

2019

Project Implementation Review (PIR)

**GTALCC**

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# Basic Data

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| **Project Information** | |
| UNDP PIMS ID | 4283 |
| GEF ID | 5329 |
| Title | Green Technology Application for the Development of the Low Carbon Cities |
| Country(ies) | Malaysia, Malaysia |
| 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 facilitate the implementation of low carbon initiatives in at least five Malaysian cities and showcase a clear and integrated approach to low carbon development. The objective will be achieved by removing barriers to integrated low carbon urban planning and development through 3 components: 1) policy support for the promotion of integrated low carbon urban development, which will enable cities to implement and adopt integrated low carbon urban development plans and programmes; 2) awareness and institutional capacity development, which will expedite appraisal, approval and the implementation of strategic urban development, and ensure cities are aware of and planning and implementing low carbon technology applications, and; 3) low carbon technology investments in cities, where there is an increase in investment in low carbon technologies with more low carbon projects implemented. The project will be implemented over 5 years in Cyberjaya, Iskandar Malaysia, Melaka, Petaling Jaya, and Putrajaya. It is expected to generate direct GHG emission reductions of 346,442 tCO2eq by End of Project and 2,152,032 tonnes CO2eq over the lifetime of project investment. |

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| **Project Contacts** | |
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| Project Implementing Partner | Mr. Asdiryhme Abdul Rasib (asdirhyme@mestecc.gov.my) |
| Other Partners | *(not set or not applicable)* |

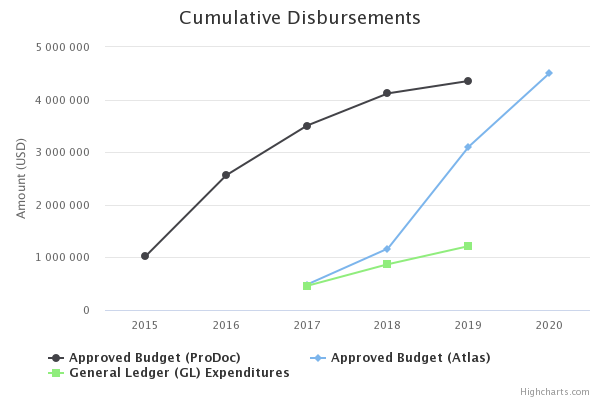
# Overall Ratings

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| Overall DO Rating | Satisfactory |
| Overall IP Rating | Moderately Satisfactory |
| Overall Risk Rating | Moderate |

# Development Progress

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| **Description** | | | | | | |
| **Objective**  **To facilitate the implementation of low carbon initiatives in at least five Malaysian cities and showcase a clear and integrated approach to low carbon development** | | | | | | |
| **Description of Indicator** | **Baseline Level** | **Midterm target level** | **End of project target level** | **Level at 30 June 2018** | **Cumulative progress since project start** |
| Cumulative Direct GHG Project emission reductions (ER) resulting from the Project technical assistance and investments by end-of-project, tCO2 eq. | 0 | *(not set or not applicable)* | 346442 | 3,790 tCO2 eq. | 17,967 tCO2 eq (taken from MTR 2019 & Chief Technical Advisor Report on Status of GHG Emission Reductions)    Note: For DO progress, column on "Level at 30 June 2018" is based on the original PRF, since all levels were references in previous years. Certain indicators, baselines and targets have been since changed and the changes are reflected here for reporting for PIR 2019. |
| **The progress of the objective can be described as:** | | **On track** | | | | |
| **Outcome 1**  **Major cities implemented and adopted integrated low carbon urban development plans and/or programmes.** | | | | | | |
| **Description of Indicator** | **Baseline Level** | **Midterm target level** | **End of project target level** | **Level at 30 June 2018** | **Cumulative progress since project start** |
| Status of national low-carbon planning and institutional framework | No Framework | *(not set or not applicable)* | Framework developed and adopted | 2    Putrajaya and Iskandar Malaysia have gazetted their low carbon development plans. Putrajaya has incorporated the low carbon agenda in their local plan (Rancangan Struktur Putrajaya 2025). The low carbon development plan is supported by the Putrajaya Green City 2025 (PGC 2025) blueprint.    GTALCC has supported Putrajaya in terms of providing technical advisory on the building sector which is the biggest source of greenhouse gas emissions in Putrajaya.    Iskandar Malaysia together with 4 local authorities which are Majlis Bandaraya Johor Bahru (MBJB), Majlis Bandaraya Iskandar Puteri (MBIP), Majlis Perbandaran Pasir Gudang (MPPG) and Majlis Perbandaran Kulai (MpKU) have incorporated the low carbon agenda in the revision of the local plan which is the Rancangan Tempatan Daerah Johor Bahru dan Kulai.    GTALCC supported Iskandar Malaysia through policy workshops and technical workshops on low carbon buildings.    GTALCC participated and provided feedback during the preparation of Cyberjaya & Low Carbon City 2025 blueprint. Majlis Perbandaran Sepang held stakeholder workshops on 3rd August 2018 & 28th November 2017.    GTALCC participated and provided feedback during the preparation of “Pelan Induk Bandar Hijau Hang Tuah Jaya, a low carbon city action plan by Majlis Perbandaran Hang Tuah Jaya. Stakeholder workshops were held on 9th October 2017 and 12th December 2017.    The incorporation of the low carbon blueprints in the local development plans is still ongoing for both Cyberjaya and Hang Tuah Jaya. | Draft framework prepared    Draft Final Master Plan prepared and ready for finalization and adoption process. |
| GHG Online Portal established and used by cities | 0 | *(not set or not applicable)* | 5 | 3    Putrajaya, Iskandar Malaysia and Petaling Jaya have developed their GHG inventories.    Putrajaya has produced GHG inventories up to 2014 and is currently finalizing the GHG inventory for 2015. The GHG inventories are available on their website.    Link for 2013 inventory:  https://goo.gl/9XcFub    Link for 2014 inventory: https://goo.gl/5yajTn    Iskandar Malaysia developed their first GHG inventory based on the GHG Protocol standard for cities known as Global Protocol for Community-Scale Greenhouse Gas Emission Inventories (GPC) for the year 2015 and 2016.    Link for 2015 inventory:  https://goo.gl/TbtMqr    Link for 2016 inventory:  https://goo.gl/b23i36    GTALCC has participated in the development of the 2016 Iskandar Malaysia GHG inventory by contributing in the review workshop of the 2016 GHG inventory.    Petaling Jaya developed their first GHG inventory based on the GPC standard for the year 2014 with the assistance of Carbon Trust. The GHG inventory is part of the MBPJ Low Carbon City Action Plan 2015 – 2030    Link: https://goo.gl/1UVLxf    The development of GHG inventory for Hang Tuah Jaya and Cyberjaya is still ongoing. GTALCC has contributed towards efforts to develop the inventory by organizing a training workshop on the GPC standard for Hang Tuah Jaya. | In progress.    Structure for data acquisition prepared and data collection and sharing in progress.    ToR for web developer prepared and pending procurement. |
| Number of cities with adopted GHG reduction targets | 0 | *(not set or not applicable)* | 3 | 1    Putrajaya has adopted a GHG reduction target of 60% reduction in GHG emissions intensity by 2025, based on their action plan. GTALCC is currently assisting Perbadanan Putrajaya through several programmes to reduce carbon emissions in the building and transportation sector.    Other cities are still working on the adoption of GHG reduction targets. | 5    Cities with targets:  -Iskandar Malaysia  -Hang Tuah Jaya  -Putrajaya  -Petaling Jaya  -Cyberjaya |
| **The progress of the objective can be described as:** | | **On track** | | | | |
| **Outcome 2**  **Expedient appraisal, approval and implementation of strategic urban development plans/program and projects.** | | | | | | |
| **Description of Indicator** | **Baseline Level** | **Midterm target level** | **End of project target level** | **Level at 30 June 2018** | **Cumulative progress since project start** |
| Status of institutional framework for low carbon city urban development | No Framework | *(not set or not applicable)* | Framework developed and adopted | 0    The current system at national level to assess the appraisal of planning and approval of development does not incorporate low carbon aspects. The project is working towards integrating elements for low carbon aspects into the appraisal and approval process.    There are currently are a few local authorities in Malaysia (Shah Alam City Council and Subang Jaya City Council) which have developed a specific checklist for planning approval based on the Low Carbon Cities Framework (LCCF) checklist.    GTALCC is currently developing an Institutional Framework for Low Carbon Cities, a comprehensive study on institutional framework with specific mechanisms to facilitate the successful implementation and adoption of low carbon development into a normal urban planning system in Malaysia. The mechanism will:  1) Streamline local planning control process for development for low carbon cities.  2) Provide a clear guideline and comprehensive system and tool in appraisal and approval for both local authorities, developer and others.    The framework will spell out:  1) A platform to disembark overall directions and key policy decisions concerning the low carbon development;  2) providing support and tools for effective planning control mechanism including appraisal and approval for planning permission process for low carbon development projects and;  3) looking at the possibilities of current One-Stop-Centre (OSC) at Local Authorities to be strengthen as a centre for Low Carbon Advisory which will provide advice and relevant services towards implementing low carbon projects within cities boundary.    Continuous discussions have been carried out with Local Government Department, Ministry of Housing and Local Government Malaysia, Department in Town and Regional Planning, Peninsular Malaysia (PLANMalaysia), Malaysian Institute of Planners (MIP) and few local authorities including participating cities of GTALCC to be materialized. This framework is expected to be completed by end of Q2, 2019 and a series of trainings and seminars are planned to be carried out as capacity development for relevant stakeholders once completed. | Draft framework prepared.    Draft Final Master Plan prepared and ready for finalization and adoption process. |
| *(not set or not applicable)* | *(not set or not applicable)* | *(not set or not applicable)* | *(not set or not applicable)* | 0    Local plans are normally reviewed every 10 to 15 years of the document cycle, but certain cities require amendment before the period subject to the development growth of the cities.  Specific projects on low carbon cities have not been identified in local plans. However, GTALCC is working together with the relevant local authorities to identify projects in the District Local Planning Plan or Special Area Development Plan that could be developed in a low-carbon manner.    1. Iskandar Malaysia (IM) through Iskandar Regional Development Authority (IRDA) has developed the Comprehensive Development Plan II 2014-2035, a business strategic document of IM. The document was developed in-line with planning document available including Johor Structure Plan and District Local Plan of 5 local authorities within Iskandar Malaysia. GTALCC is proactively communicating with IRDA in identifying relevant projects to be low-carbon projects based on the prepared CDPii 2014-2035 document.    2. Kulai Municipal Council which is one of the local authorities within Iskandar Malaysia boundary intends to transform Sedenak area in Kulai into a Technology Hub. The municipal council together with IRDA has successfully developed the Rancangan Kawasan Khas Kulai-Sedenak 2025 (Special Area Plan Kulai–Sedenak 2025) which is currently open for public viewing and participation. The document also puts an emphasis on the low carbon development agenda.    3. Sepang Municipal Council has developed the Cyberjaya Smart and Low Carbon Cities Action Plan 2025. Continuous discussions are being carried out with the municipal council to identify how the project can support the low carbon city projects in Cyberjaya. | *(not set or not applicable)* |
| **The progress of the objective can be described as:** | | **On track** | | | | |
| **Outcome 3**  **Major cities are aware of, and are planning and implementing low carbon technology applications for integrated urban development.** | | | | | | |
| **Description of Indicator** | **Baseline Level** | **Midterm target level** | **End of project target level** | **Level at 30 June 2018** | **Cumulative progress since project start** |
| Number of cities with clear organisational setup for low carbon planning | 0 | *(not set or not applicable)* | 5 | 0    This is closely linked to the indicator on “Number of cities exceeding national benchmarks for appraisal and approval processes for local low carbon development projects” under Outcome 2, and will be achieved by Year 4 once the specific mechanism on appraisal and approval for development permissions is developed. Besides that, the completed establishment of GHG accounting framework and decision-making tools for national and sub-national levels under Component 1 may contribute towards encouraging cities to embed low carbon city planning and development into normal planning processes.  Note – The Selangor State Government has adopted the LCCF for all 12 Local Authorities under its jurisdiction. Shah Alam City Council and Subang Jaya Municipal Council have included LCCF into its current Development Order process. | Target for 5 cities is In progress under Institutional Framework for Low Carbon Cities. The cities are:    -Iskandar Malaysia  -Hang Tuah Jaya  -Putrajaya  -Petaling Jaya  -Cyberjaya |
| Number of cities with low carbon urban development plans | 0 | *(not set or not applicable)* | 5 | 0    1) GTALCC project is currently working through a partnership with the Malaysian Green Technology Corporation (MGTC), the hosts of the Low Carbon City Framework (LCCF) to develop a comprehensive curriculum for a “training of trainer” course on integrated urban planning for low carbon development, which will lead to more trained trainers, accreditors, facilitators and assessors    The curriculum is intended to build national capacity with regards to low carbon cities planning and development in Malaysia. The participants of this train the trainer course will be equipped with comprehensive methods, tools, approaches and other relevant training. The training curriculum is based off of the Low Carbon City Framework training module, owned by Ministry of Energy, Green Technology and Water, and developed by MGTC and Malaysian Institute of Planners.    In order to develop the training curriculum, continuous discussions have been carried out with Malaysian Institute of Planner, MGTC, Local Government Training Institute (LGTI) under the purview of Ministry of Housing and Local Government of Malaysia and participating cities.    The project has started the process to recruit experts to develop the training curriculum will be developed. The module will be developed before the end of quarter two (2), 2019 and the training will be executed by MGTC starting Quarter three (3) next year. However, there are two (2) mock trainings which will be conducted during the process of developing the curriculum.    2) GTALCC is also supporting demand-driven training and awareness for local authority in order to equip them with relevant knowledge based on their own initiatives in implementing low carbon cities within the cities boundary. | 5    Cities with plans:  -Iskandar Malaysia  -Hang Tuah Jaya  -Putrajaya  -Petaling Jaya  -Cyberjaya |
| Number of trainees trained in integrated low carbon planning (% of women) | 0 (0%) | *(not set or not applicable)* | 200 (40% women) | *(not set or not applicable)* | In progress.    Draft training curriculum for train the trainers and mock test conducted. |
| Status of Low Carbon Cities Network | None | *(not set or not applicable)* | Established and operational | *(not set or not applicable)* | In progress.    Networking between cities takes place through workshops and focus group discussions in the project. Yet to formally structure the Low Carbon Cities Network, which design is related to the low carbon planning and institutional framework development. |
| **The progress of the objective can be described as:** | | **On track** | | | | |
| **Outcome 4**  **Increased investment in low carbon technology applications in cities** | | | | | | |
| **Description of Indicator** | **Baseline Level** | **Midterm target level** | **End of project target level** | **Level at 30 June 2018** | **Cumulative progress since project start** |
| Total amount of investments leveraged funding for low carbon projects | 0 | *(not set or not applicable)* | $185 million | $22 million    A total of RM22.0 million investment was facilitated by GTALCC project through Phase 1 and 2 of Putrajaya’s cycle-way. The cycle-way set up by Putrajaya Corporation was initially identified to be carried out under the GTALCC project document. In addition, GTALCC project also facilitated a public-private partnership for the cycle-way with the introduction of bike-sharing service provider O-Bike Malaysia. | $380 Million    Total RM 1,560 Million  Putrajaya, RM 6.46 Million  Cyberjaya, RM 72,000  PJ, RM 9.02 Million  IRDA: RM 1 Billion |
| *(not set or not applicable)* | *(not set or not applicable)* | *(not set or not applicable)* | *(not set or not applicable)* | $46000    Majlis Bandaraya Petaling Jaya (MBPJ) have started the tax rebate scheme for household and building owners since 2011 where households and building owners receive tax rebate if their property brings environmental benefits from energy, water, waste, transportation and biodiversity aspects. As of 2016, the total number of applications for the household tax rebate scheme is 560 applicants and 89 applicants from building owners. The total of 599 qualified applications amounts to USD46 thousand of tax rebate being given. In 2013, Majlis Perbandaran Sepang (MPSepang) has introduced a tax rebate scheme in Cyberjaya for green buildings, offering a 5% assessment tax rebate for buildings with green certification, like LEED (Leadership in Energy & Environmental Design) and GBI (Green Building Index) certification.    GTALCC is conducting a study on the business plan for green technology incentive schemes for households and SMEs by local authorities.The output of the study is to validate and scale-up the existing green technology incentive schemes in Petaling Jaya (for households and SMEs) and Cyberjaya (for green buildings), which will lead to more new investments by participants of the council green incentive schemes. | *(not set or not applicable)* |
| *(not set or not applicable)* | *(not set or not applicable)* | *(not set or not applicable)* | *(not set or not applicable)* | $3 million    In 2017, Perbandaran Putrajaya (PPj) has eight (8) EV buses  through G2G agreement between Malaysia and Japan which aims to demonstrate the benefits of EV buses and the accompanying with super rapid charging system. The EV buses are currently servicing routes in Putrajaya and Cyberjaya. Each electric bus costs amount is USD375 thousand.  GTALCC is developing a study on scaling-up financing and viable business cases for low carbon public transport focusing on busess.The study will leverage investments to support the scaling up of low carbon public transport systems. | *(not set or not applicable)* |
| *(not set or not applicable)* | *(not set or not applicable)* | *(not set or not applicable)* | *(not set or not applicable)* | $0    The project is exploring to assist in the development of concepts for urban projects to minimize GHG emissions for application for international funding (Global Environment Facility, Green Climate Fund) | *(not set or not applicable)* |
| **The progress of the objective can be described as:** | | **On track** | | | | |
| **Outcome 5**  **More low carbon projects implemented in Malaysian cities** | | | | | | |
| **Description of Indicator** | **Baseline Level** | **Midterm target level** | **End of project target level** | **Level at 30 June 2018** | **Cumulative progress since project start** |
| Investment projects in low carbon transportation | 0 | *(not set or not applicable)* | 2 | 5      1. Cyberjaya: GTALCC facilitated a study for on-site waste processing detailed site suitability study and business model for Cyberjaya under Sepang Municipal Council. This activity will support Cyberjaya’s plan to develop on-site waste processing treatment plants in line with Cyberjaya Smart City and Low Carbon Action Plan 2025.  2. Putrajaya: GTALCC is facilitating a Community Composting project by Putrajaya Corporation involving procurement of a composting machine.  3. Petaling Jaya: GTALCC is facilitating the development of a GHG monitoring system and mobile application users of the Green Rebate Scheme by Petaling Jaya City Council  4. Hang Tuah Jaya (Melaka): GTALCC is facilitating a Community Composting project by Hang Tuah Jaya Municipal Council involving the procurement of a composting machine.  5. Iskandar Malaysia: GTALCC is facilitating a school based program run by Iskandar Regional Development Authority in Johor. The Iskandar Malaysia Eco-Life Challenge 2018 (IMELC) is expected to involve 403 schools. Last year’s IMELC resulted in a total carbon reduction of 510,126.29kgCO² by the participating schools. | 6 In progress:    1. BRT for Iskandar Malaysia in tendering phase for lead consultant and GTALCC has prepared ToR for international peer reviewer for BRT sustainability assessment and advisory services  2. Discussions on low carbon buses for IMBRT using bio-CNG as a fuel. Planned to be proposed to IRDA board in August 2019  3. Low carbon buses for Kuala Lumpur. Collaboration with Prasarana on demo project for 10 B100 buses.  4. Collaboration with Putrajaya Corporation on developing a super cycle way between Putrajaya Sentral and main business district  5. Collaboration with MGTC on EV chargers for strata title premises.  6. Electric bicycle sharing for organizations. Bicycles procured and pending launch of concept. |
| Investment projects in low carbon energy | 0 | *(not set or not applicable)* | 2 | 348\*    GTALCC is facilitating collaboration and engagement with key stakeholders on low carbon mobility. The project has had discussions with KeTTHA as the lead ministry and has been exploring collaboration with Malaysia Green Technology Corporation on their existing initiatives relating to electric cars and other EVs.    \*Source: KeTTHA, No. of RegisteredEV Car for 2017 in Low Carbon Mobility Blueprint and Action Plan Workshop. | 3 in progress:    1. Collaboration with Putrajaya Corporation on PV for public car parks and urban spaces, supplying power to neighboring buildings with third party finance concepts and business model.  2. Collaboration with Petaling Jaya on roof-top PV for residential premises by developing package deals to lower costs for users and increase uptake in the city.  3. Collaboration with SW Corp on biogas power generation from food waste in Melaka |
| Investment projects in low carbon waste management | 0 | *(not set or not applicable)* | 2 | *(not set or not applicable)* | 3 in progress:    1. Waste management study for Sepang finalised  2. Waste management study for Putrajaya, pending award.  3. Collaboration with SW Corp on biogas from food waste in Melaka  4. On-site waste management with anaerobic digesters and biogas capture in Petaling Jaya |
| *(not set or not applicable)* | *(not set or not applicable)* | *(not set or not applicable)* | *(not set or not applicable)* | 234\*    GTALCC is facilitating collaboration and engagement with key stakeholders on low carbon mobility. The project has had discussions with KeTTHA as the lead ministry and has been exploring collaboration with Malaysia Green Technology Corporation on their existing initiatives relating to electric cars and other EVs    \*Source from an electric mobility initiative by Greentech Malaysia website www.chargev.my as of December 2017. | *(not set or not applicable)* |
| *(not set or not applicable)* | *(not set or not applicable)* | *(not set or not applicable)* | *(not set or not applicable)* | 5%    The BRT project in Iskandar Malaysia is scheduled for completion by mid-2021. In 2018, Iskandar Regional Development Authority (IRDA) is focusing on development planning, land acquisitions, designs of the stations and series of public engagements. Collaboration and engagement between GTALCC and IRDA is in-progress. GTALCC is assisting IRDA in undertaking the BRT design review and implementation of GHG monitoring. The objective of GHG monitoring is for land transportation reporting, which will assist IRDA in a robust bottom up quantification of GHG emission inventory and the results will provide feedback for the Transport Master Plan and Low Carbon Plan for Iskandar Malaysia. | *(not set or not applicable)* |
| *(not set or not applicable)* | *(not set or not applicable)* | *(not set or not applicable)* | *(not set or not applicable)* | 2    GTALCC is facilitating engagements with stakeholders involving cities and industry players. The ongoing on-site waste processing site suitability and business model study in Cyberjaya will provide key inputs in terms of replicability and scalability of commercial onsite waste processing. Targets for this indicator is based on operating on-site waste processing plants in Petaling Jaya and Putrajaya. | *(not set or not applicable)* |
| **The progress of the objective can be described as:** | | **On track** | | | | |

# Implementation Progress



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| Cumulative GL delivery against total approved amount (in prodoc): | 27.9% |
| Cumulative GL delivery against expected delivery as of this year: | 27.9% |
| Cumulative disbursement as of 30 June (note: amount to be updated in late August): | 1,215,143 |

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| **Key Financing Amounts** | |
| PPG Amount | 100,000 |
| GEF Grant Amount | 4,354,794 |
| Co-financing | 55,612,266 |

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| **Key Project Dates** | |
| PIF Approval Date | Jun 20, 2013 |
| CEO Endorsement Date | Apr 14, 2015 |
| Project Document Signature Date (project start date): | Jun 1, 2016 |
| Date of Inception Workshop | Nov 8, 2016 |
| Expected Date of Mid-term Review | Mar 31, 2019 |
| Actual Date of Mid-term Review | Apr 8, 2019 |
| Expected Date of Terminal Evaluation | Mar 1, 2021 |
| Original Planned Closing Date | Jun 1, 2021 |
| Revised Planned Closing Date | *(not set or not applicable)* |

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| **Dates of Project Steering Committee/Board Meetings during reporting period (30 June 2018 to 1 July 2019)** |
| 2018-12-10 |
| 2019-06-25 |

# Critical Risk Management

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| Current Types of Critical Risks | Critical risk management measures undertaken this reporting period |
| Strategic | The critical risk identified during this reporting period was that the project's results framework was seen as being no longer relevant with the current activities due to circumstances beyond the project’s control, as also highlighted in the project's mid term review. This required a revision to Original ProDoc Outputs and Activities.    Several adaptive management measures were carried out:    1. The accelerated mode and implementation strategy with key focus for each delivery year (see diagram in the attached word version of the PIR, available as an attachment under the Gender section of the online PIR) introduced by the National Project Manager was approved by the Project Technical Committee and National Steering Committee and adopted for the overall project planning and implementation was based on the adaptive management in response to the dynamic project environment such as the delayed start, and project team set-up and change of government post 14th General Election in Malaysia.    2. The project team is in active engagement with participating cities and companies for new initiatives which is aligned with the project objectives and Project Results Framework.    Observation by MTR 2019:  1. The MTR Team recognized the accelerated mode and implementation strategy by the project team and fully endorsed the creative way forward for the project in line with the project's overall goals. .  2. Revision of the PRF to reflect the on-going project implementation especially under Component 3’s low carbon initiatives involving various stakeholders such as local authorities, companies, agencies and ministries. |

# 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.** |
| Based on the ProDoc, the MTR was originally scheduled for July 2017. However due to the delay in signing the ProDoc by project partners (signed in Jun 2016 vis-à-vis GEF endorsement date Apr 2015) and recruitment of the project team, the MTR was conducted in Apr 2019. |

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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.** |
| The MTR was originally scheduled to be conducted in July 2017 as per the signed project document, but was conducted in April 2019 due to delays in the signing of the Prodoc. |

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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.** |
| Delay noted due to project signing as above. |

# Ratings and Overall Assessments

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| **Role** | **2019 Development Objective Progress Rating** | **2019 Implementation Progress Rating** |
| **Project Manager/Coordinator** | Satisfactory | *- IP Rating provided by UNDP-GEF Technical Adviser and UNDP Country Office only -* |
| Overall Assessment | The project moves forward as per the AWP 2018 & 2019 planned activities despite the dynamic situation surrounding the nation’s change of government in 2018. As part of the adaptive management process, a strategic planning workshop was held on 25th & 26th October 2018 with the purpose of reviewing the progress and aligning the activities in order to keep the progress on track.    The project went through its mandatory week long Mid-Term Review from 8th to 16th April 2019. The overall main ratings for the MTR are summarised below, and a summary of the MTR assessment can be found in the word document version of the PIR 2019, attached as an attachment under the Gender section of the PIR. The MTR suggested a revision of the project logframe, and the project has concluded this revision of project framework with steering committee approval on 25th June 2019. For the basis of continuity and transition, development progress reporting against the original PRF has also been carried out on top of the reporting against the revised PRF under this year's PIR exercise, and can be found in the word document version of the PIR attached as attachment under the Gender section of the PIR.    The summary of ratings under the MTR are as below:  Progress towards results- S  Component 1- HS  Component 2- S  Component 3- MS  Relevance- R  Design-S  Implementation and adaptive management- S  Sustainability- ML    The status of key outputs for 2018 & 2019 involving the following list of activities is on track:    Component 1:  - National Low Carbon Cities Masterplan and Policy Roadmap (end date- Sep 2019)  - Development of Online Portal for GHG reporting (end date- Dec 2019)    Component 2:  -Study on Institutional Framework for Low Carbon Cities (end date 28/6, extended)  -Development of Low Carbon Cities Assessment and Accreditation Panel, Facilitator and Accessor/ Verifier Training Curriculum under "Train the Trainer" Activity- (end date 17/6, extended)  - International Review for Low Carbon Cities Framework and LCCF Track (end date 31/3, completed)  -Establishment of National Low Carbon cities Network (end date 30/7)    Component 3:  -Study on Low Carbon Public Transport (Bus): Scaling-up Financing and Viable Business Cases for Cities (end date 30/4, completed)  -Study on Business Plan on Green Technology Incentive Scheme for Households and Small Medium Enterprises by Local Authorities (end date 30/4, completed)  -Putrajaya Waste Minimisation & Management (end date Nov 2019)  -Green House Gas (GHG) Remote Monitoring of Road Transport Along the Bus Rapid Transit (BRT) Corridor in Iskandar Malaysia (Study to be covered under IMBRT design consultancy)  -BRT Peer Review (end date Jan 2020)    The development of the National Low Carbon Cities Masterplan under Component 1 was completed with the submission of the final draft document at the end of June 2019.The final draft is currently being reviewed by the project team, consultant and the key stakeholders and is expected to be finalized in July 2019.    Under Component 2, the International Review of the LCCF was completed in Mar 2019. The recommendations by the international reviewer are being adopted by the custodian agency Malaysia Green Technology Corporation.    Component 3 shall embark on the revised activities as recommended by the MTR and CTA, and as approved by NSC # 1/2019 on 25th June 2019. The details of the activities are as per C1 table mentioned earlier in this report.    A total of eighteen (18) projects collaboration with allocation of RM582,000.00 is plan for 2019 with the Participating Cities as below:    1. Capacity building for Building Energy Monitoring And Reporting System (BEMRS) For Iskandar Malaysia (Iskandar Regional Development Authority (IRDA))  2. Workshop for Industry Players under Pasir Gudang Transformation Programme (IRDA & Pasir Gudang Municipal Council)  3. Workshop on UBBL (38A) with all the related government officer (IRDA & Johor State Government & Local Governments)  4. Capacity Training for Comprehensive Assessment System for Built Environment Efficiency (CASBEE) Iskandar (IRDA)  5. Iskandar Malaysia Eco Life Challenge (IMELC) 2019 (IRDA & Johor State Education Department)  6. Program Kawan Iskandar Malaysia (KIM) (IRDA)  7. Seminar Iskandar Puteri Towards Low Carbon Society 2019 (SIPLCS2019) (IRDA)  8. Green Technology for Low Carbon Education at Schools in MBIP (IRDA & Iskandar Puteri  City Council)  9. Sustainable Food Waste Composting at Pilot Regeneration Project at Flat Taman Jaya, Johor Bahru (MBIP) (IRDA & Iskandar Puteri City Council)  10. Putrajaya Waste Minimisation & Management Action Plan (Putrajaya Corporation)  11.Development of MPHTJ GHG Inventory & Climate Action Plan (Hang Tuah Jaya  Municipal Council, Malacca)  12. Eco Schools Workshop/ Summit and Composting Activities in Schools in Support of MPHTJ Low Carbon Eco Schools Carbon Inventory (MPHTJ)  13. Installation of Compost Machines in Medan Selera Ayer Keroh (MPHTJ)  14. Energy Online Monitoring System for 14 buildings under LCCF programme (MPHTJ)  15. Development of GHG Monitoring System and App for Green Rebate Scheme (MBPJ)  16. Selangor Intelligent Transport System Training (MPS)  17. Urban Farming and Community Garden Event (MPS)  18. Smart Waste Management Collaboration with Cyberview (MPS)    In terms of progress, the project is on track towards implementation of planned activities under the three components. The recent MTR ratings and achievements are on the positive side with the overall SATISFACTORY rating given by the international and local reviewer.    The project has established its presence on the ground among the stakeholders. The project team plays an active role and contributes at various levels of implementation through invitations from federal agencies and local governments as member of committee and key stakeholders in low carbon cities related matters. The National Project Manager is a member of the nation’s 12th Malaysia Plan (RMK-12) Technical Working Groups. The RMK-12 is a five year development plan for the nation for the period of 2021 – 2015.    During this reporting period, the project’s visibility was further enhanced through participation at the World Energy Cities Partnership 2018 hosted by the city of Kuala Lumpur and the International Green-Tech & Eco-Products Exhibition & Conference Malaysia 2018 (IGEM) held at Kuala Lumpur Convention Centre in October 2018. | |
| **Role** | **2019 Development Objective Progress Rating** | **2019 Implementation Progress Rating** |
| **UNDP Country Office Programme Officer** | Satisfactory | Moderately Satisfactory |
| Overall Assessment | The project has made a number of positive gains in this reporting period, hence development objective progress is rated as Satisfactory (S), which corresponds to the rating given during the project’s Mid-Term Review.    Under Component 1, the project is finalizing the National Low Carbon Cities Masterplan through a consultative process with local authorities and relevant ministries & agencies. When adopted, the Masterplan will provide the guiding framework to mainstream low carbon cities at the federal, state and local authority level. As per the recently concluded mid-term review for the project, the project has managed not only to engage the original 5 participating cities but has reached out to more supporting cities to support in the formulation of low carbon blueprints or action plans. The development of an online portal to house GHG inventories of cities with disaggregated data from major utilities and service providers (energy, water, waste, sewerage etc) has started with the drafting of the TOR. The online GHG inventory portal is an attempt to comprehensively house GHG inventories at the local level and simplify the reporting process for local authorities who might not necessarily have the expertise or resources to prepare detailed GHG inventories.    Under Component 2, the project is finalizing the institutional framework for low carbon cities, which proposes recommendations on strengthening the institutional framework for low carbon cities and streamlining and incorporation of low carbon city aspects into the planning and development processes at the local authority level. A review of the Low Carbon City Framework (LCCF) has been carried, which provide strong recommendations for further improvement of the LCCF.    Component 3, which carries the bulk of the budget for the project, is progressing well. This component was affected by the delay in the initiation of the Iskandar Malaysia Bus Rapid Transit in 2018, however support to the BRT is back on track with the hiring of a peer reviewer to review the design of the BRT based on the internally-accepted Bus Rapid Transit Standard. A number of consultancies have been ongoing to fill in gaps in knowledge and direction for topics such as financing low carbon public transport, scaling-up the business plan for green technology incentive schemes, and the development of a waste minimization and management action plan for Putrajaya. There are several demonstration projects which have been planned for implementation starting in 2019, which are: (i) the installation of electric vehicle charging stations for residential buildings, to demonstrate a model for the installation of EV charging stations in condominiums, (ii) the demonstration of the concept of PV in urban spaces such as walkways and car parks, where the cost of covering open parking spaces with PV could be recovered by the sale of electricity to the grid, and (iii) the installation of bicycle infrastructure and dedicated bicycle lanes to bridge the last-mile gap between the Putrajaya Central Station and the city center for people taking public transport to/from Putrajaya.18 projects jointly conducted with participating cities are at various stages of implementation. These projects include capacity building and awareness programmes, and studies on the topics of building energy management/ energy efficiency, low carbon city planning, waste, GHG inventories and green technology.    The project has so far been able to effectively engage with all levels of government from the implementation of projects at the local authority level, to the engagement with state governments in consultations, and the support to policy at the federal level. With regards to policy level interventions, the project has also had inroads into the development of the 12th Malaysia Plan process, with representation in the Technical Working Group on climate change and contributions to the UN Strategy Paper on Green Growth which will be submitted to the Ministry of Economic Affairs for consideration. Recommendations on low carbon cities have been specifically highlighted within the UN strategy paper.    Over the next few months remaining in 2019, it will be important to finalize all demonstration projects through continuous engagement and dialogue with partners, and this will also require high-level support from MESTECC to get buy-in from partners.    Implementation progress is rated as Moderately Satisfactory (MS). Progress on financial delivery is is still slow, though is expected to significantly increase by Q4 following the completion of consultancy activities and the completion of procurement for demonstration projects. The project logical framework has been revised following Mid-Term Review recommendations and project meetings to better suit the current context. This revised logical framework will hopefully provide the necessary means to ensure sufficient progress of the project towards delivery its final goals and objectives. | |
| **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 | Moderately Satisfactory |
| Overall Assessment | The DO "Satisfactory" and IP - "Moderately satisfactory" ratings for this reporting period are justified below:    This project's overall goal is to facilitate the implementation of low carbon initiatives in Malaysian cities and showcase a clear and integrated approach to low carbon development with five interlinked components implemented in at least five cities (Putrajaya, Cyberjaya, Iskandar Malaysia, Petaling Jaya and Hang Tuah Jaya). The project has considered adaptive measures towards achieving the lagging GHG reduction targets and has reached 17,967 tCO2 eq against the EOP target of 312,641 tCO2eq. It is noted that the tendering of lead consultant for BRT for Iskandar Malaysia is not yet completed and its delays will impact the achievement of the EoP targets. However, the project is on track to achieve all its targets and hence, Satisfactory DO rating given is acceptable and in line with the MTR ratings. Further, the recommended changes in the Logframe/Project Results Framework (PRF) has been approved by the National Steering Committee.    The project has made significant progress in line with its AWPs for the reporting period. The project held discussions with stakeholders on various low carbon initiatives such as bio- CNG bus, super cycle, EV charger infrastructure , electric bicycle sharing. The progress based on the revised PRF and changes are briefly explained below:    Outcome 1: Indicators 1.1 and Indicator 1.2 have been slightly modified as per the MTR recommendations to fit the present scenario of the development of the Master Plan for National Low Carbon Cities, thus focusing on the Status of national low-carbon planning and institutional framework and establishment of GHG Online Portal for the cities.  Under this component, Draft Final Master Plan for National Low Carbon Cities has been prepared and will be adopted after finalisation. The structure for data acquisition for the online portal GHG inventories of cities has been prepared and data collection/ sharing is under progress. However, the procurement of the Web Developer is still pending. The 5 cities of Iskandar Malaysia, Hang Tuah Jaya, Putrajaya, Petaling Jaya and Cyberjaya have adopted GHG reduction targets in their low carbon action plan. This outcome is on track.    Outcome 2: There are several modifications in this Outcome to bring more clarity to project indicators. The outcome 2 and 3 ( as per the as per the Original Prodoc PRF) have been integrated in the revised PRF. There are changes in the in Indicator 2.1, which now focuses on the status of institutional framework for LCCUD. The previous Outcome 3 (as per the Original Prodoc PRF) is now Outcome 2.2 focusing on the awareness, planning and implementation of low carbon technology for integrated urban development in major cities and the indicators 2.2 to 2.5 has also been modified as well. Most noteworthy is that the Indicator 2.4 focusing on the number of trainees trained in integrated low carbon planning (% of women) will now report on the women trained under the project thus giving emphasis on the gender perspective which was missing earlier. Under this component, the project is finalizing the institutional framework for low carbon cities, which proposes recommendations on strengthening the institutional framework for low carbon cities and streamlining and incorporation of low carbon city aspects into the planning and development processes at the local authority level. A review of the Low Carbon City Framework (LCCF) has been carried, which provide strong recommendations for further improvement of the LCCF. This outcome is on track.    Outcome 3: this outcome has also been revised. Outcome 3.1 and 3.2 as per the revised PRF is the outcome 4 and 5 respectively as per the original Prodoc. This outcome focuses on increasing investments for low carbon technologies in Malaysian cities. A number of initiatives have been undertaken for this component targeting low carbon technologies in transport, energy and waste in Malaysian cities. Other than the BRT for Iskandar Malaysia, which is in tendering phase for consultancy assignments, the project is also collaborating with Prasarana on demo project for 10 B100 for low carbon buses in Kuala Lumpur , Putrajaya Corporation on developing a super cycle way, EV charging infrastructure and electric bicycle sharing for organizations. Bicycles procured and pending launch of concept. On low carbon energy solutions, the project is working various business models to introduce solar PV for public car parks and urban spaces, roof-top PV for residential premises and power generation from food waste. The project has also worked on waste management studies with the study being finalished for Sepang but still awaiting award for Putrajaya.    It is acknowledged that the revised PRF is in line with the needed adaptive management approaches to reflect the externalities and consolidates the outcomes and indicators in line with the overall project goals. The project team has been diligent to recognize these issues early on and has been proactively collaborating with both public and private sector stakeholders. The overall project progress is on track to achieve the revised EOP targets. Considering the low financial delivery of 23.93%, the implementation progress is rated as “Moderately Satisfactory (MS). This rating matches with that of the CO rating. | |

# 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.** |
| [GEF-PIR-PIMS4283-GEFID5329 Final.docx](https://undpgefpims.org/attachments/4283/213212/1729328/1744463/GEF-PIR-PIMS4283-GEFID5329%20Final.docx) |

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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: Yes |
| 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.** |
| None |

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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.** |
| At the time of conceptualisation, the project was not designed to target women and men specifically. However, the project recognises that women and men are important stakeholders in low carbon city development. Therefore, the project plans to look into a gendered approached for planning of project activities.    The project is strengthening its gender strategy and has identified two strategies to be implemented. Planning is on the way to collect a wider range of gender disaggregated data to be used for future analysis and planning for the advancement of gender equality and women empowerment. The project has also conceptualized a workshop on gender and climate change to strengthen the agenda of women participating as implementers and beneficiaries of climate change projects. |

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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.** |
| Project interventions are taking into account the roles of women and men through a consultative process, to ensure that the interventions are designed for the benefit of both women and men.    MTR Findings / Observation on Gender:  Gender aspects are not clearly identified in the Project Document, probably because gender mainstreaming did not figure that prominently in the UNDP ProDoc and GEF CEO ER templates at that time. In some initiatives being undertaken by the project (e.g. workshop participation), there is an explicit target of at least 40% or more female participation. However, the evaluation found little gender-relevant reporting, maybe also because the log-frame’s progress indicators were not defined in a gender-sensitive way. |

# 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.** |
| *(not set or not applicable)* |

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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.** |
| No |

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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.** |
| *(not set or not applicable)* |

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| **SESP:** [PIMS 4283 MAL GTALCC SESP 110215.docx](https://undpgefpims.org/attachments/4283/213212/1655505/1655786/PIMS%204283%20MAL%20GTALCC%20SESP%20110215.docx)  **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 project team believes that in order to bring about changes, people’s mindset and perception needs to be aligned accordingly. In this context, the focus is also given to the younger generations.    Hence, the GTALCC project continues to collaborate with Iskandar Regional Development Authority (IRDA) to support the Iskandar Malaysia Eco-Life Challenge 2018 (IMELC). The IMELC is a programme specially designed for primary students, teachers and families within Iskandar Malaysia to raise awareness about greenhouse gas emissions, carbon reduction and Low Carbon Society (LCS) approaches through awareness and education, for the larger goal of creating a Low Carbon Society for Iskandar Malaysia by the year 2025.    IMELC is a student learning activity focused on Low Carbon Society, conducted as formal or informal education in and around schools. In 2013, IMELC started by engaging 23 primary schools, and in 2018 the programme is expanding to all schools within Iskandar Malaysia with some additional 21st Century Education schools in Johor, a total of 403 schools or approximately 40,000 students in total.    The project supported IMELC 2019 activities such as training of school teachers on LCS, helping raise awareness of school children through education and the completion of a workbook, and campaigns for schools to recycle and reduce the use of electricity and water. Each school submits their utility bills before and after IMELC participation to measure the success of the programme. The workbook for students includes information on climate change and LCS, self-check survey on LCS practices, a series of eco-household accounting activities and learning activities that are related to LCS. The collaboration with IRDA on this programme is intended to promote carbon reduction at the grassroots community level, empowering school children and their families to play their part towards a low carbon society, and to make schools in the Iskandar Region cleaner and less resource intensive. |

**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.** |
| The project will establish a web based National Low Carbon Cities Network. The network shall serve as a knowledge portal, sharing of expertise, experiences and other relevant matters for the stakeholders i.e. cities.  1. The project’s website: https://www.gtalcc.gov.my  2. Article about GTALCC project in Sustainable Energy Malaysia publication: http://www.seda.gov.my  3. International Sustainable Energy Summit 2018: www.ises.gov.my |

# 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.

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

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

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

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| **Does the project work with the GEF Small Grants Programme?** |
| No |

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

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

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| **CEO Endorsement Request:** [PIMS 4283 MAL GTALCC CER Doc FINAL 170215.docx](https://undpgefpims.org/attachments/4283/213212/1655515/1655796/PIMS%204283%20MAL%20GTALCC%20CER%20Doc%20FINAL%20170215.docx) |
| **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 collaborates with the following civil society organisations:    1. Centre for Environment, Technology and Development Malaysia (CETDEM) is an independent, non-profit organization committed to improving environmental quality through appropriate use of technology and sustainable development. CETDEM is a Member of the Project Technical Committee.  www.cetdem.org.my/    2. Malaysian Institute of Planners (MIP) - The Malaysian Institute of Planners is a professional institute that is a membership-registered organization. Most of its members are fully qualified professional town planners, working as planning officers with various federal, state and local authorities, as town planning consultants, lecturers in universities or as planners for developers and various organizations. MIP is a Member of the Project Technical Committee. The project is working together with MIP on the Institutional Framework for Low Carbon Cities and on developing the “Train the Trainer” curriculum for the Low Carbon Cities Framework.  www.mip.org.my/    3.Urbanice Malaysia – Established under the Ministry of Housing and Local Government as a Centre of Excellence for Sustainable Cities and Community Wellbeing.  http://www.urbanicemalaysia.com.my/  Malaysia Urban Forum 2019 (MUF) - The GTALCC project participated in MUF 2019 held from18-19 Feb 2019 at the Kuala Lumpur Convention Centre. The forum was organized by Urbanice Malaysia. http://www.urbanicemalaysia.com.my/muf2019/    The project partners with the following for the planned public transport related activities:    MRT Corp  Mass Rapid Transit Corporation Sdn Bhd (MRT Corp) is fully owned by the Minister of Finance (Incorporated) and is a corporate body established under the Ministry of Finance (Incorporation) Act 1957. It was set up to be the developer and asset owner of the Mass Rapid Transit project in Kuala Lumpur, the capital of Malaysia, under the government's move to restructure the city's public transport system. The company was established on September 2011 and took over the ownership of the Klang Valley Mass Rapid Transit Project in October 2011 from Prasarana Malaysia Berhad  https://www.mymrt.com.my/    PRASARANA  Prasarana Malaysia Berhad (Prasarana) is a 100% government-owned company which was set up by Ministry of Finance (Malaysia) as a corporate body established under the Minister of Finance (Incorporation) Act 1957 to own the assets of multi-modal public transport operator Malaysia, under the government's move to restructure the city's public transport system. It is one of the largest public-transport companies in Malaysia. As a government-owned company since 1998, it operates stage bus and light metro services via several wholly owned subsidiaries  https://www.myrapid.com.my/corporate-information    MGTC – Malaysian Green Technology Corporation also known as GreenTech Malaysia is an organisation under the purview of the Ministry of Energy, Science, Technology, Environment and Climate Change (MESTECC). Established in 2010, its mandate is to spearhead the development and promotion of green technology as a strategic engine for socio-economic growth in line with Green Technology Master Plan 2017-2030. The project is working together with MGTC to conduct training courses on the Low Carbon Cities Framework and to explore collaboration on low carbon mobility.  www.greentechmalaysia.my/ |

# 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.