

2019

Project Implementation Review (PIR)

**Sustainable Transport**

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# Basic Data

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| **Project Information** | |
| UNDP PIMS ID | 3523 |
| GEF ID | 2776 |
| Title | Sustainable Transport |
| Country(ies) | Egypt, Egypt |
| UNDP-GEF Technical Team | Energy, Infrastructure, Transport and Technology |
| Project Implementing Partner | Government |
| Joint Agencies | *(not set or not applicable)* |
| Project Type | Full Size |

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| **Project Description** |
| The objective of the project is to create an enabling policy and institutional environment and to leverage financial resources for the sustainable transport sector development, including public-private partnerships, measured by the amount of financial resources leveraged for the first pilot projects, level of success in initiating their replication and the level of adoption of the required institutional changes and improvements in the general policy framework. |

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| Project Implementing Partner | Mr. Mohamed Salah (ceo.eeaa@eeaa.gov.eg) |
| Other Partners | *(not set or not applicable)* |

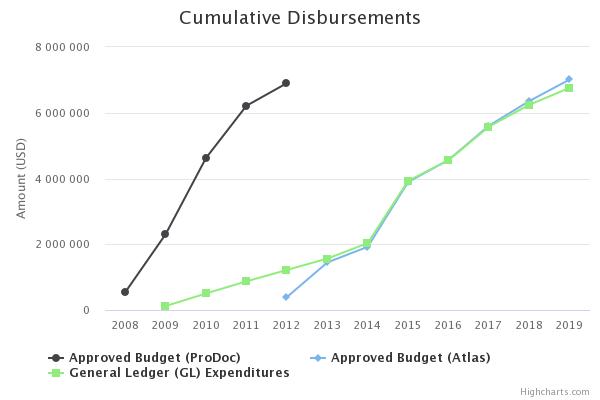
# Overall Ratings

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| Overall DO Rating | Satisfactory |
| Overall IP Rating | Satisfactory |
| Overall Risk Rating | Low |

# Development Progress

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| **Description** | | | | | | |
| **Objective**  **To reduce the growth of energy consumption and related greenhouse gas emissions of the transport sector in Egypt, while simultaneously mitigating the local environmental and other problems of increasing traffic such as deteriorating urban air quality and congestion (Indicator: the growth rate of transport sector energy consumption).**  **To create an enabling policy and institutional environment and leverage resources for sustainable transport sector development, including the increasing or sustained modal share of public and non-motorized transportation, reduced use of private cars and more energy efficient freight transportation.** | | | | | | |
| **Description of Indicator** | **Baseline Level** | **Midterm target level** | **End of project target level** | **Level at 30 June 2018** | **Cumulative progress since project start** |
| The status and impact of the pilot projects. | The need for the proposed activities recognized, but the implementation suffering from different barriers. | *(not set or not applicable)* | The proposed pilot activities successfully concluded with the associated reduction of CO2 emissions by 1.48 million tonnes of CO2 equivalent (calculated for the pilot projects over 20 years from the project start) as a direct result of the project activities. | Ministers of Environment, Transport, and Housing, and Governors of Monofia, Fayoum, Cairo and Giza Governorates have been fully committed to the protocols signed by their ministries and Governorates for implementing the pilot projects.  1) A protocol for implementing the pilot project for connecting Greater Cairo with its satellite cities (6 October, Sheikh Zayed, and Media Production / Dreamland Cities) with integrated, high-quality public transportation has been signed in April 2013 between the Ministry of Transport, Ministry of Housing and New Urban Communities, Ministry of Environmental, and Giza Governorate. International tender for implementing the pilot project has been issued by NUCA in December 2014, but no proposals were received. The tender has been re-issued in August 2015. One proposal was received from a joint venture between an Egyptian and Emirates companies, and it was accepted. NUCA issued an Assignment Order for the Joint Venture in June 2016, and signed a contract with them in May 2017.  The STP has issued an International tender for the supply, installation and maintenance of an integrated smart electronic transportation management system for the new bus lines. Three offers were received, and evaluated. A consortium between Ayahtech (UAE) and Amco (Greece) has won the tender, and the project signed a contract with them in October 2017. Big part of the system has been delivered, inspected by a committee from the project, EEAA, and NUCA, and then handed over to the Bus Operator.  A technical committee established from the project, EEAA, and NUCA has selected the specifications / type of the new buses, and the Bus Operator has placed an order in December 2017 for procuring 40 Mercedes buses from MCV (bus manufacturer).  The STP has prepared the design, specifications and tender documents for the construction of the 2 bus terminals and 2 garages in 6 October and Sheikh Zayed Cities. NUCA has issued a local tender in June 2017 for construction of the bus terminals and garages.  The STP has prepared the design, specifications and tender documents for the construction of 76 bus stops along the new bus routes.  The STP has issued a local tender in October 2017 for manufacturing and installation of the metallic body of the bus stops. The offers were evaluated, and the winner contracted in November 2017. Manufacturing and supply of the bus stops have been completed, and delivered to 6 October and Sheikh Zayed Authorities.  NUCA has issued a local tender in October 2017 for executing the concrete foundations for the bus stops. The offers were evaluated, and NUCA contracted the winner in March 2018. The concrete foundations for most of the bus stops have been completed.  UNHABITAT and EBRD have been coordinating with the Project / UNDP to ensure integration between the BRT system that they shall establish to link Greater Cairo to Satellite Cities, and the STP bus pilot in 6 October and Sheikh Zayed Cities.  Estimated CO2 reductions from this pilot after 20 years will be about 270,000 tones of CO2.  2) A Protocol for implementing a pilot project for constructing non-motorized transport corridors for walking and cycling in Fayoum City (6 corridors about 14 Km) has been signed in September 2014 between Ministry of Environment and Fayoum Governorate. Another Protocol for implementing the same pilot in Shebin El Kom City has been signed in April 2014 between Ministry of Environment and Monofia Governorate.  The pilot projects in Shebin El Kom and Fayoum Cities were completed.  STP conducted a study on the assessment of a Bike Sharing scheme in Shebin El Kom and Fayoum Cities. The study included a local context analysis to assess the challenges and opportunities in each city, public and stakeholder engagement, and a recommended Bike Sharing system and business plan.  A Protocol for implementing a Bike Sharing pilot project in Fayoum City has been signed in August 2017 between EEAA / Ministry of Environment, Fayoum University and Fayoum Governorate. The 1st phase of the pilot is mainly to serve the university students coming from outside city center, and moving between the different university faculties and student residence.  STP has issued a local tender for establishing the Bike Sharing system. The offers were evaluated, and the winner shall be contracted in July 2017.  STP and UN Habitat have been coordinating together the implementation of Bike Sharing pilot projects. STP pilot in Fayoum City, and UN HABITAT in downtown Cairo.  3) A Protocol for implementing the TDM pilot project for introducing Variable Message Parking Signs (VMS) to guide cars to the appropriate parking facilities around the City Centre in Cairo has been signed in January 2014 between Ministry of Environment and Cairo Governorate (14 signs connected with 10 parking areas).  The pilot project was completed, handed over by the Ministry of Environment to Cairo Governorate, and it is being operated since then by the Governorate in integration with the traffic monitoring and control system in Cairo City Center. Ministry of Environment provides maintenance and technical support for 5 years after installation.  Estimated CO2 reductions from this pilot after 20 years are about 80,000 tones of CO2.  4) Ministry of Interior (MoI) has postponed implementing the pilot project for issuing licenses to the private sector specialized companies to establish integrated centers in Cairo Governorate for vehicles technical and environmental inspection for issuing / renewing licenses of these vehicles.  5) Activities of the AFD / French GEF Project, "Support To An Improved Urban Transport System in Cairo" have continued to be implemented in synergy with the UNDP-implemented, GEF-financed project under the same Project Management Unit till the end of 2017 (closure date of the AFD Project). The activities of the AFD Project that were under implementation included: a) Pilot project for scrapping 1000 old two stroke motorcycles and replace them with new four stroke motorcycles in Fayoum Governorate; b) Pilot project for improving Cairo Transit Authority El Nasr Garage to be a Green Garage by improving the environmental performance (management and maintenance practices); and c) a study on estimation and modeling of factors governing emissions of CO2 and other air pollutants from the public transport modes using diesel engines including buses, mini buses, & micro buses in Greater Cairo which complements the study done earlier by the UNDP-GEF project thus covering all means of transport in Greater Cairo. | 1) A protocol for implementing the pilot project for connecting Greater Cairo with its satellite cities (6 October, Sheikh Zayed, and Media Production / Dreamland Cities) with integrated, high-quality public transportation has been signed in April 2013 between the Ministry of Transport, Ministry of Housing and New Urban Communities, Ministry of Environment, and Giza Governorate.  A joint venture between an Egyptian and Emirati companies (Mawasalat Misr) won the bid and NUCA signed a contract with the Company in May 2017.  UNHABITAT has been working on the design of BRT system that will connect Six of October City with Cairo through a different route. UNDP/STP has been coordinating with UNHABITAT to ensure integration between the BRT system and the STP bus system.  The collaboration between the two entities has yielded a decree by the Minister of Housing to establish a Transport Unit in NUCA to regulate the bus systems for the two initiatives and other transport initiatives in the new communities. Establishment of the unit and training of staff was supported by STP and UNHABITAT  As a direct result of the project NUCA has procured 150 mini-buses with the same bus specifications of the pilot bus system project and awarded a contract to Mawasalat Misr to operate the buses in new cities while the same company has a contract with Cairo Governorate to connect new cities with Cairo, thus the full model is replicated.    Direct CO2emissions reduction resulting from the investments within the boundaries of the project as well as reductions projected for the lifetime of the investments both during and post implementation is 266,059 tones of CO2.    2) A Protocol for implementing a pilot project for constructing non-motorized transport corridors for walking and cycling in Fayoum City (6 corridors about 14 Km) has been signed in September 2014 between Ministry of Environment and Fayoum Governorate. Another Protocol for implementing the same pilot in Shebin El Kom City has been signed in April 2014 between Ministry of Environment and Monofia Governorate.  The pilot projects in Shebin El Kom and Fayoum Cities were completed.  A Protocol for implementing a Bike Sharing pilot project in Fayoum City has been signed in August 2017 between EEAA / Ministry of Environment, Fayoum University and Fayoum Governorate.  The system has almost been supplied, and six stations out of the 12 stations have been installed.  STP and UNDP has been coordinating with GEF SGP Egypt and the Dutch Embassy to co-fund and participate in the management of bike sharing pilot project after the end of STP in 30 June 2019 to ensure its success and sustainability.    STP and UN Habitat have been coordinating together the implementation of Bike Sharing pilot projects. STP pilot in Fayoum City, and UN HABITAT in downtown Cairo.  Direct CO2emissions reduction resulting from the investments within the boundaries of the project as well as reductions projected forthe lifetime of the investments both during and post implementation is 311,524 tones of CO2.    3) A Protocol for implementing the TDM pilot project for introducing Variable Message Parking Signs (VMS) to guide cars to the appropriate parking facilities around the City Centre in Cairo has been signed in January 2014 between Ministry of Environment and Cairo Governorate (14 signs connected with 10 parking areas).  The pilot project was completed, handed over by the Ministry of Environment to Cairo Governorate, and it is being operated since then by the Governorate in integration with the traffic monitoring and control system in Cairo City Center. Ministry of Environment provided maintenance and technical support till end of STP and Cairo Governorate committed to sign a contract with the supplier for maintaining the system after the end of STP.  Direct CO2emissions reduction resulting from the investments within the boundaries of the project as well as reductions projected forthe lifetime of the investments both during and post implementation is 83,000 tones of CO2.    4) Ministry of Interior (MoI) has postponed implementing the pilot project for issuing licenses to the private sector specialized companies to establish integrated centers in Cairo Governorate for vehicles technical and environmental inspection for issuing / renewing licenses of these vehicles.  5) Activities of the AFD / French GEF Project, "Support To An Improved Urban Transport System in Cairo" have continued to be implemented in synergy with the UNDP-implemented, GEF-financed project under the same Project Management till the end of 2017 (closure date of the AFD Project). |
| **The progress of the objective can be described as:** | | **Achieved** | | | | |
| **Outcome 1**  **The concept for new, integrated high-quality public transport services (to exert shift from private cars) for Cairo and its satellite cities successfully introduced and replicated on the basis of public-private partnerships.** | | | | | | |
| **Description of Indicator** | **Baseline Level** | **Midterm target level** | **End of project target level** | **Level at 30 June 2018** | **Cumulative progress since project start** |
| The new public transport services continue to operate on a self-sustaining basis at the end of the project | No adequate public transport services that can attract car users for the satellite cities available | *(not set or not applicable)* | The new public transport services introduced during the project continue to operate on a self-sustaining basis. | 1) A protocol for implementing the pilot project for connecting Greater Cairo with its satellite cities (6 October, Sheikh Zayed, and Media Production / Dreamland Cities) with integrated, high-quality public transportation has been signed in April 2013 between the Ministry of Transport, Ministry of Housing and New Urban Communities, Ministry of Environmental, and Giza Governorate. The contract of the Delegation of Authority from Giza Governorate to the New Urban Communities Authority (NUCA) under the Ministry of Housing for bidding, operating and monitoring the new bus lines has been signed by both parties in July 2014. International tender for implementing the pilot project has been issued by NUCA in December 2014, seven companies purchased the tender documents, but no proposals were received. NUCA's Board of Directors, chaired by Minister of Housing and including six Ministers approved the pilot and incentive packages to private sector that were integrated into the tendering documents. The tender has been re-issued in August 2015 by NUCA. One proposal was received from a joint venture between an Egyptian and Emirates companies. The project experts in cooperation with NUCA have evaluated the proposal, and it was accepted. NUCA issued an Assignment Order for the Joint Venture in June 2016 to start implementation, and signed a contract with them in May 2017. Contract duration is 15 years plus one year test operation.  STP in cooperation with the Egyptian Emirates Joint Venture have prepared the specifications and tender documents for an integrated smart electronic transportation management system for the new bus lines, that includes three sub-systems as follows:  - Automatic Fare Collection System.  - Bus Management System.  - Depot Management Systems.  An international tender for the supply, installation, operation and maintenance of that system has been issued by the project in January 2017.Three proposals (technical & financial) were received. EEAA has established a committee with the membership of NUCA, Project Management, and Project Consultant (DRTPC) for evaluating the technical & financial proposals. The committee evaluated the proposals, and a consortium between Ayahtech (UAE) and Amco (Greece) won the tender, and the project signed a contract with them in October 2017. Big part of the system has been delivered, inspected by a committee from the project, EEAA, and NUCA, and then handed over to the Bus Operator.  EEAA has also established a technical committee with the membership of NUCA, Project Management, and Project Consultant (DRTPC) for reviewing the technical specifications of the new buses, selecting the type, and inspection it during and after manufacturing. The committee has reviewed the specifications of the new buses proposed by the bus operator, and selected the specifications / type of the new buses. The Bus Operator has placed an order in December 2017 for procuring 40 Mercedes buses from MCV (bus manufacturer).  The STP has prepared the design, specifications and tender documents for the construction of the 2 bus terminals and 2 garages in 6 October and Sheikh Zayed Cities. NUCA has issued a local tender in June 2017 for construction of the bus terminals and garages.  The STP has prepared the design, specifications and tender documents for the construction of 76 bus stops along the new bus routes.  The STP has issued a local tender in October 2017 for manufacturing and installation of the metallic body of the bus stops. The offers were evaluated, and the winner contracted in November 2017. Manufacturing and supply of the bus stops have been completed, and delivered to 6 October and Sheikh Zayed Authorities.  NUCA has issued a local tender in October 2017 for executing the concrete foundations for the bus stops. The offers were evaluated, and NUCA contracted the winner in March 2018. The concrete foundations for most of the bus stops have been completed.  2) The pilot project for executing a feeder bus public transportation system serving Saraya El Koba and Maadi Metro stations is still on hold by Cairo Governorate until the new Agency for Regulating Urban Transport in Greater Cairo, established under the Ministry of Transport, becomes operational. The Agency mandate in relation to Cairo Transit Authority (CTA) mandate still has to be specified and announced. However the company (Mowasalat Misr) that won the new bus contract for 6 October and Sheikh Zayed Cities has won other contracts with Cairo Governorate to replicate the same service within Cairo Governorate as a spin-off of the GEF project and to serve some of the initially designed bus lines in Cairo Governorate | NUCA issued an Assignment Order for the Egyptian-Emirati Joint Venture (Mawasalt Misr) in June 2016 to start implementation, and signed a contract with them in May 2017. Contract duration is 15 years plus one year test operation.  STP contracted a consortium between Ayahtech (UAE) and Amco (Greece) to provide an integrated smart electronic transportation management system for the new bus lines that is implemented for the first time in Egypt to regulate bus fleet operations.  Most of the system components are delivered, inspected by a committee from the project, EEAA, and NUCA, and then handed over to the Bus Operator.  A committee composed of NUCA, DRTPC and EEAA reviewed and approved the specifications of the new buses proposed by the bus operator, and selected the specifications / type of the new buses. The Bus Operator has placed an order in December 2017 for procuring 40 Mercedes buses from MCV (bus manufacturer). The first 10 buses have been delivered, and the electronic management system has been installed in them. The rest will be delivered as soon as construction works for garages and bus stops is completed.  The STP has prepared the design, specifications and initiated the construction of the 2 bus terminals and 2 garages in 6 October and Sheikh Zayed Cities. Construction of the terminals and garages is almost completed. STP has completed its commitment in funding major part of the construction activities, and NUCA is completing their commitments towards the remaining activities which is almost double the STP contribution that includes infrastructure works.  The STP has completed the construction of concrete foundations and installation of 76 metallic bus stops along the new bus routes.  The pilot project for executing a feeder bus public transportation system serving Saraya El Koba and Maadi Metro stations is still on hold by Cairo Governorate until the new Agency for Regulating Urban Transport in Greater Cairo, established under the Ministry of Transport, becomes operational.. However the company (Mowasalat Misr) that won the new bus was awarded another contract with Cairo Governorate to replicate the same service within Cairo Governorate as a spin-off of the GEF project and to serve some of the initially designed bus lines in Cairo Governorate. |
| Proposals and agreements for replication are submitted and negotiated with the relevant authorities | No feeder system that can attract car users for metro in place | *(not set or not applicable)* | Agreements for the replication of the concept of new, high quality and integrated (with cities' internal public transport systems) inter-city bus services between Cairo and its 6 satellite cities formulated and discussed with the authorities | Replicating the establishment of new, high quality and integrated public bus transportation services connecting Greater Cairo with its satellite cities has been discussed with the authorities (NUCA & Cairo Governorate) in parallel with the pilot project implementation. The new services shall start in the 2nd half of 2018 in New Cairo and new areas in 6 October City (6 October City has been divided into 3 main cities: 6 October City, New 6 October City & Hadaek October City).  UN Habitat is working with NUCA to implement a BRT system within 6 of October City and connected to El Haram Area in Giza Governorate, and they are coordinating with the UNDP-GEF project to ensure integration with the new high quality bus lines that are under implementation. | Replicating the establishment of new, high quality and integrated public bus transportation services connecting Greater Cairo with its satellite cities has started in the 2nd half of 2018 after being discussed between STP and NUCA & Cairo Governorate in parallel with the pilot project implementation. The new services started in New Cairo, and new areas in 6 October City (6 October City has been divided into 3 main cities: 6 October City, New 6 October City &Hadaek October City).  UN Habitat is working with NUCA to implement a BRT system within 6 of October City and connected to El Haram Area in Giza Governorate, and they have been coordinating with the UNDP-GEF project to ensure integration with the new high quality bus lines that are under implementation.  Mawasalt Misr is awarded a contract by Cairo Governorate to operate buses inside the Governorate and the same company was also contracted to operate NUCA’s owned buses which will enable replication of the full model developed under STP.  NUCA has introduced new bus lines is several new cities and contracted Mawaslat Misr to operate using the same IT fleet management system of the STP |
| The estimated amount of reduced GHG emissions by the pilot projects compared to the baseline | Lack of experience with more advanced, road-based public transport systems such as BRT. | *(not set or not applicable)* | Successful demonstration and agreement of the Government for replication of an integrated feeder bus and ticketing system for 9 existing and for 5 new metro stations in Cairo. | Demonstration and agreement with the Government for replication of the integrated feeder bus and ticketing system for Metro stations in Greater Cairo will start in parallel with the pilot project implementation during Q4 2018.  Ministries of Local Development, Transport, and Housing are very supportive of the concept / objectives of the pilot project for connecting the new cities with Greater Cairo via high-quality public transportation bus services integrated with the Metro lines, and they are planning to replicate this approach on a larger scale in their future plans. | The Terminal Evaluation was conducted in 2019. The evaluators indicated that direct CO2 emission reductions projected for the 20 years lifetime of the STP investments exceeded the expectations for Components 1 |
| - | - | *(not set or not applicable)* | - | *(not set or not applicable)* | *(not set or not applicable)* |
| **The progress of the objective can be described as:** | | **On track** | | | | |
| **Outcome 2**  **The modal share of non-motorized transport in middle-size provincial cities increased or sustained.** | | | | | | |
| **Description of Indicator** | **Baseline Level** | **Midterm target level** | **End of project target level** | **Level at 30 June 2018** | **Cumulative progress since project start** |
| Modal share of NMT in the targeted cities | 52% in Shebin El-Kom (down from 68% in 1988) and 31% in Fayoum | *(not set or not applicable)* | The estimated current NMT modal share in the targeted cities sustained or increased | 1) A Protocol for implementing the pilot project for constructing non-motorized transport corridors for walking and cycling in Shebin El Kom City (6 corridors about 14 Km) has been signed in April 2014 between Ministry of Environment and Monofia Governorate. All designs and tender documents have been prepared by the project, and approved by the local authorities. A local tender for implementing the pilot has been issued by the Housing Department in the governorate , and the winning company has been contracted. Construction activities have been completed, and the bicycle parking racks have been fixed in potential locations in Shebin El Kom City, and Menofia University.  Menofia Governorate has contributed with more than LE 20 million for developing and upgrading the infrastructure and the utilities in the network of roads of the NTM pilot project against LE 4.5 million from STP which exceeded the 50% requested contribution of Menofia Governorate.  2) A Protocol for implementing the pilot project for constructing non-motorized transport corridors for walking and cycling in Fayoum City (6 corridors about 14 Km) has been signed in September 2014 between Ministry of Environment and Fayoum Governorate.  The project made considerable efforts to mobilize co-funding for the pilot implementation .The Social Fund for Development (SFD) was approached by the project to assist in financing the pilot project implementation. Co-funding was provided by SFD with L.E 2.6 million as part of the local contribution according to the protocol signed between Fayoum Governorate and SFD, against L.E 4.75 million from STP.  All designs and tender documents have been prepared by the project, and approved by the local authorities. A local tender for implementing the pilot has been issued in November 2014 by the Housing Department in the governorate, and the winning company has been contracted.  Construction activities of the 6 corridors (about 14 Km), and fixing parking racks of the pilot project in in Fayoum have been completed.  Bicycle parking racks have been fixed in potential locations in Fayoum City.  3) The project has coordinated with the GEF Small Grants Programme (SGP) in Egypt in the context of organizing and following-up on the participation of local NGOs (two NGOs from Menofia and two from Fayoum) for implementing some of the pilot project activities in Menofia and Fayoum Governorates. The 4 NGOs have signed Memorandums of Agreement (MoA) with GEF SGP with a total of approximately $ 200,000 grants. The NGOs in Menofia and Fayoum with full support of the STP have:  -- implemented awareness campaigns in the 2 Governorates: amateur cycling groups were established, they organized several rides occasionally.  The STP and its partner NGOs have been actively participating in campaigns promoting the use of the non-motorized transport, especially cycling. There’s been an urgent need to change the transport behaviors in the two cities and to plan dissemination activities for non-motorized transport.  Changes in attitudes towards cycling will not occur overnight. Communication (e.g. information, campaigns, online advertising) has been a key part of STP promotional campaign. A variety of media (print/internet) have been used to reach target audiences.  One important target group is students, in secondary schools and universities, they are the main force with the highest potential of changing travel behavior in favor of cycling. They will influence the adults: parents and their local environments.  The STP organized about 15 awareness seminars and workshops in Shebin El-Kom that targeted young males and females specially students. About 2000 school and university students have been addressed in Monofia to raise their awareness of the importance of cycling in their daily trips.  In Fayoum, the STP has conducted 12 awareness seminars and workshops, and nearly 1000 persons have benefitted from awareness sessions that encouraged them to transfer into cycling.  More than 1000 riders participated in about 20 cycling rides organized in Shebin El-Kom in cooperation with the partner NGOS. While in Fayoum, about 600 riders took part in the rides organized by the partner NGOs.  To increase levels of cycling, the STP has linked its communication and awareness activities to the project cycling infrastructure in the two cities and organized most of the rides to use the bike lanes established by the project. Also the STP focused its promotional campaigns on university students to appeal to their feelings and interests.  The STP overarching message in the two universities of Fayoum and Menofia was to Create a ‘cycling culture’ among students, by giving cycling wider appeal. To achieve this, the project has implemented the raising awareness campaigns that included: encouraging students to use the existing cycle paths and infrastructure, to purchase bicycles (one channel is through the NGOs) and to organize regular cycling events and bicycle marathons.  Building students confidence in cycling ability was also confirmed through the provision of the awareness seminars that included bicycle maintenance and repair sessions, where students were given the opportunity to learn from cycling experts how to fix their bikes, allowing them to expand their capabilities and become more comfortable with cycling in general.  Working closely with the Fayoum and Menofia Universities, the STP has initiated several projects to improve attractiveness of cycling.(SAIB bank - UN habitat bike share)  Providing opportunities for students as a vital incentive to take up cycling, the Project has initiated a bike-share scheme to be implemented in cooperation with the two universities and governorates.  The scheme could function both on a short (months) and long-term (semester/year) scale to suit the different needs of students.  Meanwhile, to increase awareness for NMT campaigns, the project used several promotional tools and media (video, print media, internet and social media) to influence and change public opinion and behavior on this issue. One of those tools is the Info-graphic Video the project produced to help encourage people to shift from cars to bicycles to reduce congestion, air pollution and CO2 emissions as well as improve their health. The video underlines that bicycle offers an economic, comfortable, easy, and sustainable way of human mobility for the rich, and the poor. The video is successful and attractive, it is screened in all awareness seminars and posted on the project and the EEAA face book pages. It is also embedded on the STP website. Moreover, the project has managed to play the video on a street advertising screen in Shebin EL-Kom from June 2016 to March 2017.  -established revolving funds that supported youth buying bicycles (facilitating the purchase of bicycles over monthly installment payments):The partner NGOs in Menofia and Fayoum, through the GEF-SGP grants and the full support of the STP, have managed a new financial service which offered youth a simple installment scheme, allowing them to own bicycles right away and pay in small monthly installments at a zero percent interest rate.  About 514 persons bought bicycles from the two partner NGOs in Shebin El-Kom and 494 persons bought bicycles from Fyoum's NGOs .  - manufactured bicycle parking racks, and handed it over to the Housing Departments in the 2 governorates for fixing it:  In coordination with the local administrations of the Monofia and Fayoum governorates, the Project has manufactured and installed several types of parking racks to make cyclists feel confident that their bicycles will be safe when unattended.  About 271 parking racks of different types, exclusively designed by the Project, have been installed in 15 different locations in Shebin-El-Kom. The racks take up to 2015 bicycles. STP has also coordinated with Menofia University to fix some bicycle parking racks in the university to be used by the students and staff. The number of racks installed in Fayoum is 118 with the capacity of 350 bicycles.  The partner NGOs in Menofia and Fayoum, through the GEF-SGP grants and the full support of the STP, have managed a new financial service which offered youth a simple installment scheme, allowing them to own bicycles right away and pay in small monthly installments at a zero percent interest rate.  About 514 persons bought bicycles from the two partner NGOs in Shebin El-Kom and 494 persons bought bicycles from Fyoum's NGOs .  Citizens in the 2 governorates find the pilot NMT corridors a very good urban development initiative that supports behavioral change; accordingly, it is envisaged that the corridors will enable the project to achieve its target for sustaining / increasing the modal share of NMT.  STP conducted a study on the assessment of a Bike Sharing scheme in Shebin El Kom and Fayoum Cities. The study included a local context analysis to assess the challenges and opportunities in each city, public and stakeholder engagement, and a recommended Bike Sharing system and business plan.  A Protocol for implementing a Bike Sharing pilot project in Fayoum City has been signed in August 2017 between EEAA / Ministry of Environment, Fayoum University and Fayoum Governorate. The 1st phase of the pilot is mainly to serve the university students coming from outside city center, and moving between the different university faculties and student residence.  STP has issued a local tender for establishing the Bike Sharing system. The offers were evaluated, and the winner shall be contracted in July 2017.  STP has investigated with several Insurance Companies the possibility for insuring the Bike Sharing system after installation and during operation against robbery, damage and fire. STP succeeded to get offer from some companies in spite that insuring such system is not familiar in Egypt.  STP and UN Habitat have been coordinating together the implementation of Bike Sharing pilot projects. STP pilot in Fayoum City, and UN HABITAT in downtown Cairo. | Construction works completed for pavement improvement, cycling tracks and the bicycle parking racks have been fixed in potential locations in Shebin El Kom City, and Menofia University.  Construction works of the 6 corridors (about 14 Km), and fixing parking racks of the pilot project in in Fayoum have been completed.  Bicycle parking racks have been fixed in potential locations in Fayoum City.  STP has coordinated with the GEF Small Grants Programme (SGP) in Egypt and four local NGOs to implement awareness campaigns in the 2 Governorates: Amateur cycling groups were established, and NGOs with STP organized several rides occasionally that included more than 1000 riders. NGOs established revolving funds that supported youth buying bicycles (facilitating the purchase of bicycles over monthly installment payments):The partner NGOs in Menofia and Fayoum. About 514 persons bought bicycles from the two partner NGOs in Shebin El-Kom and 494 persons bought bicycles from Fayoum's NGOs .  A Protocol for implementing a Bike Sharing pilot project in Fayoum City has been signed in August 2017 between EEAA / Ministry of Environment, Fayoum University and Fayoum Governorate. The first phase of the pilot is mainly to serve the university students and university staff coming from outside city center, and moving between the different university faculties and student residence.  STP has issued a local tender for establishing the Bike Sharing system. The offers were evaluated, and the winner (Baddel Company) has been contracted in December 2017 with a total amount of LE 2,567,593.5.The contract covers the supply, installation, and operation / maintenance for 6 month the system in Fayoum City.  Components of the Bike Share System:  - 100 Bike.  - 120 Single Bike Docking Point.  - 12 stations with signs for station name, maps, advertisements, and information for users.  - 6 charging utility for payment cards.  - Software license fee includes operation, technical and billing support  - Bike spare parts and tools for 6 months.  - 6 stations to be installed in Fayoum University Compass, and 6 in the city.    Baddel has supplied big part of the system, and is stored in the University. The 6 stations in the university have been installed.  STP and UNDP have been negotiating with GEF SGP Egypt and the Dutch Embassy to co-fund and support the implementation of the bike sharing scheme for at least one year after the end of STP in 30 June 2019 in order to ensure its success and sustainability..    Fayoum University is establishing an Operational Fund with a Board to manage the Bike Share System. The members of the Board of the Fund are from the University Administration and students, Fayoum Governorate Authority, |
| **The progress of the objective can be described as:** | | **On track** | | | | |
| **Outcome 3**  **Successful introduction of the Transport Demand Management (TDM) concept with an objective to expand it towards more aggressive measures over time to effectively discourage the use of private cars, when good quality public transport services are available.** | | | | | | |
| **Description of Indicator** | **Baseline Level** | **Midterm target level** | **End of project target level** | **Level at 30 June 2018** | **Cumulative progress since project start** |
| The level of enforcement of the piloted TDM measures | No real strategy currently in place to effectively proceed with TDM in order to reduce local air pollution and congestion in Greater Cairo area and Alexandria and simultaneously contribute to GHG reduction | *(not set or not applicable)* | The pilot TDM measures effectively enforced and respected by car users | 1) The Project has coordinated with Cairo Governorate for the implementation of a TDM pilot project to apply a bus priority system at traffic signals in Moustafa El Nahas Corridor. Survey works, preliminary design, and an RFP for international companies to provide design, supply, installation and maintenance of the system have been prepared by the project. Cairo Governorate developed the whole Corridor, including a segregated bus lane, and did not provide official approval to the Egyptian Environmental Affairs Agency (EEAA) to proceed with tendering the TDM pilot project.  2) A Protocol for implementing the TDM pilot project for introducing Variable Message Parking Signs (VMS) to guide cars to the appropriate parking facilities around the City Centre in Cairo has been signed in January 2014 between Ministry of Environment and Cairo Governorate (14 signs connected with 10 parking areas).  All designs and tender documents have been prepared by the project, and approved by the local authorities. The project issued an international tender for implementing the pilot, several proposals were received and evaluated. A consortium of Italian / Egyptian companies won the tender and has been contracted. VMS components have been manufactured in Italy. Factory Acceptance Test (FAT) was conducted in Italy in December 2014 on the different components of the VMS system, and the Site Acceptance Test (SAT) conducted in Cairo in May 2015 on the VMS system after being installed.  Cairo Governorate has provided and furnished a center to be used for the operation control of the VMS system. The pilot implementation was completed, soft opening / commissioning of the VMS system has taken place in May 2015 by the Prime Minister, Ministry of Environment, Cairo Governor and UNDP, followed by fine tuning and testing for 5 months.  Cairo Governorate has provided technicians for the operation of the VMS system, and they have been trained by the consortium of the Italian / Egyptian companies. The system was handed over by the Ministry of Environment to Cairo Governorate, and it has been operated by the Governorate since then.  The VMS has been integrated with the traffic monitoring and control system in Cairo City Center.  The STP continued to follow up and ensure that the consortium provides the technical support requested by Cairo governorate for the operation of the VMS system, and conducts the repairs and preventative maintenance. According to the contract signed between STP/EEAA and the Consortium that should continue for 5 years after the system installation. | STP has supported installation and operation of Variable Message Parking Signs (VMS) to guide cars to the appropriate parking facilities around the City Centre in Cairo (14 signs connected with 10 parking areas).  the VMS project was inaugurated in May 2015 in the presence of the Prime Minister, Ministry of Environment, Cairo Governor and UNDP, followed by fine tuning and testing for 5 months.  The VMS has been integrated with the traffic monitoring and control system in Cairo City Center.  Cairo Governorate initiated the tendering process for the operation, conducting the repairs and preventative maintenance for the VMS system after the end of support provided by the STP.  Cairo Governorate is also studying extending the VMS system to cover other areas in Greater Cairo. |
| **The progress of the objective can be described as:** | | **Achieved** | | | | |
| **Outcome 4**  **Improved energy efficiency of freight transport** | | | | | | |
| **Description of Indicator** | **Baseline Level** | **Midterm target level** | **End of project target level** | **Level at 30 June 2018** | **Cumulative progress since project start** |
| Fuel consumption and the associated GHG emissions per ton and km of goods transported | Inefficient operation of the existing truck fleet | *(not set or not applicable)* | Reduced CO2 emissions of 0.85 million tons of CO2 equivalent (calculated for the pilot projects over 20 years from the project start) as a direct result of the project activities | 1)The Ministry of Environment / Project has been coordinating and following up with the Ministry of Interior to implement a pilot project for issuing licenses to the private sector specialized companies to establish integrated centers in Cairo Governorate for vehicles technical and environmental inspection for issuing / renewing licenses of these vehicles.  A committee from the two parties has been established, and an international tender for preparing the design and tender documents for construction and operation of the centers has been prepared. Also, there was coordination between the MoI and the United Arab Emirates Government for providing technical and financial support for the design and construction of these centers.  MoI has decided earlier to implement such pilot depending on its resources, but finally it postponed the pilot.  2) A report on recommendations (excluding those relating to infrastructure) in previous transport studies from 2000-2012 to improve national freight transport on road, rail and river has been prepared by the project, and sent to the Minister of Transport for further discussion on sustainable transport priority measures that can be supported by EEAA.  3) Concerning the pilot project for development of a freight inter-modal terminal facility using modern information technologies, several investigations were conducted in selected urban areas to verify the existing situation of truck inter-modal terminals, and to select the appropriate one for improvement. However, it was found that the case reported in the 2005 preparatory phase of the project concerning the development / reallocation of Nasr City informal truck terminal was a specific case that is not repeated elsewhere in the country.  4) The Ministry of Environment / Project has been coordinating and working with the Ministry of Interior (MoI) to design and conduct a road traffic data collection and analysis system in Cairo, making use of the traffic monitoring and control system (camera system) installed by the MoI in about 25 locations in city center. That pilot project has been put on hold by the MoI.  5) The Project has prepared a study for introducing electric vehicles to Egypt. The Project has also prepared a feasibility study and Policy Note for using electric vehicles in the public transport in Egypt that covered the economic, environmental and social impact, benefits, motivation advantages, and actions to assure sustainability. The Policy Note shall be provided by the Ministry of Environment to the Cabinet of Ministries. | ) A report on recommendations (excluding those relating to infrastructure) in previous transport studies from 2000-2012 to improve national freight transport on road, rail and river has been prepared by the project, and sent to the Minister of Transport for further discussion on sustainable transport priority measures that can be supported by EEAA.  The Project has prepared a study for introducing electric vehicles to Egypt. The Project has also prepared a feasibility study and Policy Note for using electric vehicles in the public transport in Egypt that covered the economic, environmental and social impact, benefits, motivation advantages, and actions to assure sustainability.  Ministry of Environment and STP have jointly been coordinating with the relevant ministries and stakeholders to develop the vehicle tariff scheme, establish a system of fees and incentives and review relevant decisions, and to facilitate the required studies and data collection processes, thus facilitating many opportunities for available financial and technical assistance (focusing on measures to reduce climate change or support for electric mobility in particular) which require serious incentives to attract opportunities for cooperation and support.  Ministry of Environment and STP jointly have been also cooperating with the Center for Environment and Development for the Arab Region and Europe (CEDARI) and the German Foundation Friedrich Ebert Foundation in Egypt to strengthen community consultation and coordination between the concerned authorities to define a common vision of the country and create a platform for e-mobility. |
| Fuel consumption and the associated GHG emissions per ton and km of goods transported | Low utilization of the available rail and river based freight transport options | *(not set or not applicable)* | Over 100,000 tons savings in fuel consumption as a result of the project activities by the end of the project. | Ministries of Environment and Transport have studied the support that can be provided by the STP for the Ministry of Transport to adopt appropriate sustainable transport measures to improve national freight transport on road, rail and river (according to the recommendations in the STP report). It was found difficult to do that during the project life time. | Ministries of Environment and Transport have studied the support that can be provided by the STP for the Ministry of Transport to adopt appropriate sustainable transport measures to improve national freight transport on road, rail and river (according to the recommendations in the STP report). It was found difficult to do that during the project life time. |
| **The progress of the objective can be described as:** | | **Achieved** | | | | |
| **Outcome 5**  **Strengthened institutional capacity to promote sustainable transport sector development during and after the project.** | | | | | | |
| **Description of Indicator** | **Baseline Level** | **Midterm target level** | **End of project target level** | **Level at 30 June 2018** | **Cumulative progress since project start** |
| The progress with the institutional reforms and other improvements needed | The level of awareness and capacity of the key stakeholders as well as the level of adoption and implementation of the required legal, regulatory and institutional changes to facilitate sustainable transport sector development still low | *(not set or not applicable)* | For all outcomes: Adoption of a national, sustainable transport policy addressing the key requirements and setting concrete short, medium and long term targets in different key areas the project is addressing | The project has completed successfully the studies for determination of the fuel-based and activity-based (based on travel distance of the cars g/km) emission factors of private cars and taxis with gasoline engines in Greater Cairo. The generated emission factors were integrated in the Third National Communication Report to UNFCCC for Egypt.  Also the project is finalizing conducting a complementary study for estimation and modeling of factors governing emissions of CO2 and other air pollutants from medium and heavy trucks in Greater Cairo.  The Project has conducted a training for the relevant staff in the Environmental Agency on the data acquisition and analysis for estimating the emission factor.  The Project has also assessed the training needs and capacity building activities of EEAA staff in the field of estimation and modeling of factors governing emissions of CO2 and other air pollutants from vehicles. Based on the results of the assessment the project has arranged for conducting the following training courses:  1- enhancement of measurement skills using PMS device;  2- data statistical analysis using advanced Excel, and advanced SPSS;  3- Theoretical and practical training on TREFFIC Software, including validation and updating of the software.  The Project has also conducted a training for the local authorities Urban Planning Engineers in the Governorates' Capitals and new Cities (37 cities) from all over Egypt, for building the local capacity on infrastructure requirements for transport and sustainable development, and integrated urban land use and transport planning in the area of sustainable passenger and freight transport.  The “Support To An Improved Urban Transport System in Cairo” Project funded by AFD / French GEF (also managed by the UNDP-GEF Project Management Unit) has completed conducting a complementary field study for determination of fuel-based emission factors of diesel engine vehicles (buses, minibuses and micro buses) under local driving conditions in Greater Cairo using on-board measuring equipment. | The project has undergone a Terminal Evaluation by a team of two independent evaluators. The evaluators awarded an overall Satisfactory Rating for achieving project objectives      STP has completed successfully the studies for determination of the fuel-based and activity-based (based on travel distance of the cars g/km) emission factors of private cars and taxis with gasoline engines as well as medium and heavy trucks in Greater Cairo. The generated emission factors will be used in National Communication Reports.  The Project has conducted a training for the relevant staff in the Environmental Agency on the data acquisition and analysis for estimating the emission factor.  The “Support To An Improved Urban Transport System in Cairo” Project funded by AFD / French GEF (also managed by the UNDP-GEF Project Management Unit) has completed conducting a complementary field study for determination of fuel-based emission factors of diesel engine vehicles (buses, minibuses and micro buses) under local driving conditions in Greater Cairo using on-board measuring equipment. |
| - | - | *(not set or not applicable)* | For Outcome 1: Enhanced capacity of the Ministry of Transport and its underlying agencies in the area of sustainable transport to effectively co-ordinate the development of the public transport systems in Cairo and other major urban centers in Egypt. | 1) The Project / EEAA has investigated the opportunities to assist in the capacity building, and developing the organization of the new Agency for Regulating Urban Transport in Greater Cairo under the Ministry of Transport. Unfortunately. The Project couldn't assist in that as the Ministry of Transport is establishing a new Regulatory Agency for Urban National and Global Transport to replace the other Agency (a Presidential Decree for establishing the new Agency has been issued) .  2) Staff from the Ministry of Transport has participated in the training conducted by the project for the Urban Planning Engineers for building the local capacity on infrastructure requirements for transport and sustainable development, and integrated urban land use and transport planning in the area of sustainable passenger and freight transport.  The Project / EEAA has also investigated the opportunities to assist in building the capacity of the Ministry of Transport and its underlying agencies (river, rail authorities and the General Authority for Roads, Bridges and Land Transport, GARBLT) in the area of sustainable transport to effectively co-ordinate the development of the public transport systems in Cairo and other major urban centers in Egypt. It was found difficult to assist during the remaining short period of the project life time. | 1) STP has assisted in the capacity building, of the staff of the newly developed Unit in NUCA to regulate transport in the new cities.  2) Staff from the Ministry of Housing and Ministry of Transport has participated in the training conducted by the project for the Urban Planning Engineers for building the local capacity on infrastructure requirements for transport and sustainable development, and integrated urban land use and transport planning in the area of sustainable passenger and freight transport.  3) The project has conducted a workshop for the staff from the different departments and agencies under Ministry of Transport on studies for determination of the fuel-based and activity-based (based on travel distance of the cars g/km) emission factors of private cars and taxis with gasoline engines, medium and heavy trucks and diesel engine vehicles (buses, minibuses and micro buses) in Greater Cairo. |
| - | - | *(not set or not applicable)* | For Outcome 2: The non-motorized transport (NMT) modal share in Fayoum and Shebin El Kom cities sustained or increased, and the capacity of the local authorities in the 2 Governorates enhanced to develop and implement NMT. Social acceptance of cycling, and NMT supply side services in the 2 cities increased. | The project in cooperation with the GEF Small Grants Programme (SGP) Egypt via SGP-funded NGOs has implemented an intensive communication and environmental awareness campaigns on cycling and walking. The campaigns aimed to raise the social acceptance of cycling and to lower the barriers to bicycle purchase and use in the two cities (Shebin EL-Kom and Fayoum), as the STP Pilot Projects for the promotion of non-motorized transport have been implemented.  The project has been encouraging the partner NGOs to establish amateur cycling groups in their governorates. The cycling groups in the two cities organized several rides occasionally.  The project has continued coordinating with Fayoum and Monofeya Universities and Governorates to apply a bike-sharing scheme to help promote the use of the bicycle among students as a form of mobility. Focus group meetings were held with the students in the university to discuss this initiative as another option to encourage students to use bikes to commute in the city.  STP conducted a study on the assessment of a Bike Sharing scheme in the 2 Cities. The study included a local context analysis to assess the challenges and opportunities in each city, public and stakeholder engagement, and a recommended Bike Sharing system and business plan.  A Protocol for implementing a Bike Sharing pilot project in Fayoum City has been signed in August 2017 between EEAA / Ministry of Environment, Fayoum University and Fayoum Governorate. The 1st phase of the pilot is mainly to serve the university students coming from outside city center, and moving between the different university faculties and student residence.  STP has issued a tender for establishing the Bike Sharing system. The offers were evaluated, and the winner shall be contracted in July 2017.  STP and UN Habitat have been coordinating together the implementation of Bike Sharing pilot projects. STP pilot in Fayoum and Monofia Cities, and UN HABITAT in downtown Cairo. | Municipality staff from the two governorates of Fayoum and Shebin El-Kom were fully involved in the design and implementation of the cyclying tracks in the two cities  The project in cooperation with the GEF Small Grants Programme (SGP) Egypt, via SGP-funded NGOs, has implemented an intensive communication and environmental awareness campaigns on cycling and walking. The campaigns aimed to raise the social acceptance of cycling and to lower the barriers to bicycle purchase and use in the two cities (Shebin EL-Kom and Fayoum), as the STP Pilot Projects for the promotion of non-motorized transport have been implemented.  The project has been encouraging the partner NGOs to establish amateur cycling groups in their governorates. The cycling groups in the two cities organized several rides occasionally.  The project has been encouraging the partner NGOs to establish amateur cycling groups in their governorates. The cycling groups in the two cities organized several rides occasionally.  A governing board for the bike sharing scheme is established chaired by Fayoum University and with the participation of the Governorate of Fayoum, EEAA and STP/UNDP to oversee |
| - | - | *(not set or not applicable)* | For Outcome 3: Subject to the agreement with the local authorities, a semi-public parking authority to implement and, in close collaboration with other key authorities, to enforce parking policies (conducive to sustainable transport sector development principles), if possible, established by the end of the project and its capacity built. | The frequent change in senior government officials since 2011, has made it difficult to set up new institutional and regulatory frameworks for parking policies in Cairo's Central Business District (CBD). That was discussed with the Evaluator in the Mid-Term Review conducted in 2012 and it was agreed to cancel this output. | The frequent change in senior government officials since 2011, has made it difficult to set up new institutional and regulatory frameworks for parking policies in Cairo's Central Business District (CBD). That was discussed with the Evaluator in the Mid-Term Review conducted in 2012 and it was agreed to cancel this output |
| - | - | *(not set or not applicable)* | For Outcome 4: Enhanced capacity of the Ministry of Transport and its underlying agencies to develop and implement sustainable transport policies and actions in the field of freight transport | The Project has conducted a training for the local authorities Urban Planning Engineers in the Governorates' Capitals and new Cities (37 cities) from all over Egypt, for building the local capacity on infrastructure requirements for transport and sustainable development, and integrated urban land use and transport planning in the area of sustainable passenger and freight transport.  2) Project experts continued to provide technical support and enhance the capacity of the Egyptian Environmental Affairs Agency (EEAA) technical staff concerning sustainable transport | The project implemented adaptative management with the difficulties faced after the 2011 revolution, the project board decided to focus efforts on working only with the new communities and put on hold the work inside Cairo. The result was the establishment of a new bus company Mawasalt Misr that signed the contract with NUCA. The bus company was able to move ahead with signing a contract with Cairo Governorate with the same bus specifications and same IT bus fleet management system. thus initiated replication.  The same bus company signed another contract with NUCA to operate its new buses and STP has provided all drawings and designs for the garages and terminals to be replicated in other new cities. This will be part of the documents that the project is preparing to handover to NUCA as manual for replication of the project.  As part of the adaptive management, the project board decided to engage in the development of the bike sharing scheme in Fayoum after completing the cycling tracks in response to the local demand for rented bicycles. |
| **The progress of the objective can be described as:** | | **Achieved** | | | | |
| **Outcome 6**  **Monitoring, learning, adaptive feedback and evaluation** | | | | | | |
| **Description of Indicator** | **Baseline Level** | **Midterm target level** | **End of project target level** | **Level at 30 June 2018** | **Cumulative progress since project start** |
| The required information available for adaptive management, for measuring the impact and for effective replication/expansion of the project activities | Inadequate information for adaptive management, for measuring the impact and for effective replication/expansion of the project activities | *(not set or not applicable)* | The required information available for adaptive management, for measuring the impact of the project and for effective replication/expansion of the project activities | The project succeeded to continue getting political support, and approvals of the senior government officials in the Ministries and Governorates for providing the local contribution in the implementation cost of the pilot projects.  The NMT pilot in Menofia and Fayoum Governorates, and the VMS pilot in Cairo Governorate have been completed.  Concerning the pilot connecting Greater Cairo with its satellite cities with integrated, high-quality public transportation, a contract for implementing the pilot has been signed between the New Urban Communities Authority (NUCA) under the Ministry of Housing, and the Joint Venture of the Egyptian Emirates Companies that won the tender. The STP has issued an International tender and contracted the winner for the supply, installation and maintenance of an integrated smart electronic transportation management system for the new bus lines. Big part of the system has been delivered, and handed over to the Bus Operator. The Bus Operator placed an order for procuring the 40 new buses.The STP has prepared the design, specifications and tender documents for the construction of the bus terminals and garages in 6 October and Sheikh Zayed Cities and the bus stops along the new bus routes.  Replication of the STP bus pilot in 6 October and Sheikh Zayed Cities has already started, as Cairo Governorate has contracted the same bus operator to provide public transportation service on some routes in the governorate using the same integrated smart electronic bus operation and management system prepared by the STP. | The project succeeded to continue getting political support, and approvals of the senior government officials in the Ministries and Governorates for providing the local contribution in the implementation cost of the pilot projects.  With respect to the bus component and following the implementation difficulties faced after the 2011 revolution, the project board decided to focus efforts on working only with the new communities and put on hold the work inside Cairo. The result was the establishment of a new bus company Mawasalt Misr that signed the contract with NUCA. The bus company was able to move ahead with signing a contract with Cairo Governorate with the same bus specifications and same IT bus fleet management system. thus initiated replication.  The same bus company signed another contract with NUCA to operate its new buses and STP has provided all drawings and designs for the garages and terminals to be replicated in other new cities. This will be part of the documents that the project is preparing to handover to NUCA as manual for replication of the project.  As part of the adaptive management, the project board decided to engage in the development of the bike sharing scheme in Fayoum after completing the cycling tracks in response to the local demand for rented bicycles. |
| **The progress of the objective can be described as:** | | **Achieved** | | | | |

# Implementation Progress



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| --- | --- |
| Cumulative GL delivery against total approved amount (in prodoc): | 97.97% |
| Cumulative GL delivery against expected delivery as of this year: | 97.97% |
| Cumulative disbursement as of 30 June (note: amount to be updated in late August): | 6,760,125 |

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| **Key Financing Amounts** | |
| PPG Amount | 275,000 |
| GEF Grant Amount | 6,900,000 |
| Co-financing | 100,000 |

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| --- | --- |
| **Key Project Dates** | |
| PIF Approval Date | Aug 28, 2006 |
| CEO Endorsement Date | Jul 17, 2008 |
| Project Document Signature Date (project start date): | Nov 20, 2008 |
| Date of Inception Workshop | Jul 28, 2009 |
| Expected Date of Mid-term Review | Mar 1, 2012 |
| Actual Date of Mid-term Review | Feb 1, 2013 |
| Expected Date of Terminal Evaluation | Mar 31, 2019 |
| Original Planned Closing Date | Nov 29, 2013 |
| Revised Planned Closing Date | Jun 30, 2019 |

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| **Dates of Project Steering Committee/Board Meetings during reporting period (30 June 2018 to 1 July 2019)** |
| 2018-09-05 |

# Critical Risk Management

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| --- | --- |
| Current Types of Critical Risks | Critical risk management measures undertaken this reporting period |

# Adjustments

**Comments on delays in key project milestones**

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| **Project Manager: please provide comments on delays this reporting period in achieving any of the following key project milestones: inception workshop, mid-term review, terminal evaluation and/or project closure. If there are no delays please indicate not applicable.** |
| Not Applicable |

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| **Country Office: please provide comments on delays this reporting period in achieving any of the following key project milestones: inception workshop, mid-term review, terminal evaluation and/or project closure. If there are no delays please indicate not applicable.** |
| N/A |

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| **UNDP-GEF Technical Adviser: please provide comments on delays this reporting period in achieving any of the following key project milestones: inception workshop, mid-term review, terminal evaluation and/or project closure. If there are no delays please indicate not applicable.** |
| N/A |

# Ratings and Overall Assessments

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| --- | --- | --- |
| **Role** | **2019 Development Objective Progress Rating** | **2019 Implementation Progress Rating** |
| **Project Manager/Coordinator** | Highly Satisfactory | *- IP Rating provided by UNDP-GEF Technical Adviser and UNDP Country Office only -* |
| Overall Assessment | Rating of the project progress towards development objective in 2019 is Highly Satisfactory, as implementation of the projects activities has been progressing well according to the project work plan for 2018 / 2019, and the project is moving on the right track with high momentum towards achieving its development objectives. Implementation of the pilot projects has been successful, and their objectives are fully integrated with the Government's future strategies and plans. Ministers of Environment, Transport, and Housing, and Governors of Monofia, Fayoum, Cairo and Giza Governorates have been fully committed to the protocols signed by their ministries and Governorates for implementing the pilot projects. The project development achievements in this reporting period have included:  - Outcome # 1: Concerning the pilot project for implementing 5 new high-quality public transportation bus lines connecting 6 October, Sheikh Zayed, and Media Production Cities with the Metro in Greater Cairo, as well as two feeder bus lines running in 6 October City, an international tender for implementing the pilot has been issued by New Urban Communities Authority (NUCA) under the Ministry of Housing in December 2014, but no proposals were received. The tender has been re-issued in August 2015. One proposal was received from a joint venture between an Egyptian and Emirates companies, and it was accepted. NUCA issued an Assignment Order for the Joint Venture in June 2016, and signed a contract with them in May 2017. The Project has issued international tender for procuring an integrated intelligent transportation system for the new bus lines, signed the contract and most of the system has been delivered. The Project in cooperation with EEAA and NUCA has selected the specifications / type of the new buses, and the Bus Operator placed a purchase Order for the 40 new buses. The first 10 buses have been manufactured, and the electronic management system has been installed in them. The project has prepared the design and tender documents for constructing the bus terminals and garages in the 6 October and Sheikh Zayed Cities, and the bus stops along the bus routes. NUCA has tendered the construction works, and contracted the winning companies. Construction of the terminals and garages are close to be finished. Manufacturing of the bus stops has been completed, and their installation are also close to be finished.    - Outcome # 2: Concerning the pilot projects of the non-motorized transport corridor (walking and cycling) in Shebin El Kom City in Menofia Governorate, and in Fayoum City in Fayoum Governorate (6 corridors about 14 Km in each city) were completed. Menofia Governorate has contributed with more than LE 20 million for developing and upgrading the infrastructure and the utilities in the network of roads of the pilot project. Co-funding of the pilot project in Fayoum was provided by the Egyptian Social Fund for Development. The GEF Small Grants Programme (SGP) in Egypt via Menofia and Fayoum NGOs has participated intensively with the STP in awareness-raising programme. STP conducted a study on the assessment of a Bike Sharing scheme in Shebin El Kom and Fayoum Cities. The study included a local context analysis to assess the challenges and opportunities in each city, public and stakeholder engagement, and a recommended Bike Sharing system and business plan. A Protocol for implementing a Bike Sharing pilot project in Fayoum City has been signed between EEAA / Ministry of Environment, Fayoum University and Fayoum Governorate. The 1st phase of the pilot is mainly to serve the university students and staff coming from outside city center, and moving between the different university faculties and student residence. STP has issued a tender for establishing the Bike Sharing system, and the winner has been contracted. The contract covers the supply, installation, and operation / maintenance for 6 monththe system in Fayoum City. Big part of the system has been supplied, and is stored in Fayoum University. The 6 stations in the university have been installed. STP and UNDP has been coordinating with GEF SGP Egypt and the Dutch Embassy to participate in the pilot after the end of STP in 30 June 2019 to ensure its success and sustainability. As extra fund is required to continue supporting the operation / maintenance of the system during the educational year 2019 / 2020, and to secure the stations outside the university against robbery and damage.STP and UN Habitat have been coordinating together the implementation of Bike Sharing pilot projects. STP pilot in Fayoum City, and UN HABITAT in downtown Cairo.    - Outcome # 3: The TDM pilot project for introducing Variable Message Parking Signs (VMS) to guide cars to the appropriate parking facilities around the City Centre in Cairo Governorate was completed (14 signs connected with 10 parking areas). Fine tuning and testing of the VMS system has been conducted after commissioning, handed over by the Ministry of Environment to Cairo Governorate, and it is being operated since then by the Governorate in integration with the traffic monitoring and control system in Cairo City Center. Ministry of Environment provided maintenance and technical support till end of STP. Cairo Governorate is preparing the tender documents to issue a tender for the operation, conducting the repairs and preventative maintenance for the VMS system after the end of support provided by the STP. The tender is expected to be launched in 3rd Quarter 2019. Cairo Governorate has been studying with the Italian / Egyptian consortium that designed and implemented the VMS, the possibility to extend the VMS system to other parts in Cairo.  - Outcome # 4: The Ministry of Environment / STP has been coordinating and working with the Ministry of Interior to implement a pilot project for issuing licenses to the private sector specialized companies to establish integrated centers in Cairo Governorate for vehicles technical and environmental inspection for issuing / renewing licenses of these vehicles. MoI has decided earlier to implement such pilot depending on its resources, but finally it postponed the pilot. A report on recommendations in previous transport studies from 2000-2012 to improve national freight transport on road, rail and river has been prepared by the project, and sent to the Minister of Transport for further discussion on sustainable transport priority measures that can be supported by EEAA. The Project has prepared a study for introducing electric vehicles to Egypt. The Project has also prepared a feasibility study and Policy Note for using electric vehicles in the public transport in Egypt that covered the economic, environmental and social impact, benefits, motivation advantages, and actions to assure sustainability. The Policy Note has been provided by the Ministry of Environment to the Cabinet of Ministries. Ministry of Environment and STP jointly have been coordinating with the relative ministries and stakeholders to develop the vehicle tariff scheme, establish a system of fees and incentives and review relevant decisions, and to facilitate the required studies and data collection processes, thus facilitating many opportunities for available financial and technical assistance (focusing on measures to reduce climate change or support for electric mobility in particular) which require serious indicators to attract opportunities for cooperation and support.Ministry of Environment and STP have been alsojointly cooperating with the Center for Environment and Development for the Arab Region and Europe (CEDARI) and the German Foundation Friedrich Ebert Foundation in Egypt to strengthen community consultation and coordination between the concerned authorities to define a common vision of the country and create a platform. To exchange local and foreign experiences and lessons learned through conducting conferences to update a working paper in accordance with the outputs of the consultation and to prepare a list of necessary interventions from different parties.  - Outcome # 5: The project has successfully completed the studies for determination of the fuel-based and activity-based (based on travel distance of the cars g/km) emission factors of private cars and taxis with gasoline engines in Greater Cairo. The generated emission factors were integrated in the Third National Communication Report to UNFCCC for Egypt. STP has also finalized a complementary study for estimation and modeling of factors governing emissions of CO2 and other air pollutants from medium and heavy trucks in Greater Cairo. The “Support To An Improved Urban Transport System in Cairo” Project funded by AFD / French GEF (also managed by the UNDP-GEF Project Management Unit) has completed conducting a complementary field study for determination of fuel-based emission factors of diesel engine vehicles (buses, minibuses and micro buses) under local driving conditions in Greater Cairo using on-board measuring equipment. | |
| **Role** | **2019 Development Objective Progress Rating** | **2019 Implementation Progress Rating** |
| **UNDP Country Office Programme Officer** | Satisfactory | Satisfactory |
| Overall Assessment | The project has continued its strong pace of implementation on the two main components primarily the bus component and secondarily the bike sharing component aiming to finalize its activities end of June 2019 as planned after the last project extension. The project has undergone a Terminal Evaluation (TE) during this reporting period. The evaluation was conducted by a team of two consultants including an evaluation expert and a transport expert. The evaluation team has granted the project an overall rating of Satisfactory. Nevertheless, the evaluation noted that the STP generated investments and GHG savings for outcomes 1 and 2, which are the largest two project outcomes, have exceeded expectations. This finding provided the justification for the UNDP-GEF wise decision to allow for one final extension of the project until completing these two components. The evaluation team has noted that Outcome 2 on Non-motorized transport has generated the largest that impact that exceeded expectations. This was followed by Outcome 1 and Outcome 5 on the establishment of the bus system and capacity building that were given a Satisfactory rating. Outcome 3 on traffic demand management was given a Moderately Satisfactory rating while Outcome 4 on freight management was Moderately Unsatisfactory. The project overall rating was Satisfactory and the overall likely of project sustainability was described as likely  The implementation of the bus component was moving very fast over the last reporting period. The project team was able to overcome the normal construction works challenges. NUCA financial contribution exceeded the project contribution to construction works which reflects the high government commitment to the project. The bus company has received the first batch of buses and the rest will be ready with the inauguration of the project which is essential to complete the final payment for the UNDP contract on the procurement of the IT bus system with UNDP. The project has installed the bus stops that were manufactured last year in preparation for the ProJet inauguration. The construction works is almost completed, and the project is waiting for fixing the date of the project inauguration in the presence of the Prime Minister.  Nevertheless, the replication process on the national level was actually faster than the pilot project. NUCA has awarded the bus company another contract to operate 65 buses in several new cities. The Prime Minister has issued a decree that all new government bids for public transportation would go for smart bus systems. Several public transport companies have been established and are applying different forms of smart buses systems. In collaboration with UNHABITAT and UNDP-GEF Project, the Minister of Housing issued a decree for establishing a Transport Unit in NUCA to plan and manage the private sector engagement in the transport sector in new cities. It can be concluded that the project has introduced a new line of investment in development projects in Egypt that provide service to Egyptians, create jobs and will continue to grow with time.  The establishment of bike sharing scheme progressed very well and it was planned to be inaugurated before 30 June. The inauguration was delayed after the request of the University of Fayoum to add more security measures to protect the six stations located outside the university premises from theft and vandalism. Meanwhile, the University has requested to inaugurate the project with the start of the new academic year in October 2019. Given that all remaining funds in the STP are allocated, UNDP has to work on the mobilization of additional resources to cover this unplanned extra cost. UNDP will involve the SGP to ensure sustainability and support to the bike sharing scheme after its inauguration this year and until it stands on a solid ground  All contracts for the Project Management Unit (PMU) staff was completed by the end of 30 June 2018. All GEF remaining funds are committed and UNDP has to mobilize additional resources to complete the bike sharing scheme as explained above. Nevertheless, few large contracts are still open including the IT system and private sector company establishing the bike sharing scheme. These contracts are hoped to be closed by the third quarter of 2019 following the inauguration of the two components. UNDP will consider mobilizing resources to sustain activities in the remaining two components as per the recommendation of the TE. The IP is given an S rating for the project despite the large work done in the last year given that there are still open contracts left for UNDP to manage after the PMU has left. Meanwhile, the DO is given an S rating although some the project results exceeded expectations but in recognition of the delayed project implementation in line with the Project Terminal Evaluation | |
| **Role** | **2019 Development Objective Progress Rating** | **2019 Implementation Progress Rating** |
| **GEF Operational Focal point** | *(not set or not applicable)* | *- IP Rating provided by UNDP-GEF Technical Adviser and UNDP Country Office only -* |
| Overall Assessment | *(not set or not applicable)* | |
| **Role** | **2019 Development Objective Progress Rating** | **2019 Implementation Progress Rating** |
| **Project Implementing Partner** | *(not set or not applicable)* | *- IP Rating provided by UNDP-GEF Technical Adviser and UNDP Country Office only -* |
| Overall Assessment | *(not set or not applicable)* | |
| **Role** | **2019 Development Objective Progress Rating** | **2019 Implementation Progress Rating** |
| **Other Partners** | *(not set or not applicable)* | *- IP Rating provided by UNDP-GEF Technical Adviser and UNDP Country Office only -* |
| Overall Assessment | *(not set or not applicable)* | |
| **Role** | **2019 Development Objective Progress Rating** | **2019 Implementation Progress Rating** |
| **UNDP-GEF Technical Adviser** | Satisfactory | Satisfactory |
| Overall Assessment | The “Sustainable Transport” project in Egypt is an important initiative for the country and a pioneer is term of Sustainable transport project in the region. The project aims to create an enabling policy and institutional environment and to leverage financial resources for the sustainable transport sector development, including public-private partnerships, measured by the amount of financial resources leveraged for the first pilot projects, level of success in initiating their replication and the level of adoption of the required institutional changes and improvements in the general policy framework. The project has evolved in a very difficult environment, with severe political instability from 2011 to 2015.    The project has been extended three times, on an exceptional basis, with a definitive closure on June 2019.  This project faced many issues, the most important related to the complex procurement related to the bus component. There are several tenders to buy the equipment, the buses, to contract the services, etc. Many delays occurred during the tendering process. The tender to contract the bus supplier had to be advertised twice and it took more than a year to finalize. A second issue is the complex institutional context with various jurisdictions working on the project. Three ministries (Ministry of transport, Ministry of Housing & Urban commodities and Ministry of Interior), three Governorates (Governorates of Cairo, of Giza and of Fayoum), and the private sector. The 4-year period of instability between 2011 and 2015 added another layer of complications as the turnover in changing Ministers and Governors was very high. Finally, the devaluation of the Egyptian pound affected the tender, as the bids had been prepared before and needed to be re-negotiated. However, most of the project has been completed successfully, such as the non-motorized transport (cycling and walking). The buses are expected to start operating in few months.    The RTA went on mission to better understand the issue and find solutions. Among the actions, was an extension until June 2019, and a clear timeline for the remaining activities to be executed, including the Terminal Evaluation.  The TE was organized early in 2019 and it concluded to a successful project achievement. An overall Satisfactory rating was given by the independent evaporators.    In term of achievement, the TE pointed out that the project was successful in demonstrating financial sustainability of the operation of new high-quality bus lines for the Sheikh Zayed, 6th October and Dreamland cities and the concept and proposed business model has been replicated and running in Greater Cairo by a private bus operator Mwsalat Misr.  Mwsalat Misr launched an intelligent headway-based bus network service system for all its buses operated in Cairo and the 6 new cities. The service is based on the same intelligent transportation system that had been designed by STP. Currently, Mwsalat Misr operates 288 buses on lines in Cairo and 65 buses in the new cities and has plans further expansion. Moreover, the establishment of VMS for parking in Cairo (under Outcome 3) has also been successfully operated due to public-private partnership of the Governorate with the private owners of the participating garages. The VMS pilot demonstrated that introduction of such uncompromising parking policy measure was possible due to the professional design and implementation of the complementary parking management.    There is also fair prospect of continuation and replication of activities on non-motorized transport, determination of emission factors and capacity building for sustainable transport to continue beyond the STP time boundaries. This is due to the existing national institutional capacities and commitment of the various levels of the Government and the transport engineering groups in the academia.    Direct CO2 emission reductions projected for the 20 years lifetime of the STP investments exceeded the expectations for Components 1, 2 and 3, but in total STP fell short of the cumulative direct emission reductions that were expected at STP inception. The shortage is mainly due to the fact that no interventions for emission reductions were implemented under Component 4 of STP. The consequential CO2 emission reductions of the interventions introduced under Components 1 and 2 exceed the expectations at STP inception. However, the expected replications of Component 3 were much higher than the reality. The difference is that only one of the planned three TDM interventions was implemented under Component 3.    In term of delivery, the cumulative delivery against total approved amount is 98% (USD 6,760,125). This is very good in term of disbursement and confirmed that the project is successful and fully utilized its entire budget by EoP.    The project had in the past some significant risks, including Political and Operationalization. Among the political and security threats are: the political turmoil in the country, the regular changes in the institutional structures, and the high turnover of national counterparts. This have badly impacted the project. As a mitigation measure, the project focused on Governorate level where there is less political tension.    In term of partnership, the project is collaborating closely with private sector, with the SGP, with UNHabitat and agencies such as AFD.    The project also has a positive gender aspect. The achievements in Fayoum and Shebin El-Kom included awareness activities that targeted female students and women to promote cycling and walking as a sustainable mode of transportation.    The Project Manager has given a HS rating for DO. He justified the rating given the progress made by the project. This is true, but there have been some challenges in term of achievements, especially in regard to Outcome 4. Therefore, and in line with both the CO and the Terminal Evaluation report, a Satisfactory development objective progress rating is warranted to the project by the RTA. As well, due to the high delivery rate, a Satisfactory rating is also given for implementation progress. | |

# Gender

**Progress in Advancing Gender Equality and Women's Empowerment**

This information is used in the UNDP-GEF Annual Performance Report, UNDP-GEF Annual Gender Report, reporting to the UNDP Gender Steering and Implementation Committee and for other internal and external communications and learning.  The Project Manager and/or Project Gender Officer should complete this section with support from the UNDP Country Office.

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| **Gender Analysis and Action Plan:** *not available* |
| **Please review the project's Gender Analysis and Action Plan. If the document is not attached or an updated Gender Analysis and/or Gender Action Plan is available please upload the document below or send to the Regional Programme Associate to upload in PIMS+. Please note that all projects approved since 1 July 2014 are required to carry out a gender analysis and all projects approved since 1 July 2018 are required to have a gender analysis and action plan.** |
| *(not set or not applicable)* |

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| **Please indicate in which results areas the project is contributing to gender equality (you may select more than one results area, or select not applicable):** |
| Contributing to closing gender gaps in access to and control over resources: No |
| Improving the participation and decision-making of women in natural resource governance: No |
| Targeting socio-economic benefits and services for women: No |
| Not applicable: No |

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| **Atlas Gender Marker Rating** |
| **GEN1:** some contribution to gender equality |

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| **Please describe any experiences or linkages (direct or indirect) between project activities and gender-based violence (GBV). This information is for UNDP use only and will not be shared with GEF Secretariat.** |
| *(not set or not applicable)* |

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| **Please specify results achieved this reporting period that focus on increasing gender equality and the empowerment of women.**    **Please explain how the results reported addressed the different needs of men or women, changed norms, values, and power structures, and/or contributed to transforming or challenging gender inequalities and discrimination.** |
| The STP has not been designed to address gender equality to achieve its primary objective. The Project does not have specific data to report, but can provide analysis of gender -related issues in the project context. The pilot projects in Fayoum and Shebin El-Kom included awareness activities that targeted female students and women to promote cycling and walking as a sustainable mode of transportation.  In Fayoum, a city where cycling remains taboo for women, the awareness seminars have succeeded in attracting many young women. The Project's efforts are focused largely on increasing female ridership in Fayoum and helping women develop a female cycling team. |

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| **Please describe how work to advance gender equality and women's empowerment enhanced the project's environmental and/or resilience outcomes.** |
| *(not set or not applicable)* |

# Social and Environmental Standards

**Social and Environmental Standards (Safeguards)**

The Project Manager and/or the project’s Safeguards Officer should complete this section of the PIR with support from the UNDP Country Office. The UNDP-GEF RTA should review to ensure it is complete and accurate.

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| **1) Have any new social and/or environmental risks been identified during project implementation?** |
| No |

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| **If any new social and/or environmental risks have been identified during project implementation please describe the new risk(s) and the response to it.** |
| No |

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| **2) Have any existing social and/or environmental risks been escalated during the reporting period? For example, when a low risk increased to moderate, or a moderate risk increased to high.** |
| *(not set or not applicable)* |

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| **If any existing social and/or environmental risks have been escalated during implementation please describe the change(s) and the response to it.** |
| No |

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| **SESP:** *not available*  **Environmental and Social Management Plan/Framework:** *not available* |
| **For reference, please find below the project's safeguards screening (Social and Environmental Screening Procedure (SESP) or the old ESSP tool); management plans (if any); and its SESP categorization above. Please note that the SESP categorization might have been corrected during a centralized review.** |
| *(not set or not applicable)* |

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| **3) Have any required social and environmental assessments and/or management plans been prepared in the reporting period? For example, an updated Stakeholder Engagement Plan, Environmental and Social Impact Assessment (ESIA) or Indigenous Peoples Plan.** |
| Not Applicable |

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| **If yes, please upload the document(s) above. If no, please explain when the required documents will be prepared.** |
| *(not set or not applicable)* |

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| **4) Has the project received complaints related to social and/or environmental impacts (actual or potential )?** |
| No |

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| **If yes, please describe the complaint(s) or grievance(s) in detail including the status, significance, who was involved and what action was taken.** |
| *(not set or not applicable)* |

# Communicating Impact

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| **Tell us the story of the project focusing on how the project has helped to improve people’s lives.**  **(This text will be used for UNDP corporate communications, the UNDP-GEF website, and/or other internal and external knowledge and learning efforts.)** |
| The population of Egypt in 2019 is over 100 million, and is growing by about 2 million per year. Together with the growing economy, this is inevitably putting more pressure on the country transportation system, increasing the energy use of the transport sector and related greenhouse gas emissions. The problems are particularly acute in the Greater Cairo area, one of the words mega-cities with a population of more than 22 million.  The Sustainable Transport Project for Egypt is a ten-year UNDP-implemented, GEF-financed project that is being executed by the Egyptian Environmental Affairs Agency / Ministry of Environment (EEAA/MoE). The project aims to reduce the growth of energy consumption and the related greenhouse gas emissions of the transport sector in Egypt, while simultaneously mitigating the local environmental and other problems of increasing traffic, such as deteriorating urban air quality and congestion. This is being achieved by increasing or sustaining the modal share of public and non-motorized transportation options, discouraging the use of private cars and facilitating freight transportation through more energy efficient truck operations and increasing the share of cargo transported on rail and inland waterways. The project consists of a number of Components:  Component 1: Initiating the concept for the development of new, integrated high quality public transport services for Greater Cairo and its satellite cities (to exert a shift from car use) and facilitating its effective replication: Under this Component, the studies, field surveys and design works (highway and civil engineering design works) have been completed for pilot project to execute 5 new, high-quality public transportation bus services connecting Greater Cairo with 6 October City, Sheikh Zayed City, Media Production City / Dream Land to Metro line number 2 in Greater Cairo, as well as 2 feeder bus lines running in 6 October. An international tender for implementing the pilot project has been launched in December 2014 by the New Urban Communities Authority (NUCA). Several international and national companies / investors bought the tender documents, but didn’t provide proposals as they were anxious about the feasibility / risk of this new type of high quality public transport services. The Project has conducted several seminars with the companies / investors that bought the tender documents, potential tourists and passengers transport companies, business men associations, commercial departments from different embassies in Egypt to inform them about the details of the pilot, listen to their comments on the project design, conditions and specifications, and to encourage them to bid. Project in coordination with NUCA have made modifications in the tender documents to make it more attractive for the investors. Retendering of the pilot project has been issued by NUCA in August 2015. One proposal (technical & financial) was received from a joint venture between an Egyptian and Emirates companies. The project experts in cooperation with NUCA have evaluated the proposal, and it was accepted. NUCA issued an Assignment Order in June 2016 for the Joint Venture to start implementing the pilot project, contract negotiations has been going on between NUCA and the Joint Venture, and the contract was signed in May 2017. Contract duration is 15 years plus one year test operation.  The project has prepared the specifications and tender documents for an integrated intelligent transportation system for the new bus lines, that includes three sub-systems: Automatic Fare Collection, Bus Management, and Depot Management Systems. An international tender for the supply, installation, operation and maintenance of that system has been issued by the project in January 2017.Three proposals (technical & financial) were received. EEAA has established a committee with the membership of NUCA, Project Management, and Project Consultant (DRTPC) for evaluating the technical & financial proposals. The committee evaluated the proposals, a consortium of companies from Emirates and Greece won the tender, and the project signed a contract with the consortium in October 2017. Most of the system has been delivered, inspected by a committee from the project, EEAA, and NUCA, and handed over to the Bus Operator. EEAA has also established a technical committee with the membership of NUCA, Project Management, and Project Consultant (DRTPC) for reviewing the technical specifications of the new buses, selecting the type, and inspection it during and after manufacturing. The committee has reviewed the specifications of the new buses proposed by the bus operator, and selected the specifications / type of the new buses. The Bus Operator has placed an order in December 2017 for procuring 40 buses. The first 10 buses have been manufactured, and the electronic management system has been installed in them.  and the bus stops along the bus routes. NUCA has tendered the construction works, and contracted the winning companies. Construction of the terminals and garages are close to be finished. Manufacturing of the bus stops has been completed, and their installation are also close to be finished.  The Project has prepared the design, specifications and tender documents for the construction of the 2 bus terminals and 2 garages in 6 October and Sheikh Zayed Cities. NUCA has issued a local tender in June 2017 for construction of the bus terminals and garages. Construction of the terminals and garages shall be completed in July 2019. The Project has also prepared the design, specifications and tender documents for the construction of 76 bus stops along the new bus routes. The Project has issued a tender in October 2017 for manufacturing and installation of the metallic body of the bus stops. The offers were evaluated, and the winner contracted in November 2017. Manufacturing and supply of the bus stops have been completed, and delivered to 6 October and Sheikh Zayed Authorities. NUCA has issued a tender in October 2017 for executing the concrete foundations for the bus stops. The offers were evaluated, and NUCA contracted the winner in March 2018. The concrete foundations have been completed. Installation of the metallic frame of bus stops has been going on and close to be finished.  Component 2: Promoting non-motorized transport in medium-sized provincial cities: Under this Component, 2 pilot projects for implementing non-motorized transport corridors(with a total length of 14 KM in each city) for walking and cycling in Shebin El Kom and Fayoum Cities have been implemented. All construction activities of the pilot in the two cities have been completed. Partner GEF Small Grants Program(SGP) via NGOs in Menofia and Fayoum, with full support of the STP, have successfully been implementing awareness campaigns during the reporting period of 2016/2017. The GEF SGP / NGOs have established revolving funds that supported youth buying bicycles, and manufactured cycling parking racks that were handed over to the 2 governorates to be installed all over the two cities. The awareness campaigns' aim is to raise awareness on the positive aspects of cycling and to put this transport mode in the forefront, not only as a recreational activity, but as a proper transport mode in its own right. The campaigns have pointed out the environmental, economic and health aspects of cycling, and its contribution to lowering the greenhouse gas emissions and improving the environment. One of the objectives of the cycling campaigns is to change the behavior of the citizens towards choosing the most efficient transport mode. In this connection, the desired behavioral change is quite clear: more walking and more cycling and less use of motorized means. Replacement of driving with public transport combined with walking/cycling also falls within the overall objective of energy-savings and reduced environmental impact. The campaign is envisaged to involve children, youth (students), working people, and elderly. The biggest attention has been given to school and university students, and working people as these are the groups that primarily participate in the urban transport and their awareness must be raised as they are the best ambassadors and promoters of the “green” modalities. The groups of citizens that already use bicycles or walking as transport means have also participated in the campaigns.  The project has conducted a study on the assessment of a Bike Sharing scheme in Shebin El Kom and Fayoum Cities. The study included a local context analysis to assess the challenges and opportunities in each city, public and stakeholder engagement, and a recommended Bike Sharing system and business plan. A Protocol for implementing a Bike Sharing pilot project in Fayoum City has been signed in August 2017 between EEAA / Ministry of Environment, Fayoum University and Fayoum Governorate. The 1st phase of the pilot is mainly to serve the university students and staff coming from outside city center, and moving between the different university faculties and student residence. The project has issued a tender for establishing the Bike Sharing system. The offers were evaluated, and the winner (Baddel Company) has been contracted in December 2017. The contract covers the supply, installation, and operation / maintenance for 6 monththe system in Fayoum City.  The project has investigated with several Insurance Companies the possibility for insuring the Bike Sharing system after installation and during operation against robbery, damage and fire. STP succeeded to get offer from some companies in spite that insuring such system is not familiar in Egypt. Components of the Bike Share System are 100 Bike, 120 Single Bike Docking Point, 12 stationswith signs for station name, maps, advertisements, and information for users,6 charging utility for payment cards, software license fee includes operation, technical and billing support,bike spare parts and tools for 6 months.Baddel has supplied big part of the system, and is stored in the University. The 6 stations in the university have been installed. STP and UNDP has been coordinating with GEF SGP Egypt and the Dutch Embassy to participate in the pilot after the end of STP in 30 June 2019 to ensure its success and sustainability. As extra fund is required to continue supporting the operation / maintenance of the system during the educational year 2019 / 2020, and to secure the stations outside the university against robbery and damage.Fayoum University is establishing an Operational Fund with a Board to manage the Bike Share System. The members of the Board of the Fund are from the University Administration and students, Fayoum Governorate Authority,representatives for EEAA, GEF SGP / NGO, and Dutch Embassy.The Project / UNDP and UN Habitat have been coordinating together the implementation of the Bike Sharing pilot projects, STP pilot in Fayoum City, and UN HABITAT in downtown Cairo.  Component 3: Introducing new traffic demand management measures, with an objective to gradually scale them up over the time: Under this Component, a Transport Demand Management (TDM) pilot project for introducing variable message parking signs (VMS) to guide cars to the appropriate parking facilities around the city centre to be executed. The VMS system includes 14 signs connected with 10 parking areas. All studies and field surveys have been completed, a consortium of Italian / Egyptian companies was contracted to design, supply, install, and maintain the VMS system. The pilot has been implemented, and the VMS system installed in full coordination with Cairo Governorate. The Egyptian Prime Minister, Cairo Governor along with a number of ministers and senior officials from UNDP and Ministry of Environment inaugurated (soft opening / commissioning ) the pilot in May 2015 with the framework of inaugurating an integrated traffic control and monitoring system for Cairo City Center that costs LE 50 million. Fine tuning and testing of the system has been done. The VMS system has been handed over by the Ministry of Environment Governorate after the User Acceptance Test has been conducted successfully in February 2016, and Cairo Governorate technicians have been trained by the consortium of the Italian / Egyptian companies that designed and implemented the system on operating the system. The TDM pilot project for introducing Variable Message Parking Signs (VMS) to guide cars to the appropriate parking facilities around the City Centre in Cairo Governorate is being operated by Cairo Governorate since the system was handed over to it by the Ministry of Environment. Cairo Governorate has provided technicians for the operation of the VMS system, and they have been trained by the consortium of the Italian / Egyptian companies that implemented the pilot. Since then the VMS is being operated by Cairo Governorate, and the consortium provides technical support when requested by Cairo governorate, and conduct the repairs and preventative maintenance that continuedtill end of STP. The VMS has been integrated with the traffic monitoring and control system in Cairo City Center. Cairo Governorate is preparing the tender documents to issue a tender for the operation, conducting the repairs and preventative maintenance for the VMS system after the end of support provided by the STP. The tender is expected to be launched in 3rd Quarter 2019. Cairo Governorate is also studying extending the VMS system to cover other areas in Greater Cairo.  Component 4: Improving the energy efficiency of freight transport: Under this Component, the Ministry of Environment (MoE) / Project and Ministry of Interior have been coordinating and working together to implement the following: 1) a pilot project for establishing integrated centers for vehicles environmental and technical inspection in Cairo Governorate for the aim of issuing / or renewing licenses of those vehicles, these centers to be established and operated by the private sector specialized companies (the feasibility study for the pilot was prepared by the project); and 2) a road traffic data collection and analysis system in Cairo, making use of the traffic monitoring and control system installed by the MoI in about 25 locations in city center. Also under this Component the Project has prepared a study for introducing electric vehicles to Egypt, to decrease polluting emissions from the different transport means, fuel consumption and subsidies provided by the government. The Project has prepared a study for introducing electric vehicles to Egypt. The Project has also prepared a feasibility study and Policy Note for using electric vehicles in the public transport in Egypt that covered the economic, environmental and social impact, benefits, motivation advantages, and actions to assure sustainability. The Policy Note has been provided by the Ministry of Environment to the Cabinet of Ministries. Ministry of Environment and STP have been jointly coordinating with the relative ministries and stakeholders to develop the vehicle tariff scheme, establish a system of fees and incentives and review relevant decisions, and to facilitate the required studies and data collection processes, thus facilitating many opportunities for available financial and technical assistance (focusing on measures to reduce climate change or support for electric mobility in particular) which require serious indicators to attract opportunities for cooperation and support.Ministry of Environment and STP have been alsojointly cooperating with the Center for Environment and Development for the Arab Region and Europe (CEDARI) and the German Foundation Friedrich Ebert Foundation in Egypt to strengthen community consultation and coordination between the concerned authorities to define a common vision of the country and create a platform. To exchange local and foreign experiences and lessons learned through conducting conferences to update a working paper in accordance with the outputs of the consultation and to prepare a list of necessary interventions from different parties.  Component 5: Under this Component , the project has conducted for the first time in Egypt afield study for the determination of the fuel-based emission factors of private cars and taxis with gasoline engines in Greater Cairo, and then the project made use of the huge amount of data collected in the field measurements to determine the emission factors based on travel distance of the cars (g/km) - i.e. activity-based emission factors. STP has conducted a complementary study for estimation and modeling of factors governing emissions of CO2 and other air pollutants from medium and heavy trucks in Greater Cairo. |

**Knowledge Management, Project Links and Social Media**

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| --- |
| **Please describe knowledge activities / products as outlined in knowledge management approved at CEO Endorsement /Approval.**    **Please also include: project's website, project page on the UNDP website, blogs, photos stories (e.g. Exposure), Facebook, Twitter, Flickr, YouTube, as well as hyperlinks to any media coverage of the project, for example, stories written by an outside source. Please upload any supporting files, including photos, videos, stories, and other documents using the 'file lirbary' button in the top right of the PIR.** |
| http://www.stp-egypt.org/ https://www.facebook.com/Sustainable-Transport-Project-For-Egypt http://www.eg.undp.org/content/egypt/en/home/operations/projects/environment\_and\_energy/SustainableTransport.html https://www.youtube.com/channel/UCh8O9XtApz5Q7Ctu3Fk1kIg Info graphic video: Bikes Can Change Our Lives For The Better: https://www.youtube.com/watch?v=OtPOB-tEm5A  Media Coverage: http://www.stp-egypt.org/media-coverage http://www.undp.org/content/egypt/en/home/presscenter/articles/2016/egypt-on-the-road-to-lower-emissions-with-the-sustainable-transp.html |

# Partnerships

**Partnerships & Stakeholder Engagment**

Please select yes or no whether the project is working with any of the following partners. Please also provide an update on stakeholder engagement. This information is used by the GEF and UNDP for reporting and is therefore very important!  All sections must be completed by the Project Manager and reviewed by the CO and RTA.

|  |
| --- |
| **Does the project work with any Civil Society Organisations and/or NGOs?** |
| Yes |

|  |
| --- |
| **Does the project work with any Indigenous Peoples?** |
| No |

|  |
| --- |
| **Does the project work with the Private Sector?** |
| Yes |

|  |
| --- |
| **Does the project work with the GEF Small Grants Programme?** |
| Yes |

|  |
| --- |
| **Does the project work with UN Volunteers?** |
| No |

|  |
| --- |
| **Did the project support South-South Cooperation and/or Triangular Cooperation efforts in the reporting year?** |
| Yes |

|  |
| --- |
| **CEO Endorsement Request:** [PIMS 3523 Egypt Transport CEO endorsement Request Resub Jul 07 2008.doc](https://undpgefpims.org/attachments/3523/214487/1630558/1630839/PIMS%203523%20Egypt%20Transport%20CEO%20endorsement%20Request%20Resub%20Jul%2007%202008.doc) |
| **Provide an update on progress, challenges and outcomes related to stakeholder engagement based on the description of the Stakeholder Engagement Plan as documented at CEO endorsement/approval (see document below). If any surveys have been conducted please upload all survey documents to the PIR file library.** |
| The project is operationally closed but it was implemented in full cooperation and engagement of stakeholders under NIM. The project Implementing Partner is EEAA which has taken the leading role in coordinating the project activities with the relevant key government institutions while ensuring their full engagement in the project activities. Construction contracts were issued through relevant government institutions including municipalities and NUCA with significant co-funding to ensure full ownership and engagement. The project has also worked with NGOs through GEF SGP to ensure NGO engagement in the project implementation. Furthermore, the project was able to open new business opportunities for private sector which has made large investments in the transport sector initiative designed by the project. |

# Annex - Ratings Definitions

**Development Objective Progress Ratings Definitions**

(HS) Highly Satisfactory: Project is on track to exceed its end-of-project targets, and is likely to achieve transformational change by project closure. The project can be presented as 'outstanding practice'.

(S) Satisfactory: Project is on track to fully achieve its end-of-project targets by project closure. The project can be presented as 'good practice'.

(MS) Moderately Satisfactory: Project is on track to achieve its end-of-project targets by project closure with minor shortcomings only.

(MU) Moderately Unsatisfactory: Project is off track and is expected to partially achieve its end-of-project targets by project closure with significant shortcomings. Project results might be fully achieved by project closure if adaptive management is undertaken immediately.

(U) Unsatisfactory: Project is off track and is not expected to achieve its end-of-project targets by project closure. Project results might be partially achieved by project closure if major adaptive management is undertaken immediately.

(HU) Highly Unsatisfactory: Project is off track and is not expected to achieve its end-of-project targets without major restructuring.

**Implementation Progress Ratings Definitions**

(HS) Highly Satisfactory: Implementation is exceeding expectations. Cumulative financial delivery, timing of key implementation milestones, and risk management are fully on track. The project is managed extremely efficiently and effectively. The implementation of the project can be presented as 'outstanding practice'.

(S) Satisfactory: Implementation is proceeding as planned. Cumulative financial delivery, timing of key implementation milestones, and risk management are on track. The project is managed efficiently and effectively. The implementation of the project can be presented as 'good practice'.

(MS) Moderately Satisfactory: Implementation is proceeding as planned with minor deviations. Cumulative financial delivery and management of risks are mostly on track, with minor delays. The project is managed well.

(MU) Moderately Unsatisfactory: Implementation is not proceeding as planned and faces significant implementation issues. Implementation progress could be improved if adaptive management is undertaken immediately. Cumulative financial delivery, timing of key implementation milestones, and/or management of critical risks are significantly off track. The project is not fully or well supported.

(U) Unsatisfactory: Implementation is not proceeding as planned and faces major implementation issues and restructuring may be necessary. Cumulative financial delivery, timing of key implementation milestones, and/or management of critical risks are off track with major issues and/or concerns. The project is not fully or well supported.

(HU) Highly Unsatisfactory: Implementation is seriously under performing and major restructuring is required. Cumulative financial delivery, timing of key implementation milestones (e.g. start of activities), and management of critical risks are severely off track with severe issues and/or concerns. The project is not effectively or efficiently supported.