project to make a substantive contribution to the long-lasting changes represented by the Sustainable Development Goals and/or the intermediate-level results reflected in UNEP's Expected Accomplishments and the strategic priorities of funding partner(s).

Factors affecting this criterion may include:

- Quality of Project Management and Supervision (including adaptive management)
- Stakeholders participation and cooperation
- Responsiveness to human rights and gender equality
- Country ownership and driven-ness
- Communication and public awareness

(e) Financial Management

36. Financial management will be assessed under three themes: adherence to UNEP's financial policies and procedures, completeness of financial information and communication between financial and project management staff. The Evaluation will establish the actual spend across the life of the project of funds secured from all donors. This expenditure will be reported, where possible, at output/component level and will be compared with the approved budget. The Evaluation will verify the application of proper financial management standards and adherence to UNEP's financial management policies. Any financial management issues that have affected the timely delivery of the project or the quality of its performance will be highlighted. The Evaluation will record where standard financial documentation is missing, inaccurate, incomplete or unavailable in a timely manner. The Evaluation will assess the level of communication between the Project/Task Manager and the Fund Management Officer as it relates to the effective delivery of the planned project and the needs of a responsive, adaptive management approach.

Factors affecting this criterion may include:

- Preparation and readiness
- Quality of project management and supervision

(f) Efficiency

37. Under the efficiency criterion the Evaluation will assess the extent to which the project delivered maximum results from the given resources. This will include an assessment of the cost-effectiveness and timeliness of project execution.

38. Focusing on the translation of inputs into outputs, cost-effectiveness is the extent to which an intervention has achieved, or is expected to achieve, its results at the lowest possible cost. Timeliness refers to whether planned activities were delivered according to expected timeframes as well as whether events were sequenced efficiently. The Evaluation will also assess to what extent any project extension could have been avoided through stronger project management and identify any negative impacts caused by project delays or extensions. The Evaluation will describe any cost or time-saving measures put in place to maximise results within the secured budget and agreed project timeframe and consider whether the project was implemented in the most efficient way compared to alternative interventions or approaches.

[68] The terms catalytic effect, scaling up and replication are inter-related and generally refer to extending the coverage or magnitude of the effects of a project. Catalytic effect is associated with triggering additional actions that are not directly funded by the project – these effects can be both concrete or less tangible, can be intentionally caused by the project or implied in the design and reflected in the TOC drivers, or can be unintentional and can rely on funding from another source or have no financial requirements. Scaling up and Replication require more intentionality for projects, or individual components and approaches, to be reproduced in other similar contexts. Scaling up suggests a substantive increase in the number of new beneficiaries reached/involved and may require adapted delivery mechanisms while Replication suggests the repetition of an approach or component at a similar scale but among different beneficiaries. Even with highly technical work, where scaling up or replication involves working with a new community, some consideration of the new context should take place and adjustments made as necessary.

39. The Evaluation will give special attention to efforts made by the project teams during project implementation to make use of/build upon pre-existing institutions, agreements and partnerships, data sources, synergies and complementarities[69] with other initiatives, programmes and projects etc. to increase project efficiency.

40. The factors underpinning the need for any project extensions will also be explored and discussed. As management or project support costs cannot be increased in cases of 'no cost extensions', such extensions represent an increase in unstated costs to implementing parties.

Factors affecting this criterion may include:
- Preparation and readiness (e.g. timeliness)
- Quality of project management and supervision
- Stakeholders participation and cooperation

(g) Monitoring and Reporting

41. The Evaluation will assess monitoring and reporting across three sub-categories: monitoring design and budgeting, monitoring implementation and project reporting.

i. Monitoring Design and Budgeting

42. Each project should be supported by a sound monitoring plan that is designed to track progress against SMART[70] results towards the provision of the project's outputs and achievement of project outcomes, including at a level disaggregated by gender, marginalization or vulnerability, including those living with disabilities. In particular, the Evaluation will assess the relevance and appropriateness of the project indicators as well as the methods used for tracking progress against them as part of conscious results-based management. The Evaluation will assess the quality of the design of the monitoring plan as well as the funds allocated for its implementation. The adequacy of resources for Mid-Term and Terminal Evaluation/Review should be discussed if applicable.

ii. Monitoring of Project Implementation

43. The Evaluation will assess whether the monitoring system was operational and facilitated the timely tracking of results and progress towards projects objectives throughout the project implementation period. This assessment will include consideration of whether the project gathered relevant and good quality baseline data that is accurately and appropriately documented. This should include monitoring the representation and participation of disaggregated groups (including gendered, marginalised or vulnerable groups, such as those living with disabilities) in project activities. It will also consider the quality of the information generated by the monitoring system during project implementation and how it was used to adapt and improve project execution, achievement of outcomes and ensure sustainability. The Evaluation should confirm that funds allocated for monitoring were used to support this activity.

44. The performance at project completion against Core Indicator Targets should be reviewed. For projects approved prior to GEF-7, these indicators will be identified retrospectively and comments on performance provided.

iii. Project Reporting

45. UNEP has a centralised project information management system (Anubis) in which project managers upload six-monthly progress reports against agreed project milestones. This information will be provided to the Evaluation Consultant(s) by the Evaluation Manager. Some projects have additional requirements to report regularly to funding partners, which will be supplied by the project team (e.g. the Project Implementation Reviews and Tracking Tool for GEF-funded projects). The Evaluation will assess the extent to which both UNEP and donor reporting commitments have been fulfilled. Consideration will be given as to whether reporting has been carried out with respect to the effects of the initiative on disaggregated groups.

Factors affecting this criterion may include:
- Quality of project management and supervision
- Responsiveness to human rights and gender equality (e.g disaggregated indicators and data)

(h) Sustainability

46. Sustainability[71] is understood as the probability of the benefits derived from the achievement of project outcomes being maintained and developed after the close of the intervention. The Evaluation will identify and assess the key conditions or factors that are likely to undermine or contribute to the endurance of achieved project outcomes (i.e. 'assumptions' and 'drivers'). Some factors of sustainability may be embedded in the project design and implementation approaches while others may be contextual circumstances or conditions that evolve over the life of the intervention. Where applicable an assessment of bio-physical factors that may affect the sustainability of project outcomes may also be included.

i. Socio-political Sustainability

47. The Evaluation will assess the extent to which social or political factors support the continuation and further development of the benefits derived from project outcomes. It will consider the level of ownership, interest and commitment among government and other stakeholders to take the project achievements forwards. In particular the Evaluation will consider whether individual capacity development efforts are likely to be sustained.

ii. Financial Sustainability

48. Some project outcomes, once achieved, do not require further financial inputs, e.g. the adoption of a revised policy. However, in order to derive a benefit from this outcome further management action may still be needed e.g. to undertake actions to enforce the policy. Other project outcomes may be dependent on a continuous flow of action that needs to be resourced for them to be maintained, e.g. continuation of a new natural resource management approach. The Evaluation will assess the extent to which project outcomes are dependent on future funding for the benefits they bring to be sustained. Secured future funding is only relevant to financial sustainability where a project's outcomes have been extended into a future project phase. Even where future funding has been secured, the question remains as to whether the project outcomes are financially sustainable.

[69] Complementarity with other interventions during project design, inception or mobilization is considered under Strategic Relevance above.
[70] SMART refers to results that are specific, measurable, achievable, relevant and time-oriented. Indicators help to make results measurable.
[71] As used here, 'sustainability' means the long-lasting maintenance of outcomes and consequent impacts, whether environmental or not. This is distinct from the concept of sustainability in the terms 'environmental sustainability' or 'sustainable development', which imply 'not living beyond our means' or 'not diminishing global environmental benefits' (GEF STAP Paper, 2019, Achieving More Enduring Outcomes from GEF Investment)

iii. Institutional Sustainability

49. The Evaluation will assess the extent to which the sustainability of project outcomes (especially those relating to policies and laws) is dependent on issues relating to institutional frameworks and governance. It will consider whether institutional achievements such as governance structures and processes, policies, sub-regional agreements, legal and accountability frameworks etc. are robust enough to continue delivering the benefits associated with the project outcomes after project closure. In particular, the Evaluation will consider whether institutional capacity development efforts are likely to be sustained.

Factors affecting this criterion may include:

- Stakeholders participation and cooperation
- Responsiveness to human rights and gender equality (e.g. where interventions are not inclusive, their sustainability may be undermined)
- Communication and public awareness
- Country ownership and driven-ness

(i) Factors Affecting Project Performance and Cross-Cutting Issues

(These factors are rated in the ratings table but are discussed within the Main Evaluation Report as cross-cutting themes as appropriate under the other evaluation criteria, above. If these issues have not been addressed under the evaluation criteria above, then independent summaries of their status within the evaluated project should be given.)

i. Preparation and Readiness

50. This criterion focuses on the inception or mobilisation stage of the project (i.e. the time between project approval and first disbursement). The Evaluation will assess whether appropriate measures were taken to either address weaknesses in the project design or respond to changes that took place between project approval, the securing of funds and project mobilisation. In particular the Evaluation will consider the nature and quality of engagement with stakeholder groups by the project team, the confirmation of partner capacity and development of partnership agreements as well as initial staffing and financing arrangements. (Project preparation is included in the template for the assessment of Project Design Quality).

ii. Quality of Project Management and Supervision

51. In some cases 'project management and supervision' may refer to the supervision and guidance provided by UNEP to implementing partners and national governments while in others, specifically for GEF funded projects[72], it may refer to the project management performance of the executing agency and the technical backstopping and supervision provided by UNEP. The performance of parties playing different roles should be discussed and a rating provided for both types of supervision (UNEP/Partner/Executing Agency) and the overall rating for this sub-category established as a simple average of the two.

52. The Evaluation will assess the effectiveness of project management with regard to: providing leadership towards achieving the planned outcomes; managing team structures; maintaining productive partner relationships (including Steering Groups etc.); maintaining project relevance within changing external and strategic contexts; communication and collaboration with UNEP colleagues; risk management; use of problem-solving; project adaptation and overall project execution. Evidence of adaptive management should be highlighted.

iii. Stakeholder Participation and Cooperation

53. Here the term 'stakeholder' should be considered in a broad sense, encompassing all project partners, duty bearers with a role in delivering project outputs and target users of project outputs and any other collaborating agents external to UNEP and the Executing Agency. The assessment will consider the quality and effectiveness of all forms of communication and consultation with stakeholders throughout the project life and the support given to maximise collaboration and coherence between various stakeholders, including sharing plans, pooling resources and exchanging learning and expertise. The inclusion and participation of all differentiated groups, including gender groups should be considered.

54. The progress, challenges and outcomes regarding engagement of stakeholders in the project/program occurring since the MTR should be reviewed. (This should be based on the description included in the Stakeholder Engagement Plan or equivalent documentation submitted at CEO Endorsement/Approval).

iv. Responsiveness to Human Rights and Gender Equality

55. The Evaluation will ascertain to what extent the project has applied the UN Common Understanding on the human rights-based approach (HRBA) and the UN Declaration on the Rights of Indigenous People. Within this human rights context the Evaluation will assess to what extent the intervention adheres to UNEP's Policy and Strategy for Gender Equality and the Environment[73].

56. In particular the Evaluation will consider to what extent project-implementation and monitoring have taken into consideration: (i) possible inequalities (especially those related to gender) in access to, and the control over, natural resources; (ii) specific vulnerabilities of disadvantaged groups (especially women, youth and children and those living with disabilities) to environmental degradation or disasters; and (iii) the role of disadvantaged groups (especially those related to gender) in mitigating or adapting to environmental changes and engaging in environmental protection and rehabilitation.

57. Note that the project's effect on equality (i.e. promoting human rights, gender equality and inclusion of those living with disabilities and/or belonging to marginalised/vulnerable groups) should be included within the TOC as a general driver or assumption where there is no dedicated result within the results framework. If an explicit commitment on this topic is made within the project document then the driver/assumption should also be specific to the described intentions.

58. The completed gender-responsive measures and, if applicable, actual gender result areas should be reviewed. (This should be based on the documentation at CEO Endorsement/Approval, including gender-sensitive indicators contained in the project results framework or gender action plan or equivalent).

[72] For GEF funded projects, a rating will be provided for the Project Management and Supervision of each of the Implementing and Executing Agencies. The two ratings will be aggregated to provided an overall rating for Quality of Project Management and Supervision

[73]The Evaluation Office notes that Gender Equality was first introduced in the UNEP Project Review Committee Checklist in 2010 and, therefore, provides a criterion rating on gender for projects approved from 2010 onwards. Equally, it is noted that policy documents, operational guidelines and other capacity building efforts have only been developed since then and have evolved over time. https://wedocs.unep.org/bitstream/handle/20.500.11822/7655/-Gender_equality_and_the_environment_Policy_and_strategy-2015Gender_equality_and_the_environment_policy_and_strategy.pdf.pdf?sequence=3&isAllowed=y

v. Environmental and Social Safeguards

59. UNEP projects address environmental and social safeguards primarily through the process of environmental and social screening at the project approval stage, risk assessment and management (avoidance, minimization, mitigation or, in exceptional cases, offsetting) of potential environmental and social risks and impacts associated with project and programme activities. The Evaluation will confirm whether UNEP requirements[74] were met to: review risk ratings on a regular basis; monitor project implementation for possible safeguard issues; respond (where relevant) to safeguard issues through risk avoidance, minimization, mitigation or offsetting and report on the implementation of safeguard management measures taken. UNEP requirements for proposed projects to be screened for any safeguarding issues; for sound environmental and social risk assessments to be conducted and initial risk ratings to be assigned are evaluated above under Quality of Project Design).

60. The Evaluation will also consider the extent to which the management of the project minimised UNEP's environmental footprint.

61. Implementation of the management measures against the Safeguards Plan submitted at CEO Approval should be reviewed, the risk classifications verified and the findings of the effectiveness of any measures or lessons learned taken to address identified risks assessed. Any supporting documents gathered by the Consultant should be shared with the Task Manager.

vi. Country Ownership and Driven-ness

62. The Evaluation will assess the quality and degree of engagement of government / public sector agencies in the project. While there is some overlap between Country Ownership and Institutional Sustainability, this criterion focuses primarily on the forward momentum of the intended projects results, i.e. either a) moving forwards from outputs to project outcomes or b) moving forward from project outcomes towards intermediate states. The Evaluation will consider the engagement not only of those directly involved in project execution and those participating in technical or leadership groups, but also those official representatives whose cooperation is needed for change to be embedded in their respective institutions and offices (e.g. representatives from multiple sectors or relevant ministries beyond Ministry of Environment). This factor is concerned with the level of ownership generated by the project over outputs and outcomes and that is necessary for long-lasting impact to be realized. Ownership should extend to all gendered and marginalized groups.

vii. Communication and Public Awareness

63. The Evaluation will assess the effectiveness of: a) communication of learning and experience sharing between project partners and interested groups arising from the project during its life and b) public awareness activities that were undertaken during the implementation of the project to influence attitudes or shape behaviour among wider communities and civil society at large. The Evaluation should consider whether existing communication channels and networks were used effectively, including meeting the differentiated needs of gendered or marginalised groups, and whether any feedback channels were established. Where knowledge sharing platforms have been established under a project the Evaluation will comment on the sustainability of the communication channel under either socio-political, institutional or financial sustainability, as appropriate.

64. The project's completed Knowledge Management Approach, including: Knowledge and Learning Deliverables (e.g. website/platform development); Knowledge Products/Events; Communication Strategy; Lessons Learned and Good Practice; Adaptive Management Actions should be reviewed. This should be based on the documentation approved at CEO Endorsement/Approval.

Section 3. EVALUATION APPROACH, METHODS AND DELIVERABLES

65. The Terminal Evaluation will be an in-depth evaluation using a participatory approach whereby key stakeholders are kept informed and consulted throughout the evaluation process. Both quantitative and qualitative evaluation methods will be used as appropriate to determine project achievements against the expected outputs, outcomes and impacts. It is highly recommended that the consultant(s) maintains close communication with the project team and promotes information exchange throughout the Evaluation implementation phase in order to increase their (and other stakeholder) ownership of the evaluation findings. Where applicable, the consultant(s) will provide a geo-referenced map that demarcates the area covered by the project and, where possible, provide geo-reference photographs of key intervention sites (e.g. sites of habitat rehabilitation and protection, pollution treatment infrastructure, etc.)

66. The findings of the Evaluation will be based on the following:

67. Desk review of:

- Relevant background documentation, inter alia [CEO PIF Clearance, Annex A-P, Letters of endorsement & Review Sheet 2018, 2021];
- Project design documents (including minutes of the project design review meeting at approval); Annual Work Plans and Budgets or equivalent, revisions to the project (Project Document Supplement), the logical framework and its budget;
- Project reports such as Mid-Term Review Report, six-monthly progress and financial reports, progress reports from collaborating partners, meeting minutes, relevant correspondence and including the Project Implementation Reviews and Tracking Tool etc.;
- Project deliverables: [Country Level GFEI policies];
- Mid-Term Review or Mid-Term Evaluation of the project;
- Evaluations/reviews of similar projects.

a. **Interviews** (individual or in group) with:

- UNEP Task Manager (TM);
- Project management team, including the Project Manager within the Executing Agency, where appropiate;
- UNEP Fund Management Officer (FMO);
- Portfolio Manager and Sub-Programme Coordinator, where appropriate;
- Project partners, including [list];
- Relevant resource persons;
- Representatives from civil society and specialist groups (such as women's, farmers and trade associations etc).

b. **Surveys** [provide details, where appropriate]

c. **Field visits** to be agreed upon during inception report.

d. Other data collection tools

K. Evaluation Deliverables and Review Procedures

74 For the review of project concepts and proposals, the Safeguard Risk Identification Form (SRIF) was introduced in 2019 and replaced the Environmental, Social and Economic Review note (ESERN), which had been in place since 2016. In GEF projects safeguards have been considered in project designs since 2011.

68. The Evaluation Team will prepare:

- **Inception Report:** (see Annex 1 for a list of all templates, tables and guidance notes) containing an assessment of project design quality, a draft reconstructed Theory of Change of the project, project stakeholder analysis, evaluation framework and a tentative evaluation schedule.
- **Preliminary Findings Note:** typically, in the form of a PowerPoint presentation, the sharing of preliminary findings is intended to support the participation of the project team, act as a means to ensure all information sources have been accessed and provide an opportunity to verify emerging findings. In the case of highly strategic project/portfolio evaluations or evaluations with an Evaluation Reference Group, the preliminary findings may be presented as a word document for review and comment.
- **Draft and Final Evaluation Report:** containing an executive summary that can act as a stand-alone document; detailed analysis of the evaluation findings organised by evaluation criteria and supported with evidence; lessons learned and recommendations and an annotated ratings table.

69. An **Evaluation Brief,** (a 2-page overview of the evaluand and key evaluation findings) for wider dissemination through the UNEP website may be required. This will be discussed with the Evaluation Manager no later than during the finalization of the Inception Report.

70. **Review of the Draft Evaluation Report**. The Evaluation Consultant(s) will submit a draft report to the Evaluation Manager and revise the draft in response to their comments and suggestions. Once a draft of adequate quality has been peer-reviewed and accepted, the Evaluation Manager will share the cleared draft report with the Task Manager and Project Manager, who will alert the Evaluation Manager in case the report contains any blatant factual errors. The Evaluation Manager will then forward the revised draft report (corrected by the Evaluation Consultant(s) where necessary) to other project stakeholders, for their review and comments. Stakeholders may provide feedback on any errors of fact and may highlight the significance of such errors in any conclusions as well as providing feedback on the proposed recommendations and lessons. Any comments or responses to draft reports will be sent to the Evaluation Manager for consolidation. The Evaluation Manager will provide all comments to the Evaluation Consultant(s) for consideration in preparing the final report, along with guidance on areas of contradiction or issues requiring an institutional response.

71. Based on a careful review of the evidence collated by the Evaluation Consultants and the internal consistency of the report, the Evaluation Manager will provide an assessment of the ratings in the final evaluation report. Where there are differences of opinion between the evaluator and the Evaluation Manager on project ratings, both viewpoints will be clearly presented in the final report. The Evaluation Office ratings will be considered the final ratings for the project.

72. The Evaluation Manager will prepare a **quality assessment** of the first draft of the Main Evaluation Report, which acts as a tool for providing structured feedback to the Evaluation Consultant(s). The quality of the final report will be assessed and rated against the criteria specified in template listed in Annex 1 and this assessment will be appended to the Final Evaluation Report.

73. At the end of the evaluation process, the Evaluation Office will prepare a **Recommendations Implementation Plan** in the format of a table, to be completed and updated at regular intervals by the Task Manager. The Evaluation Office will track compliance against this plan on a six-monthly basis for a maximum of 12 months.

L. The Evaluation Team/Evaluation Consultant

74. For this Evaluation, the Evaluation Team will consist of an Evaluation Consultant who will work under the overall responsibility of the Evaluation Office represented by an Evaluation Manager Hellen Kuria, in consultation with the UNEP Task Manager Geordie Corville, Fund Management Officer Fatma Twahir and the Sub-programme Coordinators of the Climate Sub-programme - Niklas Hagelberg.

75. The consultant will liaise with the Evaluation Manager on any procedural and methodological matters related to the Evaluation, including travel. It is, however the consultants individual responsibility (where applicable) to arrange for their visas and immunizations as well as to plan meetings with stakeholders, organize online surveys, obtain documentary evidence and any other logistical matters related to the assignment. The UNEP Task Manager and project team will, where possible, provide logistical support (introductions, meetings etc.) allowing the consultants to conduct the Evaluation as efficiently and independently as possible.

76. The Evaluation Consultant will be hired over a period of 8 months [1st November 2022 to 31st May 2023] and should have the following:

a. a university degree in environmental sciences, international development or other relevant political or social sciences area
b. an advanced degree in the same areas is desirable;
c. a minimum of 8 years of technical / evaluation experience is required, preferably including evaluating large, regional or global programmes and using a Theory of Change approach;
d. and a good/broad understanding of Fuel Economy is desired.
e. English and French are the working languages of the United Nations Secretariat. For this consultancy, fluency in oral and written English is a requirement and proficiency in /knowledge of [other UN languages] is desirable.
f. Working knowledge of the UN system and specifically the work of UNEP is an added advantage. The work will be home-based with possible field visits.

77. The Evaluation Consultant in close consultation with the Evaluation Office of UNEP will be responsible for overall management of the Evaluation and timely provision of its outputs, described **Section 11: Evaluation Deliverables**. The evaluation consultant will make substantive and high- quality contributions to the evaluation process and outputs and will ensure that all evaluation criteria and questions are adequately covered.

78. Specifically, the Evaluation Consultant in close consultation with the Evaluation Manager, will be responsible for the overall management of the evaluation and timely provision of its outputs, data collection and analysis and report-writing. More specifically:

Inception phase of the Evaluation, including:

- preliminary desk review and introductory interviews with project staff;
- draft the reconstructed Theory of Change of the project;
- prepare the evaluation framework;
- develop the desk review and interview protocols;
- draft the survey protocols (if relevant);
- develop and present criteria for country and/or site selection for the evaluation mission;
- plan the evaluation schedule;
- prepare the Inception Report, incorporating comments until approved by the Evaluation Manager

Data collection and analysis phase of the Evaluation, including:

- conduct further desk review and in-depth interviews with project implementing and executing agencies, project partners and project stakeholders;

- (where appropriate and agreed) conduct an evaluation mission(s) to selected countries, visit the project locations, interview project partners and stakeholders, including a good representation of local communities. Ensure independence of the Evaluation and confidentiality of evaluation interviews.
- regularly report back to the Evaluation Manager on progress and inform of any possible problems or issues encountered and;
- keep the Project/Task Manager informed of the evaluation progress.

Reporting phase, including:

- draft the Main Evaluation Report, ensuring that the evaluation report is complete, coherent, and consistent with the Evaluation Manager guidelines both in substance and style.
- liaise with the Evaluation Manager on comments received and finalize the Main Evaluation Report, ensuring that comments are considered until approved by the Evaluation Manager
- prepare a Response to Comments annex for the main report, listing those comments not accepted by the Evaluation Consultant and indicating the reason for the rejection; and
- (where agreed with the Evaluation Manager) prepare an Evaluation Brief (2-page summary of the evaluand and the key evaluation findings and lessons)

Managing relations, including:

- maintain a positive relationship with evaluation stakeholders, ensuring that the evaluation process is as participatory as possible but at the same time maintains its independence;
- communicate in a timely manner with the Evaluation Manager on any issues requiring its attention and intervention.

79. Schedule of the Evaluation. The table below presents the tentative schedule for the Evaluation.

Table 30: Tentative Schedule for the Evaluation

Milestone	***Tentative Dates***
• Evaluation Initiation Meeting	• 3rd November 2022
• Inception Report	• 21st November 2022
• Evaluation Mission	• 31st November 2022 – 15th January 2022
• E-based interviews, surveys etc.	• 31st November 2022 – 15th January 2022
• PowerPoint/presentation on preliminary findings and recommendations	• 30th January 2023
• Draft report to Evaluation Manager (and Peer Reviewer)	• 15th February 2023
• Draft Report shared with UNEP Project Manager and team	• 10th March 2023
• Draft Report shared with wider group of stakeholders	• 30th March 2023
• Final Report	• 15th April 2023
• Final Report shared with all respondents	• 15th May 2023

(j) Contractual Arrangements

80. Evaluation Consultant will be selected and recruited by the Evaluation Office of UNEP under an individual Special Service Agreement (SSA) on a "fees only" basis (see below). By signing the service contract with UNEP /UNON, the consultant(s) certify that they have not been associated with the design and implementation of the project in any way which may jeopardize their independence and impartiality towards project achievements and project partner performance. In addition, they will not have any future interests (within six months after completion of the contract) with the project's executing or implementing units. All consultant are required to sign the Code of Conduct Agreement Form.

81. Fees will be paid on an instalment basis, paid on acceptance by the Evaluation Manager of expected key deliverables. The schedule of payment is as follows:

Schedule of Payment for the Evaluation Consultant:

Deliverable	***Percentage Payment***
• Approved Inception Report (as per annex document #9)	• 30%
• Approved Draft Main Evaluation Report (as per annex document #10)	• 30%
• Approved Final Main Evaluation Report	• 40%

82. Fees only contracts: Where applicable, air tickets will be purchased by UNEP and 75% of the Daily Subsistence Allowance for each authorized travel mission will be paid up front. Local in-country travel will only be reimbursed where agreed in advance with the Evaluation Manager and on the production of acceptable receipts. Terminal expenses and residual DSA entitlements (25%) will be paid after mission completion.

83. The consultant may be provided with access to UNEP's information management systems (e.g PIMS, Anubis, Sharepoint etc) and if such access is granted, the consultants agree not to disclose information from that system to third parties beyond information required for, and included in, the evaluation report.

84. In case the consultant are not able to provide the deliverables in accordance with these guidelines, and in line with the expected quality standards by the UNEP Evaluation Office, payment may be withheld at the discretion of the Director of the Evaluation Office until the consultants have improved the deliverables to meet UNEP's quality standards.

85. If the consultant fail to submit a satisfactory final product to UNEP in a timely manner, i.e. before the end date of their contract, the Evaluation Office reserves the right to employ additional human resources to finalize the report, and to reduce the consultant's fees by an amount equal to the additional costs borne by the Evaluation Office to bring the report up to standard.

Annex 1: Tools, Templates and Guidance Notes for use in the Evaluation

86. The tools, templates and guidance notes listed in the table below, and available from the Evaluation Manager, are intended to help Evaluation Consultant to produce evaluation products that are consistent with each other and which can be compiled into a biennial Evaluation Synthesis Report. The biennial summary is used to provide an overview of progress to UN Environment and the UN Environmental Assembly.

87. This suite of documents is also intended to make the evaluation process as transparent as possible so that all those involved in the process can participate on an informed basis. It is recognized that the evaluation needs of projects and portfolio vary and adjustments may be necessary so that the purpose of the evaluation process (broadly, accountability and lesson learning), can be met. Such adjustments should be decided between the Evaluation Manager and the Evaluation Consultant in order to produce evaluation reports that are both useful to project implementers and that produce credible findings.

88. ADVICE TO CONSULTANT: As our tools, templates and guidance notes are updated on a continuous basis, kindly download documents from the link provided by the Evaluation Manager during the Inception Phase and use those versions throughout the Evaluation.

List of tools, templates and guidance notes available:

Document #	Name
1	00_Tools Description and Mapping (Word file)
2	00a_UNEP Glossary Results Definitions (PDF file)
3	00b_List of Documents Needed for Evaluations (Word file)
4	01_Evaluation Criteria (Word file)
5	02_Criterion Rating Descriptions Matrix (Word file)
6	03_Evaluation Ratings Table ONLY (Word file)
7	04_Weighed Ratings Table (Excel file)
8	05_Project Identification Table ONLY (Word file)
9	06_Inception Report Structure and Contents (Word file)
10	07_Main Evaluation Report Structure and Contents (Word file)
11	08_TOC Reformulation Justification Table ONLY (Word file)
12	09_Quality of Project Design Assessment (Word file)
13	09a Quality of Project Design Assessment Template.xlsx (Excel file)
14	10_Stakeholder Analysis Guidance Note (Word file)
15	11_Gender Methods Note for Consultants (Word file)
16	12_Safeguards Methods Note for Consultants (Word file)
17	13_Use of Theory of Change in Project Evaluations (Word file)
18	14_Financial Tables (Word file)
19	15_Likelihood of Impact.xlsm (Excel file)
20	15a_Likelihood of impact Test Case (Excel file)
21	16_Recommendations Quality Guidance Note (Word file)
22	16a_In Report Template Presenting Recommendations and Lesson Learned (Word file)
23	17_TE-MTE GEF Cover Page Prelims and Style Sheet Main Evaluation Report (Word file)
24	18_TE-MTE Non GEF Cover Page Prelims and Style Sheet Main Evaluation Report (Word file)
25	19_Quality of Evaluation Report Assessment FINAL ONLY (Word file)
26	20_Evaluation Methodology Structure (Word file)
27	Process 1_Evaluation Process Guidelines for Consultants (Word file)
28	Process 2_Template for Attestation Letter (Word file)
29	Process 3_Evaluation Consultants Agreement Form (Word file)
30	Process 4_Guidelines for Field Work During Coronavirus (Word file)
31	Process 5_Evaluation Consultants Team Roles (Word file)
32	Process 6_ Template for Reference Checks (Word file)

GEF Portal inputs

ix. ***Question:*** What was the performance at the project's completion against **Core Indicator Targets**? (For projects approved prior to GEF-7[75], these indicators will be identified retrospectively and comments on performance provided[76]).
Response: *(Might be drawn from Monitoring and Reporting section)*
x. ***Question:*** What were the progress, challenges and outcomes regarding **engagement of stakeholders** in the project/program as evolved from the time of the MTR? *(This should be based on the description included in the Stakeholder Engagement Plan or equivalent documentation submitted at CEO Endorsement/Approval)*
Response: *(Refer to Section V. I: Factors Affecting Performance)*
xi. **Question:** What were the completed **gender-responsive measures** and, if applicable, actual gender result areas? (This should be based on the documentation at CEO Endorsement/Approval, including gender-sensitive indicators contained in the project results framework or gender action plan or equivalent)
Response: *(Refer to Section V. I: Factors Affecting Performance)*
xii. ***Question:*** What was the progress made in the implementation of the management measures against the **Safeguards Plan submitted at CEO Approval**? The risk classifications reported in the latest PIR report should be verified and the findings of the effectiveness

[75] The GEF is currently operating under the seventh replenishment period of the GEF Trust Fund covering the period July 1, 2018 to June 30, 2022. The GEF Portal Reporting Guide for FY20 Reporting Process indicates that GEF-6 projects that have yet to map existing indicators to GEF-7 Core Indicators need to do so at MTR stage or (if already there) at the time of the TE.
[76] This is not applicable for Enabling Activities

of any measures or lessons learned taken to address identified risks assessed. *(Any supporting documents gathered by the Consultant during this review should be shared with the Task Manager for uploading in the GEF Portal)*
Response: *(refer to Section V. I: Factors Affecting Performance)*
xiii. ***Question:*** What were the challenges and outcomes regarding the project's completed **Knowledge Management** Approach, including: Knowledge and Learning Deliverables (e.g. website/platform development); Knowledge Products/Events; Communication Strategy; Lessons Learned and Good Practice; Adaptive Management Actions? *(This should be based on the documentation approved at CEO Endorsement/Approval)*
Response: *(Refer Section V. D: Effectiveness, Component 4 and Section V. I: Factors Affecting Performance)*
Question: *What are the* ***main findings*** *of the evaluation****?***
Response:

Annex 8: Brief CV of the consultant

Ms. Lilit Melikyan is an economist and an evaluation consultant with 25 years of work experience in international development, working with many international and bilateral donor agencies and foundations, including many UN agencies, UK Aid, EU, USAID, MCC, WBG (WB and IFC), AFDB, EBRD, SECO, OECD, Bill and Melinda Gates Foundation, Open Society Foundation, etc.

In particular, Lilit has over 15 years of work experience conducting performance, process, and impact evaluation for development projects and government policies. She has proven and extensive track record in delivering high quality evaluation reports based on solid methodological foundations and using both quantitative and qualitative methods. Lilit specializes in evaluating infrastructure sector projects, and in particular, energy efficiency/renewable energy/water and sanitation/climate change mitigation and adaptation. Lilit has extensive experience evaluating GEF and GCF funded projects implemented by UNDP and the FAO. Lilit has also evaluated projects aimed at improving business enabling environment and reducing corruption. Lilit has in- depth knowledge and proven advanced expertise in using both qualitative and quantitative evaluation methods and producing high quality evaluation reports.

Lilit has also over 14 years of experience conducting socio economic studies (both quantitative, and qualitative) and researching impact aspects on infrastructure service reforms and introduction of Public Private Partnerships. This includes: conducting affordability and willingness to pay studies of utility reforms, poverty and social impact assessments (PSIA) of government reform plans in infrastructure, and assessment of effectiveness of various innovative schemes of service provision

Lilit studied Engineering and Economics at Polytechnic University of Yerevan and holds a Masters degree with distinction in Economics from the University of Birmingham (UK).

Annex 9: Quality Assessment of the Evaluation Report

All UNEP evaluations are subject to a quality assessment by the Evaluation Office. This is an assessment of the quality of the evaluation product (i.e. evaluation report) and is dependent on more than just the consultant's efforts and skills. Nevertheless, the quality assessment is used as a tool for providing structured feedback to evaluation consultants, especially at draft report stage. This guidance is provided to support consistency in assessment across different Evaluation Managers and to make the assessment process as transparent as possible.

	UNEP Evaluation Office Comments	Report Rating
Substantive Report Quality Criteria		
Quality of the Executive Summary: The Summary should be able to stand alone as an accurate summary of the main evaluation product. It should include a concise overview of the evaluation object; clear summary of the evaluation objectives and scope; overall evaluation rating of the project and key features of performance (strengths and weaknesses) against exceptional criteria (plus reference to where the evaluation ratings table can be found within the report); summary of the main findings of the exercise, including a synthesis of main conclusions (which include a summary response to key strategic evaluation questions), lessons learned and recommendations.	The Executive summary is well-written, concise and captures all the key elements necessary for it to be a stand-alone summary of the evaluation findings, recommendations and lessons learned	5
I. Introduction A brief introduction should be given identifying, where possible and relevant, the following: institutional context of the project (sub-programme, Division, regions/countries where implemented) and coverage of the evaluation; date of PRC approval and project document signature); results frameworks to which it contributes (e.g. Expected Accomplishment in POW); project duration and start/end dates; number of project phases (where appropriate); implementing partners; total secured budget and whether the project has been evaluated in the past (e.g. mid-term, part of a synthesis evaluation, evaluated by another agency etc.) Consider the extent to which the introduction includes a concise statement of the purpose of the evaluation and the key intended audience for the findings?	This introduction is covered in detail and addresses all the elements required for this section	6
II. Evaluation Methods A data collection section should include: a description of evaluation methods and information sources used, including the number and type of respondents; justification for methods used (e.g. qualitative/ quantitative; electronic/face-to-face); any selection criteria used to identify respondents, case studies or sites/countries visited; strategies used to increase stakeholder engagement and consultation; details of how data were verified (e.g. triangulation, review by stakeholders etc.). Methods to ensure that potentially excluded groups (excluded by gender, vulnerability or marginalisation) are reached and their experiences captured effectively, should be made explicit in this section. The methods used to analyse data (e.g. scoring; coding; thematic analysis etc.) should be described. It should also address evaluation limitations such as: low or imbalanced response rates across different groups; gaps in documentation; extent to which findings can be either generalised to wider evaluation questions or constraints on aggregation/disaggregation; any potential or apparent biases; language barriers and ways they were overcome. Ethics and human rights issues should be highlighted including: how anonymity and confidentiality were protected and strategies used to include the views of marginalised or potentially disadvantaged groups and/or divergent views. Is there an ethics statement?	Evaluation methods have been covered in sufficient detail, addressing all the required elements for this section.	5
III. The Project This section should include: • *Context:* Overview of the main issue that the project is trying to address, its root causes and consequences on the environment and human well-being (i.e. synopsis of the problem and situational analyses).	Section is complete and covered in detail	6

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• *Results framework*: Summary of the project's results hierarchy as stated in the ProDoc (or as officially revised) • *Stakeholders:* Description of groups of targeted stakeholders organised according to relevant common characteristics • *Project implementation structure and partners:* A description of the implementation structure with diagram and a list of key project partners • *Changes in design during implementation:* Any key events that affected the project's scope or parameters should be described in brief in chronological order • *Project financing:* Completed tables of: (a) budget at design and expenditure by components (b) planned and actual sources of funding/co-financing		
IV. Theory of Change The *TOC at Evaluation* should be presented clearly in both diagrammatic and narrative forms. Clear articulation of each major causal pathway is expected, (starting from outputs to long term impact), including explanations of all drivers and assumptions as well as the expected roles of key actors. This section should include a description of how the *TOC at Evaluation*[77] was designed (who was involved etc.) and applied to the context of the project? Where the project results as stated in the project design documents (or formal revisions of the project design) are not an accurate reflection of the project's intentions or do not follow UNEP's definitions of different results levels, project results may need to be re-phrased or reformulated. In such cases, a summary of the project's results hierarchy should be presented for: a) the results as stated in the approved/revised Prodoc logframe/TOC and b) as formulated in the *TOC at Evaluation*. *The two results hierarchies should be presented as a two-column table to show clearly that, although wording and placement may have changed, the results 'goal posts' have not been 'moved'.* Check that the project's effect on equality (i.e. promoting human rights, gender equality and inclusion of those living with disabilities and/or belonging to marginalised/vulnerable groups) has been included within the TOC as a general driver or assumption where there was no dedicated result within the results framework. If an explicit commitment on this topic was made within the project document then the driver/assumption should also be specific to the described intentions.	The analysis of the TOC has been presented in both narrative and diagrammatic form. The causal logic form outputs through to impact is described clearly. Drivers and Assumptions affecting casual pathways are also sufficiently discussed.	5
V. Key Findings **A. Strategic relevance:** This section should include an assessment of the project's relevance in relation to UNEP's mandate and its alignment with UNEP's policies and strategies at the time of project approval. An assessment of the complementarity of the project at design (or during inception/mobilisation[78]), with other interventions addressing the needs of the same target groups should be included. Consider the extent to which all four elements have been addressed: 1. Alignment to the UNEP Medium Term Strategy (MTS) and Programme of Work (POW) 2. Alignment to Donor/GEF Strategic Priorities 3. Relevance to Regional, Sub-regional and National Environmental Priorities 4. Complementarity with Existing Interventions	Section has in-depth coverage of the sub-criteria with ample examples to support the rating given	6
B. Quality of Project Design To what extent are the strength and weaknesses of the project design effectively summarized?	Covered in detail with examples provided, and cross reference to the PDQ tool used at inception phase. The project design weakness are, however, emphasized over its strengths, in spite of a	5

[77] *During the Inception Phase of the evaluation process a TOC at Evaluation Inception is created based on the information contained in the approved project documents (these may include either logical framework or a TOC or narrative descriptions), formal revisions and annual reports etc. During the evaluation process this TOC is revised based on changes made during project intervention and becomes the TOC at Evaluation.*

[78] *A project's inception or mobilization period is understood as the time between project approval and first disbursement. Complementarity during project implementation is considered under Efficiency, see below.*

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	'Satisfactory" performance rating; nevertheless, this may be important in highlighting the areas for improvement.	
C. Nature of the External Context For projects where this is appropriate, key external features of the project's implementing context that limited the project's performance (e.g. conflict, natural disaster, political upheaval[79]), and how they affected performance, should be described.	The implementation context that limited the project's performance during its lifespan has been summarised. The issues raised are objective and the rating (moderately unfavourable) is justified.	6
D. Effectiveness **(i) Outputs and Project Outcomes:** How well does the report present a well-reasoned, complete and evidence-based assessment of the a) availability of outputs, and b) achievement of project outcomes? How convincing is the discussion of attribution and contribution, as well as the constraints to attributing effects to the intervention. The effects of the intervention on differentiated groups, including those with specific needs due to gender, vulnerability or marginalisation, should be discussed explicitly.	Outputs and Outcomes are presented by component, and each one is given its own separate detailed assessment. Effort has been made to provide corroborating evidence to support the findings and draw linkages to the project's attribution and/or contribution to the intended results.	6
(ii) Likelihood of Impact: How well does the report present an integrated analysis, guided by the causal pathways represented by the TOC, of all evidence relating to likelihood of impact? How well are change processes explained and the roles of key actors, as well as drivers and assumptions, explicitly discussed? Any unintended negative effects of the project should be discussed under Effectiveness, especially negative effects on disadvantaged groups.	The section is covered in great detail with numerous tabulated data and text references presented as supporting data. The argument for the rating is reasoned and there is an effort to cross reference to the ToC.	6
E. Financial Management This section should contain an integrated analysis of all dimensions evaluated under financial management and include a completed 'financial management' table. Consider how well the report addresses the following: • *Adherence* to UNEP's financial policies and procedures • *completeness* of financial information, including the actual project costs (total and per activity) and actual co-financing used • *communication* between financial and project management staff	This section is covered in satisfactory level of detail and includes supporting data and examples to corroborate the findings and ratings presented	6
F. Efficiency To what extent, and how well, does the report present a well-reasoned, complete and evidence-based assessment of efficiency under the primary categories of cost-effectiveness and timeliness including: • Implications of delays and no cost extensions • Time-saving measures put in place to maximise results within the secured budget and agreed project timeframe • Discussion of making use during project implementation of/building on pre-existing institutions, agreements and partnerships, data	All the aspects recommended for the examination of efficiency have been covered adequately.	6

[79] *Note that 'political upheaval' does not include regular national election cycles, but unanticipated unrest or prolonged disruption. The potential delays or changes in political support that are often associated with the regular national election cycle should be part of the project's design and addressed through adaptive management of the project team.*

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sources, synergies and complementarities with other initiatives, programmes and projects etc. • The extent to which the management of the project minimised UNEP's environmental footprint.		
G. Monitoring and Reporting How well does the report assess: • Monitoring design and budgeting *(including SMART results with measurable indicators, resources for MTE/R etc.)* • Monitoring of project implementation *(including use of monitoring data for adaptive management)* • Project reporting *(e.g. PIMS and donor reports)*	All the three aspects of monitoring have been assessed and examples given to support the findings presented..	5
H. Sustainability How well does the evaluation identify and assess the key conditions or factors that are likely to undermine or contribute to the persistence of achieved project outcomes including: • Socio-political Sustainability • Financial Sustainability • Institutional Sustainability	All the three aspects of sustainability have been assessed and examples that support the findings are included.	5
I. Factors Affecting Performance These factors are <u>not</u> discussed in stand-alone sections but are **integrated in criteria A-H as appropriate**. Note that these are described in the Evaluation Criteria Ratings Matrix. To what extent, and how well, does the evaluation report cover the following cross-cutting themes: • Preparation and readiness • Quality of project management and supervision[80] • Stakeholder participation and co-operation • Responsiveness to human rights and gender equity • Environmental and social safeguards • Country ownership and driven-ness • Communication and public awareness	All the factors affecting performance as per the TOR guidelines are covered in sufficient detail.	6
VI. Conclusions and Recommendations **i. Quality of the conclusions:** The key strategic questions should be clearly and succinctly addressed within the conclusions section. It is expected that the conclusions will highlight the main strengths and weaknesses of the project and connect them in a compelling story line. Human rights and gender dimensions of the intervention (e.g. how these dimensions were considered, addressed or impacted on) should be discussed explicitly. Conclusions, as well as lessons and recommendations, should be consistent with the evidence presented in the main body of the report.	The conclusion is brief and highlights key strengths and weaknesses noted in the project's performance. Strategic questions are also answered broadly. A summary table of the performance ratings by criteria is also included	6
ii) Quality and utility of the lessons: Both positive and negative lessons are expected and duplication with recommendations should be avoided. Based on explicit evaluation findings, lessons should be rooted in real project experiences or derived from problems encountered and mistakes made that should be avoided in the future. Lessons are intended to be adopted any time they are deemed to be relevant in the future and must have the potential for wider application (replication and generalization) and use and should briefly describe the context from which they are derived and those contexts in which they may be useful.	Revisions requested on the presentation of the lessons learned section have been taken into consideration in this final version. They are based on findings in the report and the contextual background and applicability has been made more explicit.	5

[80] *In some cases 'project management and supervision' will refer to the supervision and guidance provided by UNEP to implementing partners and national governments while in others, specifically for GEF funded projects, it will refer to the project management performance of the executing agency and the technical backstopping provided by UNEP.*

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iii) Quality and utility of the recommendations: To what extent are the recommendations proposals for specific action to be taken by identified people/position-holders to resolve concrete problems affecting the project or the sustainability of its results? They should be feasible to implement within the timeframe and resources available (including local capacities) and specific in terms of who would do what and when. At least one recommendation relating to strengthening the human rights and gender dimensions of UNEP interventions, should be given. Recommendations should represent a measurable performance target in order that the Evaluation Office can monitor and assess compliance with the recommendations. In cases where the recommendation is addressed to a third party, compliance can only be monitored and assessed where a contractual/legal agreement remains in place. Without such an agreement, the recommendation should be formulated to say that UNEP project staff should pass on the recommendation to the relevant third party in an effective or substantive manner. The effective transmission by UNEP of the recommendation will then be monitored for compliance. Where a new project phase is already under discussion or in preparation with the same third party, a recommendation can be made to address the issue in the next phase.	Recommendations are relevant and anchored on actual findings presented in the report. They are actionable possibly in an up-coming/ follow-on project phase.	5
VII. Report Structure and Presentation Quality		
i) Structure and completeness of the report: To what extent does the report follow the Evaluation Office guidelines? Are all requested Annexes included and complete?	The report is complete and follows the guidelines given in the TOR, Tools and Templates provided	6
ii) **Quality of writing and formatting:** Consider whether the report is well written (clear English language and grammar) with language that is adequate in quality and tone for an official document? Do visual aids, such as maps and graphs convey key information? Does the report follow Evaluation Office formatting guidelines?	The report is written in clear language, the tone is professional, there are visual aids iused to supplement the evidence, in general it is a well written document.	6
OVERALL REPORT QUALITY RATING		**Highly Satisfactory**

A number rating 1-6 is used for each criterion: Highly Satisfactory = 6, Satisfactory = 5, Moderately Satisfactory = 4, Moderately Unsatisfactory = 3, Unsatisfactory = 2, Highly Unsatisfactory = 1. The overall quality of the evaluation report is calculated by taking the mean score of all rated quality criteria.