

2019

Project Implementation Review (PIR)

**Belarus - Sustainable Green Cities**

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# Basic Data

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| **Project Information** | |
| UNDP PIMS ID | 4981 |
| GEF ID | 5372 |
| Title | Promotion of Low Carbon Growth in the Cities of Novogrudok, Novapolatsk and Polatsk |
| Country(ies) | Belarus, Belarus |
| 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 the growth of development of green urban development plans and pilot green urban development initiatives related to energy efficiency and sustainable transport in small and medium cities in Belarus. |

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| Other Partners | *(not set or not applicable)* |

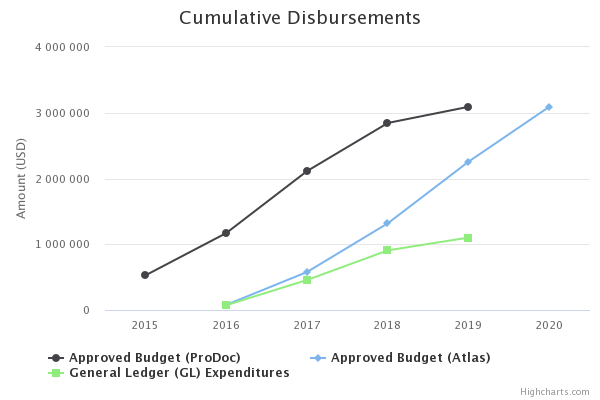
# Overall Ratings

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| Overall DO Rating | Moderately Satisfactory |
| Overall IP Rating | Moderately Unsatisfactory |
| Overall Risk Rating | High |

# Development Progress

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| **Description** | | | | | | |
| **Objective**  **The development of green urban development plans and pilot green urban development projects related to energy-efficiency and sustainable transport in small and medium cities in Belarus** | | | | | | |
| **Description of Indicator** | **Baseline Level** | **Midterm target level** | **End of project target level** | **Level at 30 June 2018** | **Cumulative progress since project start** |
| Cumulative lifetime project CO2 emission reductions resulting from pilot projects and technical assistance by EOP, ktonnes CO2. | 0 | *(not set or not applicable)* | 91.1 | - The Project implementation is on track;  - As the construction work will be completed in 2019-2020, the cumulative CO2 emissions as well as energy saving will be estimated;  - According to the preliminary calculations of the feasibility study on street lightening, the project to install 400 LED street lamps with the modern control and management systems will save 152 thousand kW / year (547.2 GJ / year, 5472 GJ for 10 years); reduce СО2 emissions - 73 tons / year (730 tons of CO2 over 10 years).  - up to 8% of the total population of three pilot cities have been involved into activities of the Project and have received information about green urban development, including: (1) 96 representatives of pilot cities participated in informational events and trainings about concepts and approaches of green urban development; (2) more than 19000 citizens of pilot cities have received information about sustainable transport and urban mobility with EMW-2017 campaign and training activities and (3) 62 participants of the public event in Novopolotsk during City Day (9 June, 2018). | - 0    According to the estimations of feasibility studies for pilots on energy efficiency in Novogrudok and improvement of sustainable mobility in Polotsk and Novopolotsk 3,869 ktonnes per year and 38,69 ktonnes per 10 years is the cumulative CO2 emission reductions for 10 years: (1) modernization of street lighting in Novogrudok (73 tons CO2 per year and 730 tons per 10 years); (2) smart metering in Novogrudok (25,5 tons per year, and 255 tons per 10 years); (3) improvement of bicycle networks in Polotsk and Novopolotsk (270,58 tons per year and 2705,8 tons per 10 years); (4) improvement of public transport (3500 tons per year and 35000 tons per 10 years).    As the construction work will be completed in 2019-2020, the cumulative CO2 emissions will be estimated based on results of monitoring. |
| Cumulative direct energy savings (TJ) from Project investments in sustainable transport and energy efficiency measures by EOP | 0 | *(not set or not applicable)* | 112.2 | *(not set or not applicable)* | - 0    3,01 TJ/year and 30,13 TJ per 10 years is the cumulative direct energy savings from Project investments in sustainable transport (2,38 TJ/year and 23,88 TJ per 10 years) and energy efficiency measures (0,63 TJ/year and 6,25 TJ per 10 years) according to assessments made within completed feasibility studies. As the construction work will be completed in 2019-2020, the cumulative direct energy savings will be estimated based on results of monitoring. |
| % of persons in green cities who are either aware of or have benefitted from green initiatives from the Project at EOP. | 0 | *(not set or not applicable)* | 50 | *(not set or not applicable)* | - up to 22,5%    Up to 22,5% of the total population of three pilot cities have been involved into activities of the Project and have received information about green urban development as well as have benefited from the Project through (1) participation in the informational event and training; (2) informational campaign on urban mobility and sustainable energy during European Mobility Week and European Energy Week; (3) participation in the surveys and public hearings on preparation of green urban development plans and joint urban mobility plan for Polotsk and Novopolotsk; (4) implementation of the pilots on modernization of street lightening system in Novogrudok and improvement of public transport and bicycle network in Polotsk and Novopolotsk. |
| **The progress of the objective can be described as:** | | **On track** | | | | |
| **Outcome 1**  **Green urban development plans successfully developed and adopted** | | | | | | |
| **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 enhanced national policies and regulations in the area of public lighting and urban transportation that have been reviewed and approved by EOP | 0 | *(not set or not applicable)* | 4 | -  - An analysis of technical normative legal acts in one of the key areas of energy consumption (street lighting), identified key barriers to the introduction of LED lighting, and identified key areas for removing barriers in the implementation of energy-efficient lighting systems. These energy efficiency measures cover at least 2-3% of the total electricity consumed in Belarus. A report with recommendations has been submitted to the Department of Energy Efficiency and the Ministry of Environment.  - An overview of national legislation in the field of transport and mobility, as well as recommendations on the promotion of sustainable transport and mobility in Belarus have been made. The overview covers the following topics: (1) sustainable development and new approaches for the management of transport systems and mobility; (2) criteria (indicators) for the sustainable development of cities and their transport systems; (3) key approaches of the European transport policy, its orientation on the principles of sustainable development and integrated mobility; (4) new planning tools (SUMP) and experience of its implementation in EU countries; (5) general characteristics of the legislation of the Republic of Belarus in the field of transport; (6) analysis of institutional aspects for mobility management and the possibility of using advanced European experience; (7) recommendations on the development of the legislation of the Republic of Belarus in the field of public transport and sustainable mobility. The report has been submitted for consideration to the Ministry of Environment and the Ministry of Transport.  - An analysis of the legislation of Belarus regulating the purchase of energy-consuming equipment has been made and recommendations have been formulated to remove barriers for the introduction of the principles of "green procurement". Proposals for the draft of the Law on Making Amendments to the Law of the Republic of Belarus "On Public Procurement of Goods (Work, Services)" have been submitted to the Ministry of environment and Ministry of Antimonopoly Regulation and Trade. Potential introduction of mechanisms of "green procurement" in the Republic will cover the market of energy equipment up to $ 1 billion per year.  Recommendations for implementing the principles of "green" procurement are presented at the legal portal www.pravo.by: http://www.pravo.by/novosti/novosti-pravo-by/2018/aprel/28660/.  - Proposals for the use of green planning approaches for urban areas in the Republic of Belarus has been developed and includes the following main directions: (1) incorporation of the SDG11 into national legislation and inclusion of the theme of sustainable development of cities and settlements in the National Strategy of Sustainable Development-2035; (2) development of the national strategy for sustainable urban development; (3) amendments to the Law "On Local Governance and Self-Government in the Republic of Belarus"; (4) proposals for the concept of the Code on Architecture, Town Planning and Construction of the Republic of Belarus; (5) introduction of the KPI-indicator system into the national urban planning practice, including the development of approaches for urban and project indicators; (6) development of financing mechanisms for infrastructure projects in the field of urban development, including: public-private partnerships, green bonds, loans, grants, etc., as well as implementing the principles of "green" procurement at the municipal level; (7) development of the institutional capacity to support urban development (Urban laboratories, Innovation centers, National Urban platforms, etc.). Perspective directions for follow-up activities include: (1) promotion of sustainable spatial development through the implementation of the principles of regional energy policy and environmental spatial planning; (2) promotion of the development of energy service facilities; (3) promotion of the development of energy management at the urban level.  - The Report with analysis of international experience in the implementation of principles and approaches to the construction of monitoring, reporting and verification (MRV) systems of greenhouse gas emissions and identified main perspective directions of construction of the MRV system in Belarus has been developed. The Report has been submitted to the Ministry of Environment for discussions. | - 3    Recommendations in the area of green urban development have been incorporated in 3 national documents: (1) Country Profile on Housing and Land Management of the Republic of Belarus; (2) Concept of the National Strategy of Sustainable Development - 2035 and (3) Plan of measures to minimize threats to the energy security of the Republic of Belarus for 2019.  The proposals for the following additional documents are developed: (1) National Strategy of Sustainable Development - 2035; (2) Law of Road Traffic (amendments); (3) Municipal Procurement Regulations (environmental and energy-efficient criteria) and (4) Proposals for update of the methodology for assessment of emissions from transport. |
| Number of officially approved green urban development plans in Project cities by EOP | 0 | *(not set or not applicable)* | 3 | The work on development of the green urban plans has been started. The drafts of green urban plans will be developed by January, 2019.    The following activities have been implemented during the reporting period:  - Coordination groups on development of green urban plans are established in each pilot municipality (Polotsk, Novopolotsk and Novogrudok);  - An Action Plan for the development of Green Urban Plans for Polotsk, Novopolotsk and Novogrudok has been developed and coordinated with the city administrations. The development of a Green Urban Plans includes coordination with local spatial plans, SDG11, SECAP, SUMP and other strategies and plans at the national and regional levels.  - A preliminary version of the structure of the questionnaire and set of indicators for reviewing the status of the pilot cities (City Profile) has been developed. In the city analysis, the methodology of performance indicators for smart sustainable cities (KPI U4SSC Initiative) has been used. The methodology for choosing the indicators of a green / sustainable city will be developed on the example of pilot cities, as well as project indicators that can be used to assess the achievement of the city's goals in the field of "green" development.  - Collection, systematization and analysis of information on pilot cities is being carried out according to the questionnaire, including components of energy efficiency and sustainable mobility. The "City profile" for the pilot cities will also include an analysis of the current master plans for Polotsk, Novopolotsk and Novogrudok, as well as other strategic documents and initiatives implemented in the pilot cities.  - 56 representatives of stakeholders from the pilot cities (Polotsk, Novopolotsk and Novogrudok) have increased their knowledge regarding the development of green urban development plans, have exchanged the experience, ideas and proposals during the regional seminars "Determination of criteria and indicators for the plans of the green development of Polotsk / Novopolotsk / Novogrudok based on foreign experience" (19-20 October, 2017).  Based on the results of the regional seminars the proposals on the directions of green urban development of Polotsk, Novopolotsk and Novogrudok are received from the stakeholders (representatives of the local administrations, NGO, designers, private sector) and analyzed by consultant on green urban development.  Based on the results of the seminars, the international Consultant on Green Urban Development formulated the main proposals for green urban development in the pilot cities:  (i) common for the three cities: - to increase the availability of public service facilities, encouraging the use of public transport, walking and cycling; to develop mixed land use, in spite of the planned extensive development of urban areas, to strive for the formation of compact cities with the preservation of the natural and cultural heritage (including the legacy of Soviet urban planning in Novopolotsk), to develop a bicycle traffic system in the cities and between Polotsk and Novopolotsk, to ensure a variety of the system of landscaped greened areas, including those in walking distance for the population (squares, parks, forest parks, etc.).  (ii) special recommendations for Polotsk and Novopolotsk: - to establish cooperation with the management of the railway system, to integrate the railway system into the urban infrastructure; to search for territorial reserves of urban development by increasing the use of urban areas (within the space of streets and residential areas), to create a continuous urban environment accessible for pedestrians (to improve communication between neighboring areas, to remove unused spaces and urban barriers), to promote the emergence of new centers - public spaces in order to expand the system of epicenters of urban activity.  (iii) special recommendations for Novogrudok: - to improve the efficiency of urban development through the transformation of the estate, to collect storm water through the installation of a system of tanks, increase the area of permeable coverings of urban areas and special improvement. The results of the consultations were handed over to the municipal administrations of Novogrudok, Polotsk and Novopolotsk for review and consideration when developing green urban development plans. | - 3    Green urban development plans for Polotsk, Novopolotsk, and Novogrudok has been developed, discussed widely with citizens during the public hearings (May-June, 2019) and has been submitted for approval to local administrations.    Joint urban mobility plan for Polotsk and Novopolotsk is developed (August, 2018 - June, 2019) and submitted for approval to local administrations of both cities. |
| **The progress of the objective can be described as:** | | **On track** | | | | |
| **Outcome 2**  **Successful pilots on sustainable urban transport completed in Novopolotsk and Polotsk** | | | | | | |
| **Description of Indicator** | **Baseline Level** | **Midterm target level** | **End of project target level** | **Level at 30 June 2018** | **Cumulative progress since project start** |
| Kilometers of private car travel displaced from modal switches to public transport by EOP | 0 | *(not set or not applicable)* | 4.3 million | Activities for the promotion of the sustainable mobility are focused on the analysis of public transport and cycling in Polotsk and Novopolotsk: transport observations, feasibility studies, and development of the joint SUMP for both cities. The assessment of the indicator will be made based on the results of the monitoring of the implementation of construction projects related to urban mobility and sustainable transport in 2020.    The following actions have been implemented to achieve the target:  - The coordinating group for the development of a joint SUMP is established by administrations of Polotsk and Novopolotsk. The coordinating group includes representatives of the departments of the Polotsk Regional Executive Committee and the Novopolotsk City Executive Committee (Architecture and Construction, Housing and Communal Services, Economics, Ideological Work, Culture and Youth Affairs, Finance, Legal, Land Management), traffic police (GAI), communal services, transport organizations and city and regional inspections of natural resources and environmental protection. The meetings of the coordinating group for the development of the joint SUMP have been organized on November 9, 2017 and April 04, 2018.  - Representatives of the city administrations of Polotsk and Novopolotsk were questioned on the priority areas for the development of transport components (participants of the joint coordination group for the preparation of joint SUMP, 20 questionnaires). The results of the analysis of questionnaires have been used for determination of priority goals and objectives of the joint SUMP and development of the technical specification for the feasibility studies of the integration and extension of the Polotsk and Novopolotsk bike network and improving the quality and efficiency of the work of public transport.  - To reduce costs, to obtain qualitative results and to reduce the time spent for the works, the decision was taken to include the section "conducting transport research" in the development of the feasibility studies on the integration and extension of the Polotsk and Novopolotsk bike network, as well as the development of the public transport in the two pilot cities.  - Development of a comprehensive feasibility study of measures aimed at improving the quality and efficiency of public transport in Polotsk and Novopolotsk also includes the analysis of the following aspects: (1) the opportunities for the development of various types of electric public transport; (2) the reduction of public transport costs through the organization of dedicated lanes for public transport, the introduction of a prioritization algorithm into traffic lights regulation; (3) identification of priority stopping points for equipment with electronic displays to display reliable information on the arrival of public transport in real-time mode.  The preliminary results of the transport survey of public transport in Polotsk are submitted and approved by Polotsk Regional Executive Committee. The transport survey made it possible to obtain / clarify (i) a scheme for the inventory of public transport routes, (ii) a scheme for the location of stops of public transport, (iii) to inventory the equipment of stops of public transport and (iv) the level of accessibility of the public stops; (v) to determine the traffic intervals of existing public transport routes and the number of rolling stock on the routes; (vii) compile the routing of the public transport network; (viii) determine the parameters of passenger traffic on the public transport network; (ix) analyze the technical and operational speeds of public transport. The deadline for the transport survey of public transport in Novopolotsk has been postponed to May-July, 2018 (reason - closure of the bridge between Polotsk and Novopolotsk, Minutes of the Project Board from 02.02.2018).  - The transport survey of the bicycle network for Polotsk and Novopolotsk have been completed. The survey resulted in the following outputs: (1) a map of all streets and roads, where bicycle routes are arranged; (2) a diagram of all streets and roads, where bicycle traffic is possible; (3) a scheme of possible bicycle routes through parks, yard and built-up areas; (4) the assessment of service level of all cycling routes; (5) inventory of existing parking places for bicycle parking; (6) parameters of traffic flows, including pedestrian and bicycle traffic; (7) an analysis of the accident rate.  - A plan for the development of the joint SUMP for Novopolotsk and Polotsk has been developed and agreed with administrations of both cities. The TOR for the services of the development of the joint SUMP is prepared and agreed with the city administrations and Ministry of Environment. The tender for recruiting a company to develop the joint SUMP will be made in July, 2018. | - 0    The following pilots in Polotsk and Novopolotsk will support the change of mode from private cars to public transport: (1) dedicated bus lane of 4 km in Polotsk (the pilot will be completed by September 2019: scheme of organization of traffic movement has been developed in January-April, 2019; tender for construction works have been signed in June 2019); (2) synchronized and adaptive traffic lights on street Molodezhnaya in Novopolotsk and street Oktjabrskaya in Polotsk (the pilot will be completed by December 2019: the development of design documentation has been completed in May 2019; the tender on construction of traffic lights in Novopolotsk at the evaluation stage and the contract will be signed at the beginning of August 2019); (3) LED signs at bus stops showing bus arrivals at 20 bus stops in Polotsk and Novopolotsk (the pilot at the stage on identification of the responsible organization for exploitation of the equipment); (4) Improved 10 bus stops in Polotsk and Novopolotsk (bus stops for modernization are identified by local administrations; the design code for the bus stops for Polotsk and Novopolotsk is being developed by 15th of August 2019); (5) Improved bike network in Polotsk and Novopolotsk and between both cities in 13,07 km (The schemes of organization of bike paths in Polotsk and Novopolotsk and between cities has been made and approved by city administration and traffic police; construction works have started in Polotsk and Novopolotsk; the construction of the bike path between cities is under negotiation of permits from the respective regional authorities).  The assessment of the indicator will be made based on the results of the monitoring of the implementation of pilots related to urban mobility and sustainable transport in 2020. |
| Average number of minutes of reduced bus journey time through sustainable urban transport measures in Novopolotsk and Polotsk | 0 | *(not set or not applicable)* | 10 | The implementation of infrastructure projects to improve the quality and efficiency of public transport Polotsk and Novopolotsk is planned for 2019-2020. The assessment of the indicator will be made based on the results of the monitoring of the implementation of construction projects related to urban mobility and sustainable transport in 2020. | - 0    The following activities of the Project will support the reduction of journey time for public transport: (1) dedicated bus lane in 4 km in Polotsk (the pilot will be completed by September 2019) and (2) synchronized and adaptive traffic lights on street Molodezhnaya in Novopolotsk and street Oktjabrskaya in Polotsk (the pilot will be completed by December 2019).  The assessment of the indicator will be made based on the results of the monitoring of the implementation of pilots in 2020. |
| Number of persons using improved public transport services during Year 5 | 0 | *(not set or not applicable)* | 75,000 | The assessment of the indicator will be made based on the results of the monitoring of the implementation of construction projects related to urban mobility and sustainable transport in 2020.  Currently, capacity building activities are implemented to increase interest to public transport. More than 91 representatives of various stakeholders of Polotsk and Novopolotsk has gained additional knowledge about urban mobility and sustainable transport.  The following actions have been implemented:  - 19 representatives of design organizations, specialized educational and scientific institutions, NGOs, and the MoEnv raised awareness of the principles of sustainable mobility and new planning tools; got acquainted with the methodology for developing sustainable urban mobility plans and the best international practices for developing sustainable urban mobility plans; and also discussed the prospects for developing sustainable urban mobility plans in the cities of Belarus within the framework of the educational training "Developing Sustainable Urban Mobility Plans: Practical Aspects" with the participation of the international expert (October 16, 2017).  - 40 representatives of the interested parties from Novopolotsk and Polotsk (representatives of the profile departments of the city / regional executive committees, transport enterprises, educational institutions, project organizations, NGOs, road police) got acquainted with the methodological features of developing a sustainable urban mobility plan for several cities (agglomeration), and also participated in the definition of the vision and the main directions for the preparation of the ISUMP for Polotsk and Novopolotsk in the framework of the consultation workshop "ISUMP for Polotsk and Novopolotsk: discussion of the vision and the development of the road map", (October 18, 2017).  - 32 representatives of local and regional offices of the road police (GAI), design organizations, architectural departments of the city administrations of Polotsk and Novopolotsk got acquainted with the international experience of organizing traffic (ring interchanges, traffic safety, environmental safety, etc.), and discussed existing barriers and opportunities for implementation of low-cost activities for the organization of the traffic to solve transport problems in the framework of the training seminar "The use of simple methods of organizing of traffic for implementing sustainable urban mobility plans: from theory to practice" (November 21, 2017). Proposals have been prepared for the introduction of low-cost activities on the organization of traffic for use in other cities that have joined the Covenant of Mayors on Climate and Energy.  - Participation of Belarus in the campaign "European Mobility Week" (EMW) was supported with the aim to get acquainted with the European experience of "greening" of urban transport systems, changing transport habits and behavior of citizens, and efficient use of public spaces through four information meetings: (a) seminars have been organized (21.06. 2017 for representatives of city administrations, 22.06.2017 - for representatives of non-governmental organizations, 15.08.2017 - joint meeting with stakeholders on planning campaign activities, 04.10.2017 - discussion of the results of the campaign, exchange of best practices. Total number of participants - 131); (b) informational materials (official information booklets and flyers about EMM) have been translated, printed and distributed - 1200 items ofbooklets and 2000 flyers; (c) support has been provided to pilot cities with the campaign: 1 bicycle parking facility, 50 light-reflective vests, and 50 notebooks and pens with project logos as well as information booklets (350 pieces), stickers (106 pieces), certificates (350 pcs.) for the action "ZOOM: Children in Motion". | - 0    This indicator will be achieved since based on the results of the assessment of matrix of correspondences for Polotsk and Novopolotsk made in August-December, 2018, 47,46% of the total population of both cities use public transport and 2,8% - use bikes (total populations of both cities is roughly 200000).  Informational activities are implemented to increase interest to public transport and bicycle through interviews, publications in mass-media, training and seminars, development of the joint urban mobility plan for Polotsk and Novopolotsk; European Mobility Week Campaign.  The assessment of the indicator will be made based on the results of the monitoring of the implementation of pilots related to public transport and bicycle routes by the end of the project in 2020. |
| **The progress of the objective can be described as:** | | **On track** | | | | |
| **Outcome 3**  **Successful pilots on energy efficiency completed in Novogrudok** | | | | | | |
| **Description of Indicator** | **Baseline Level** | **Midterm target level** | **End of project target level** | **Level at 30 June 2018** | **Cumulative progress since project start** |
| GJ saved on LEDs installed for street lighting and public areas (indoor and outdoor), as well as new control gear and EMIS by EOP | 0 | *(not set or not applicable)* | 21,423 | The assessment of the energy savings will be made based on the results of the monitoring of the installed street lightning in Novogrudok in 2019-2020. According to preliminary calculations of the feasibility study, the project to install 400 LED street lamps with the modern control and management systems will save 152 thousand kW / year (547.2 GJ / year, 5472 GJ for 10 years).    To achieve the target the following actions have been implemented:  - A feasibility study on the installation of LED street lighting in Novogrudok with the modern control and management systems has been developed. The feasibility study was developed taking into account the principle of "green" procurement and life cycle approach for a 10-year period. The development of the feasibility study included: (1) energy audit for the street lighting system; (2) analysis of the need to ensure requirements for lighting in the city; (3) mapping of light towels for 400 light points; (4) development of a business model with an indication of the required volume of investment, payback periods; (5) analysis of the reduction of greenhouse gas emissions as a result of activities; (6) analysis of equipment and technologies with identification of technical characteristics of LED lamps, monitoring and control systems. Feasibility study includes options considered to improve the safety of pedestrians, cyclists and drivers, reduction of accidents, and creation of safer environment for people with disabilities. In the feasibility study, 8 alternative options for modernization of the street lighting system were considered. According to calculations, the project to install 400 LED street lamps with the modern control and management systems will save 152 thousand kW / year (547.2 GJ / year, 5472 GJ for 10 years); save financial resources - 47 thousand bel. rubles per year (approximately 23,500 US dollars per year); reduce СО2 emissions - 73 tons / year (730 tons of CO2 over 10 years). The payback period of the project without the replacement of street towels up to 6.4 years.  -Tender documentation has been prepared for the development of design documentation, supply of equipment, construction and installation works for the modernization of street lightening in Novogrudok.  The tender includes the purchase of control equipment, LED lighting lamps, software, including training for employees of housing and communal services of the Novogrudok Regional Executive Committee. The tender for procurement will be announced in the beginning of July, 2018. | - 0    The smart LED lighting demo is on track. The contract on the purchase of control equipment, LED lighting lamps, software, as well as training for employees of housing and communal services of the Novogrudok Regional Executive Committee has been signed in December 2018. Currently, the project is at the final stage of commissioning and training of the local staff (the project will be completed by September 2019). The opening ceremony of the first street with the smart lighting system in Novogrudok has been opened on the 7th of June, 2019.  According to preliminary calculations of the feasibility study, the project to install 400 LED street lamps with the modern control and management systems will save 152 thousand kW / year (547.2 GJ/year, 5472 GJ for 10 years).  The assessment of the energy savings will be made based on the results of the annual monitoring of the installed smart street lightning system in Novogrudok during July 2019 - June 2020. |
| Lifetime GJ saved from EE measures on municipal laundry by EOP | 0 | *(not set or not applicable)* | 215,605 | Based on the decision of the Project Board (Minutes of the Project Board dated 02.02.2018) the change of the pilot project in Novogrudok from the modernization of the laundry for the installation of smart inventory devices has been approved. The activity on installation of smart devices was selected based on the results of the development of the SEAP for Novogrudok in 2017. The scope of implementation of smart metering systems will be determined based on the results of the development of a comprehensive feasibility study. The estimated reduction in energy consumption by the implementation of this activity will be at least 5%. The introduction of smart energy metering systems will significantly improve the quality of data collection on energy consumption of housing stock, reduce the payments for utilities for the citizens.  The development of the feasibility study will start in July, 2018. | - 0    The laundry demo has been replaced by a smart meter demo.  The development of the feasibility study has been completed in February 2019. Pilot houses in Novogrudok have been identified. Two meetings with citizens of the pilot houses have been arranged in February-April 2019 to explain the purpose and benefits of the demo project. The tender has been arranged and the contract has been signed in May 2019 for the development of the design documentation for the smart-metering demo in Novogrudok. The development of design documentation for the demo residential houses in Novogrudok will be finalized by September 2019. The possible technical solutions for the smart-metering demo has been discussed with the representatives of the Ministry of Housing services and Institute of the housing services of the Academy of Science in June, 2019.  Based on the results of the feasibility study the savings for 60 flats per years are the following: thermal energy - 68,1 GJ/year; electric power - 10,15 GJ/year. Savings for thermal and electric power for 10 years - 782,5 GJ. |
| **The progress of the objective can be described as:** | | **On track** | | | | |
| **Outcome 4**  **Growth in green city development in Belarus** | | | | | | |
| **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 completed or updated SEAPs and/or GUDPs by EOP | 2 | *(not set or not applicable)* | 13 | 1 updated version of SEAP for Novogrudok.    The progress with the implementation of this target is the following:  - A monitoring report and an updated version of the SEAP (Action plan for sustainable energy development) for Novogrudok have been completed in November, 2017. The total amount of emissions in the base year (2013) is 239.3 thousand tons of СО2 (emissions by sectors "Buildings, Equipment / Facilities and Industry" - 183 thousand tons of СО2, emissions in the sector "Transport" - 56,4 thousand tons, tons of CO2). The goal of the SEAP is to reduce by 20% of the CO2 emissions by 2020 (in comparison with the base year by 47 thousand tons of CO2). The main directions for achieving the targets of the SEAP are: installation of intelligent street lighting control systems; installation of smart metering systems; installation of energy-efficient boilers, use of modern energy-efficient technologies in industry; use of alternative energy sources (wind power). The total budget of SEAP initiatives is up to 70 million Euros. Sources of financing - local and national budgets, own funds of private and public organizations, attraction of credit funds from the EBRD, the World Bank, EU funds from various programs.  - On December 13, 2017 Novopolotsk has joined the Covenant of Mayors on Climate and Energy (http://www.belta.by/society/view/k-soglasheniju-merov-po-klimatu-i-energii-prisoedinilis-esche-20-gorodov-belarusi- 280292-2017 /). Currently the data are collected for development of the SECAP for Novogrudok. The SECAP will be competed by January 2019.  - As a result of the informational work of the Project, the administration of the city of Nesvizh joined the Initiative Covenant of Mayors for climate and energy (http://www.belta.by/society/view/k-soglasheniju-merov-po-klimatu-i-energii-prisoedinilis-esche-20-gorodov-belarusi-280292-2017/).  - Polotsk is considering the possibility of signing of the additional Agreement of the Covenant of Mayors - 2030 and taking on an additional climate commitments for the city. The project will assist the updating of the SEAP for Polotsk and the development of measures on adaptation to climate change.  - In 2017 20 Belarusian cities joined the initiative Covenant of Mayors on Climate and Energy. Cities need support in the development of SECAPs. Several cities are supported by the NGOs - Ecopartnership and Local Fund "Interakcyja". The GEF Project will also provide support for cities-signatories of the Initiative. A tender for assistance in the development of the SECAP for 5 cities has been announced. The deadline for applications is 06/07/2018. The project will provide expert support for the development of the energy and climate parts of the SECAP and will prepare a step-by-step guideline by January 2019. A step-by-step guideline will support the improvement of the capacity of national, regional and urban authorities that will be able to develop and update the SECAP for their areas by themselves.  - Since November, 2017 the strategy "Brest - Smart Sustainable City" is being prepared. A first draft of the strategy has been prepared with the participation of international and national consultants summarizing the results of the analysis of the baseline for Brest, general vision, indicators and target directions for the city development within the framework of the Brest-Smart Sustainable City concept. Brest has defined 6 key urban systems for further actions: (1) improve mobility through an integrated and connected sustainable systems; (2) smart waste symbiosis model; (3) foster low-carbon development and smart infrastructure; (4) integrate man-made structures and nature in a sustainable way; (5) promote green identity and institutional networking. Currently the possibility of harmonization of the Strategy "Brest- Smart Sustainable City" with spatial planning documents (master plan of the city and a detailed spatial plan for the central part of the city) is discussed between Ministry of environment, Brest Executive Committee, Ministry of Architecture and Construction and UE "BELNIIPGradostroitelstva". | - 9    9 Completed/ Updated SEAP/SECAPs and GUDPs: (a) 1 updated SEAP for Novogrudok; (b) officially approved a 1 green urban developed plan for Brest (Brest Symbio City Plan prepared by the project has been approved in September 2018 and annexed to its master plan: http://greencities.by/cities/brest/); (c) 7 developed and submitted for approval by local administration SECAPs within Covenant of Mayor for Climate and Energy Initiative: Liozno, Baranavichy, Pryzhany, Slavgorod and Mstislaul, Polotsk and Novopolotsk.  Additionally, 4 cities (Korma, Zelva, Gorodok, and Krychau) have been selected through the contest between belarusian cities in May, 2019 for expert support with the development of green urban development plan in 2019-2020 (finalization of the documents by May 2020). |
| Number of officers in government who are dedicated to the promotion of urban low carbon growth to Belarusian cities by EOP | 0 | *(not set or not applicable)* | 8 | 6 officers in government who supports low carbon growth of belarusian cities, including:  - 4 Deputy Heads of Polotsk and Novogrudok District Executive Committees and Novopolotsk and Brest City Executive Committees;  - 2 Deputies of the House of Representatives of the National Assembly of the Republic of Belarus assist in promoting sustainable transport and mobility.    51 representatives of various stakeholders (planners, decision-makers, architects, NGOs, business, mass media) improved their knowledge on green urban development through participation in study tours and conferences:  - 10 representatives of the MoEnv, pilot cities and city administrations active in the framework of the Covenant of Mayors (Chausy), profile organizations (UE "BELNIIPRGADOSTROITELSTVA"), NGOs (Local Fund "Interakcija") took part in the international annual CIVITAS Forum on Sustainable Urban Mobility (Portugal, September 27-29, 2017). Participants of the Forum got knowledge on European approaches and legislation in the field of active mobility development (cycling, walking); efficient methods of parking management, a system of joint use of transport, including electric transport, progressive solutions for sustainable transport development (technologies and innovations, intermodal links and systems, improving public transport, developing sustainable urban mobility plans) that reduce the impact of transport on atmospheric air and climate. The main results of the CIVITAS Forum have been shared by the participants of the Belarusian delegation with the cities participating in the European Mobility Week in the framework of the seminar "Cities of Belarus on the path to sustainable mobility", held on October 4, 2017 in Minsk (57 participants, representatives of city administrations, design institutes, educational institutions, traffic police, NGOs, mass media).  - 20 representatives of relevant ministries and departments, design organizations, business and NGOs, city administrations took part in the study tour to Freiburg and Strasbourg (October 22-28, 2017). The participants of the study tour got acquainted with the international experience in the field of green urban development, including experience in developing and implementing sustainable urban mobility plans, plans on adaptation to climate change and energy efficiency, applying and using the principle of "green" procurement, planning and implementation of smart solutions in the field of urban development , involving a wide range of stakeholders in the implementation of "green" solutions in the field of urban development.  - 21 representatives of the MoEnv, city administrations, specialized institutes, design organizations, NGOs raised their professional competence in the study tour "Best practices in the field of green urban development" in Tallinn and Tampere (19-25 November, 2017). The participants of the study tour got acquainted with the experience of developing integrated plans for the development of green cities at the example of Tallinn and Tampere, the successful implementation of plans of green urban development in the design and construction / reconstruction of urban blocks and buildings; with the development of policies and strategies to reduce greenhouse gas emissions and measures to adapt to climate change; with the effective mechanisms of dialogue and partnership of government bodies, scientific and consulting organizations, educational institutions, business, public organizations and citizens in the planning of urban development and the implementation of specific measures, as well as managing the financing of green urban development projects. | - 12    12 officers in government who supports low carbon growth of belarusian cities, including:  - 8 Deputy Heads of Polotsk, Novogrudok, Korma, Zelva, Chaussy and Krychau District Executive Committees and Novopolotsk and Brest City Executive Committees;  - 4 Deputies of the House of Representatives of the National Assembly of the Republic of Belarus assist in promoting green urban development, sustainable transport and mobility; green finance.  With the support from the Project, the representatives of Chaussy District Executive Committee and Brest City Executive Committee participated in the Day of Cities in Geneva on 8th of April, 2019 and presented the experience of municipalities in the field of sustainable development (http://www.chausynews.by/?p=37089 ).    To increase the number officials and decision-makers the publication of best practices on green urban development is initiated. The first volume is related to spatial model of sustainable cities (https://bit.ly/2OcKCCT). |
| Number of hits on national website for promoting GUD by EOP | 0 | *(not set or not applicable)* | 10,000 | - The development of green urban development web-site have been shifted to the end of 2018. Until the web-site will be launched, educational and informational materials are posted on the UNDP Belarus website: http://www.by.undp.org/content/belarus/ru/home/operations/projects/environment\_and\_energy/Green-cities.html.  - Additionally, a separate resource (on the google disk) has been created for the city administrations (Polotsk, Novopolotsk, Novogrudok), MoEnv, MoA&C and DEE with all the reports developed within the Project. | - 834    The webpage www.greencities.by has been launched from February 2019. The total number of hits for five months is 834. The total number of hits is growing due to the promotion via communication work. |
| **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): | 35.65% |
| Cumulative GL delivery against expected delivery as of this year: | 35.65% |
| Cumulative disbursement as of 30 June (note: amount to be updated in late August): | 1,101,989 |

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| **Key Financing Amounts** | |
| PPG Amount | 80,000 |
| GEF Grant Amount | 3,091,000 |
| Co-financing | 12,171,000 |

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| **Key Project Dates** | |
| PIF Approval Date | Jun 20, 2013 |
| CEO Endorsement Date | Jun 18, 2015 |
| Project Document Signature Date (project start date): | Oct 30, 2015 |
| Date of Inception Workshop | Jul 6, 2017 |
| Expected Date of Mid-term Review | Feb 28, 2019 |
| Actual Date of Mid-term Review | Mar 18, 2019 |
| Expected Date of Terminal Evaluation | Oct 31, 2020 |
| Original Planned Closing Date | Mar 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)** |
| 2018-08-23 |
| 2018-12-18 |
| 2019-05-06 |

# Critical Risk Management

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| Current Types of Critical Risks | Critical risk management measures undertaken this reporting period |
| Financial | This is the risk that funding is not available to finance sustainable green urban development plans, joint urban mobility plan and SECAP for cities, involved into the Project.  The following measures undertaken to mitigate the risk:  1. Capacity-building activities are arranged to increase the capacity of local administrations to apply for the funding for implementation of infrastructure projects in green urban development (carbon markets; public-private partnership, bank loans and others), including sessions on green finance during 2nd and 3d National conferences of the cities-signatories of the Covenant of Mayors on Climate and Energy;  2. The draft of the list of potential donors and banks is prepared. The list will be updated with the criteria for the projects from each donor and banks. Working meeting with EBRD is arranged. The updated list will be disseminated among local administrations in 2019. 3 concepts of the projects for Polotsk, Novopolotsk and Novogrudok will be developed for submitting to donor/bank by the end of 2019.  3. The Project Management Unit prepared several applications for the additional funding of the activities (training about smart city to CEI; study exchange visit to CIVITAS; reconstruction of residential blocks to EU) and is looking for additional options. The Project Management Unit is going to provide support to pilot cities in development and submission of the applications for financing infrastructure project in green urban development to banks.  4. The possibility to establish in Belarus the consultancy-expert institution (UrbanLab) to support municipalities in their actions in the area of green urban development (search for finance, development of the feasibility studies and business plans, implementation of infrastructure projects and etc.) is analyzed. |
| Strategic | This is the risk is related to the lack of interests and limited involvement of citizens of pilot cities into activities related to green urban development.  The following measures are undertaken to mitigate the risk:  1. Press-breakfasts have been organized (Minsk and Polotsk) with representatives of the mass media to disseminate information about the project among the local population of the pilot cities.  2. The informational campaign is arranged to invite more people from pilot cities (Polotsk/ Novopolotsk / Novogrudok) for participation in public hearings of green urban plans as well as urban mobility plan for Polotsk / Novopolotsk through local mass-media and internet portals;  3. Information on the progress with the implementation of the transport activities in Polotsk and Novopolotsk is published in local mass-media on a weekly basis;  4. Information about the project activities and all materials developed within the Project are uploaded on the webpage of the Project: www.greencities.by |
| Regulatory | Official approval of the project is delayed.  Description of the risk: Project registration delay will delay the start of the project that in its turn will lead to reduction in the time available to the planned activities implementation. Tight project implementation schedule can affect adversely the quality of the anticipated project outputs.  Description of the actions undertaken to address this risk: Intensive implementation of the project activities organized. Annual work plans and budgets are developed aiming at accelerated project implementation. Thus, according to the revised Project Budget it is planned to utilize 72% of the total budget amount by the end of year 2019. |
| Regulatory | Data and information risks:  Description of the risk: Lack of willingness of various stakeholders to provide information and data adding to the difficulties of measuring GHG emission reductions from this project and other impacts.  Description of the actions undertaken to address this risk: (1) The project includes in its design a heavy emphasis on monitoring, verification, and reporting of greenhouse gas emissions (both direct and indirect). This is managed by key national experts in: energy efficiency, green urban development and sustainable transport; (2) Feasibility study on street lighting and smart-metering, development of cycling network as well as public transport include assessment of CO2 emissions: baseline scenario and scenarios of the projects implementation for the time frame of 15 years (5 years of the project implementation + 10 years after-project implementation period). The data from feasibility studies will be used for monitoring of the CO2 emission reductions; (3) Developed report with analysis of international experience in the implementation of principles and approaches to the construction of monitoring, reporting and verification (MRV) systems of greenhouse gas emissions and identified main perspective directions of construction of the MRV system in Belarus. |

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

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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.** |
| There was an approximately one year delay in carrying out the mid-term review of the project. This was due to the fact that from the time of project document signature (October 2015), until the project was registered and a project manager started, almost 18 months had elapsed. This meant that the project was not ready to hold the MTR after 2 1/2 years as in reality this was only approximately 1 year after the project team was put in place. In addition, while the project has done a really good job with developing plans (SEAPs/SECAPs/GUDPs) it has struggled to raise finance for pilots project implementation. This needs to be a main focus of the project over the remaining project lifetime. If the project closes as originally scheduled in October 2020, it is unlikely to suceed to reach all outcomes. Therefore, the project will likely need an extension of 12-18 months if it is to be successful. |

# Ratings and Overall Assessments

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| **Role** | **2019 Development Objective Progress Rating** | **2019 Implementation Progress Rating** |
| **Project Manager/Coordinator** | Moderately Satisfactory | *- IP Rating provided by UNDP-GEF Technical Adviser and UNDP Country Office only -* |
| Overall Assessment | The Project is on track to achieve its targets. Currently, the Progress of the Project implementation could be assessed as (MS) "Moderately Satisfactory".  The Project has started activities for all 4 Components of the Project.    Within the Component 1 “Development and adoption of green urban development plans”: recommendations for promotion of green urban development, LED street lighting standards, mobility, and sustainable transport, green finance, and green procurement have been developed and some of them have been adopted into the policy documents: (1) Country Profile on Housing and Land Management of the Republic of Belarus and (2) Concept of the National Strategy of Sustainable Development-2035 and (3) Plan of measures to minimize threats to the energy security of the Republic of Belarus. The Project is on track to reach a target. 3 green urban development plans for Polotsk, Novopolotsk, and Novogrudok are developed (www.greencities.by) and submitted to local administrations for further approval. During the development of the green urban development plans the following approaches have been used: application of indicators for sustainable cities, open maps with data on urban development. The project has started the preparation of “strategic concepts for transformation” for an “urban block” in each of the three pilot cities. These “strategic concepts for transformation” will include suggestions and proposals for mixed-use development (residential and commercial), green spaces, transport, and other aspects of green urban development and include estimated costs of proposed measures.    The implementation of activities within the Component 2 “Development of pilots on sustainable urban transport” is characterized by slow progress. Transport surveys (matrix of movement, feasibility study of improvement and integration of the two cities' bicycle networks, a feasibility study on public transport with baseline data collection) have been made and used for the development of the joint urban mobility plan for Polotsk and Novopolotsk. The following activities are planned for construction in Polotsk and Novopolotsk for promotion of public transport and bike paths: (1) construction and modernization of existing bike routes inside of Polotsk and Novopolotsk and a 3 km cycle trail between them; (2) synchronized and adaptive traffic lights on Molodezhnaya in Novopolotsk and Oktjabrskaya in Polotsk; (3) dedicated bus lane of 4 km in city center area of Polotsk; (4) Improved bus stops in Polotsk and Novopolotsk and (5) LED signs at bus stops showing bus arrival times; (6) construction of bike storage places.    The implementation of Component 3 “Development of pilots on energy efficiency in Novogrudok” is on track. The demo project on modernization of the system of street lighting in Novogrudok is the one closest to finalization. The joint contract for the whole cycle of works has been signed (including the development of design documentation, equipment supply, installation works and training for local staff). The first street in Novogrudok has been opened on 7th of June, 2019 and currently, the final commissioning and training of the staff are planned by September, 2019. The monitoring of energy savings will be arranged for one year, from July 2019 to June 2020. To disseminate the experience of Novogrudok, the collection of data for the development of feasibility study for modernization of street lightning in other cities, involved in the project, has been started.  The second pilot project on energy efficiency is related to the installation of smart meters for multiple utility services (heating, electricity, hot water, cold water, and gas) in a single building. The project did energy audits of 45 apartment buildings within the preparation of feasibility study and three buildings have been chosen for the demo. Currently, the design documentation is in progress for preparation by September 2019.    The Component 4 “Replication mechanisms for green urban development in Belarus” is foreseen the replication of green urban development in other cities and set up a sustainable mechanism for sustainability of ongoing measures. The Project has been supported the development of the strategy "Brest - Smart Sustainable City" as well as 5 additional cities with the development of SECAPs of the Covenant of Mayors on climate and energy (Liozno, Baranavichy, Pruzhany, Slavgorod, Mstislaul). The step-by-step guideline for the development of SECAP is finalized. Currently, 4 additional cities will receive expert support on the development of the green urban development plan (Korma, Zelva, Gorodok, and Kruchau). As lack of financing for implementation of measures proposed in green urban development plans, joint urban mobility plan, SECAPs is of great concern of municipalities, the Project has started the identification of potential financing sources, including debt and equity financing with clarification of main the main requirements for the project. The project team will support cities in finding funding for particular activities from the following strategic documents: green urban development plans, joint urban mobility plan and SECAP. | |
| **Role** | **2019 Development Objective Progress Rating** | **2019 Implementation Progress Rating** |
| **UNDP Country Office Programme Officer** | Moderately Satisfactory | Moderately Satisfactory |
| Overall Assessment | To further develop the national urban development policy and legal frameworks, the respective recommendations were developed and incorporated into a number of Belarusian policy and programmatic and legal documents. Among these documents are the National Sustainable Development Strategy up to 2035,the Plan of Measures to Minimize Threats to the Energy Security of the Republic of Belarus and the Law on Road Traffic.  Three plans for “green” urban development for the cities of Polack, Navapolack and Navahrudak were elaborated with UNDP support and discussed with the population of the cities. The approval of the plans by the respective local authorities is expected by the end of 2019.  The first phase of the installation of energy efficient street lighting in the City of Navahrudak has been completed saving annually up to 152 thousand kW of electricity and reducing GHG emission by 73 tons per year.  Active outreach programme resulted in 22.5% (project estimations) of the population of the pilot cities participated in or benefited from the “green” urban development activities implemented by the project.  One of the activities requested by the Belarusian Government at the project formulation stage and included in the Project Document was implementation of energy efficient measures on the district laundry in the City of Navahrudak. Since the project start was delayed because of the mandatory governmental registration, the Navahrudak municipality implemented the required measures themselves and did not require any energy efficiency measures on the laundry. After intensive consultations with the Navahrudak authorities, Ministry of Environment and project specialists, the Belarusian side put forward a proposal to substitute the laundry related pilot with measures to introduce a ”smart” energy metering system in the residential sector in the City of Navahrudak and to pilot this system on one of the multy-storey residential building. The project board has supported this suggestion. During the reporting period, the project developed a concept of such a pilot, agreed it with the Belarusian stakeholders, prepared the respective feasibility study and initiated the development of the respective design documentation which is expected to be ready in September 2019. According to specialists’ estimations, the new pilot will result, after completion, in 25.5 tons of GHG reduction annually with significant replication potential within the pilot city and country-wide.  The project is generally on-track with some problems and delays related to the construction of the bike rout between the cities of Polack and Navapolack. The problems are link to obtaining permits from the respective regional authorities for the small-scale construction of the rout. There was some progress in negotiating with the respective authorities and permits are expected to be received by the end of 2019.  The previous year’s annual workplan was fully implemented and the project team is professional and capable.  The project risks are monitored on biannual basis and appropriate countermeasures and management response are applied. No critical risks were identified in the reporting period; all the risks identified in the initial project log frame are duly addressed and eliminated.  Based on the above the project performance in the reporting period can be ranked as Moderately Satisfactory. | |
| **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** | Moderately Satisfactory | Moderately Unsatisfactory |
| Overall Assessment | The objective of this project is the development of green urban development plans and pilot green urban development projects related to energy-efficiency and sustainable transport in small and medium cities in Belarus. The project has a target to reduce 91,100 tonnes of CO2e from the pilot green urban investments.    The project started in October 2015 and is due to finish in October 2020 and it has faced lengthy delays, mainly due to the long registration procedure in the Republic of Belarus. A project manager started work only in early 2017 and the mid-term review was completed only in early 2019 when the project had been going for 3 1/2 years, when in an ideal situation it should have been carried out after 2 1/2 years. Disbursement stands at $1.1 million (cumulative delivery of approximately 35%) from a total GEF budget of $3.1 million USD some 3 1/2 years into a 5 years project. Implementation progress has slowed over the past 12 months. There is now very little chance that the project can complete all activities by October 2020 and the project will likely now need an extension of at least 18 months in order to complete all planned activities and given this is the case I am rating the project as MU or marginally unsatisfactory for implementation progress due to the delays and changes of plan.    The project has, however, made some progress in the last 12 months to move beyond just feasibility studies only. According to the estimations of feasibility studies for pilots on energy efficiency projects in Novogrudok and related to the improvement of sustainable mobility in Polotsk and Novopolotsk 3,869 ktonnes per year and 38,690 ktonnes per 10 years is estimated to be the cumulative CO2 emission reductions from 10 years from pilot projects which include (1) modernization of street lighting in Novogrudok (73 tons CO2 per year and 730 tons per 10 years); (2) smart metering in Novogrudok (25,5 tons per year, and 255 tons per 10 years); (3) improvement of bicycle networks in Polotsk and Novopolotsk (270,58 tons per year and 2705,8 tons per 10 years); (4) improvement of public transport (3500 tons per year and 35000 tons per 10 years). As the construction work will be completed in 2019-2020, the cumulative CO2 emissions will be estimated based on results of the monitoring. However, it is already clear that without additional green investment projects the 91,100 tonnes CO2e GHG emissions reduction target is unlikely to be met and the project needs to focus on raising additional co-financing over the remainder of the project life time.    Outcome 1 calls for green urban development plans being successfully developed and adopted including 4 new policies and/or regulations in the area of urban lighting and/or sustainable transport. So far recommendations in the area of green urban development have been into the (1) Country Profile on Housing and Land Management of the Republic of Belarus; (2) Concept of the National Strategy of Sustainable Development - 2035 and (3) Plan of measures to minimize threats to the energy security of the Republic of Belarus for 2019. The project is on track to reach the target of 4 new policies and/or regulations introduced by the end of the project. Outcome 3 also calls for three Green Urban Development Plans to be developed and approved by the end of the project. Green urban development plans for Polotsk, Novopolotsk, and Novogrudok have all been developed and discussed with citizens during public hearings in May and June of 2019. It is expected that they should be approved by the end of the year or in early 2020. In short, the project is on track for Outcome 1 and this outcome is rated as S or satisfactory.    Outcome 2 of the project calls for successful pilots on sustainable urban transport to be completed in the cities of Novopolotsk and Polotsk. Pilot projects are under implementation in both the cities of Polotsk and Novopolotsk. The pilot projects includes some 4 km of dedicated bus lanes in Polotsk and synchronized and adaptive traffic lights on street Molodezhnaya in Novopolotsk and street Oktjabrskaya in Polotsk, both of which should be completed by the end of 2019. Once this has been done it will be possible to make an estimate of whether the targets of 4.3 million km of car travel displaced by car travel, 10 minutes in reduced passenger time reduced by improved transport networks between Novopolotsk and Polotsk and 75,000 persons benefiting from improved public transport will be met. Nevertheless, this outcome appears to be on track and so I rate it as S or satisfactory for DO.    Outcome 3 of the project calls for successful pilots on energy efficiency to be completed in Novogrudok. The project has developed a smart LED lighting demo which involves the purchase of control equipment, LED lighting lamps, and software, as well as training for employees The first street with the smart lighting system in Novogrudok was opened on the 7th of June, 2019 and others should follow shortly with the goal of the project to install 400 LED street lamps with the modern control and management systems. This should save 152 thousand kW / year (547.2 GJ/year, 5472 GJ 10 years). Novogrudok also planned a laundry demonstration project but unfortunately time was wasted and it never happened. The energy efficiency laundry demo was been replaced by a smart meter demo in buildings and a feasibility study was completed in early 2019. The demo has not yet been implemented. The progress under this outcome is rated as MS or marginally satisfactory due to the delays and changes in plans.    Outcome 4 focuses on the growth in green city development in Belarus with a target of 13 completed or updated SEAPs/SECAPs or Green Urban Development Plans (GUDPs) completed by the end of the project. Currently, there are some 9 Completed/ Updated SEAP/SECAPs and GUDPs which includes 1 updated SEAP for Novogrudok; 1 officially approved a 1 green urban developed plan for Brest (Brest Symbio City Plan prepared by the project has been approved in September 2018 and annexed to its master and some 7 SECAPs developed within Covenant of Mayor for Climate and Energy Initiative: Liozno, Baranavichy, Pryzhany, Slavgorod and Mstislaul, Polotsk and Novopolotsk. To meet the target some 4 additional SEAPs/SECAPs/GUDPs are required to be developed and approved by the end of the project and this should be possible. It goes without saying that impactful results require investment to be raised and the SEAPs/SECAPs/GUDPs to be implemented. To date, there are no indications, as to what, if any, new investment has been leveraged as a result of these additional SEAPs/SECAPs/GUDPs supported by the project. Hence, for this outcome I rate it as MS or marginally satisfactory because of the uncertainty around future green urban investments arising from these plans.    The biggest risk that this project faces is that co-financing fails to materialize in full. The project document estimated that at least $12.1 million USD would be raised by the project, mainly for implementing pilot projects. This has not happened yet. There is a real risk that the project develops a bunch of plans and strategies that sit on shelves and do not lead to any investment. For example, the project has developed draft Green Urban Development Plans but it is still not clear what funding is or will be available to finance projects identified by the sustainable green urban development plans. The mid-term review of the project, completed in early 2019 concluded that the second half of the project requires a shift from output-oriented approach (e.g. reports, plans, conferences) of first phase of project to full focus on long-lasting, sustainable, and impactful results. Herein lies the problem in that the project team and the national implementing partner are not staffed with investment professionals and hence it always will be a struggle to leverage real and meaningful investment. The project might like to consider hiring an investment advisor with a background in securing finance for cities as currently it appears if there is nobody on the team with such a skill set. It is also not clear as to what international advisors to the project have been doing with regards to helping raise finance for pilot projects.    The MTR calls for the project team to put a substantial and increased focus on assisting cities to prepare and secure financing for specific priority projects in the plans that have been prepared. However, it is not clear, so far, what has yet been achieved in this area. The project reports that it is helping cities with raising financing but it has not yet reported on any results or any success stories with regards to securing funding for new green urban development projects. Securing funding for additional projects will be critical if the project is to reach its CO2 reduction targets.    The project should prepare shortly the extension request for +18 months extension, explaining clearly how this will improve the chances of the project being sucessful. The project has laid excellent groundwork through the development of the SEAPs/SECAPs/GUDPs. But ultimately this work is only sucessful if it leads to real new green urban development projects being implemented. | |

# 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: Yes |
| Targeting socio-economic benefits and services for women: No |
| Not applicable: No |

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| **Atlas Gender Marker Rating** |
| **GEN2:** gender equality as significant objective |

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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 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.** |
| Within the development of green urban development plans for Novogrudok, the special event for representatives of the Belarussian Women Union has been arranged to discuss the involvement of women in the implementation and promotion of &quot;green&quot; urban planning initiatives. The following issues have been discussed: (1) gender mainstreaming approach in planning: theory; (2) mobility aspects of women and men in the city and interview of participants of the seminar to clarify mobility movement in Novogrudok; (3) possible technical and organizational solutions to create the city for everyone (youth, women, men, elderly persons, disabled people). The main results of the seminar: (1) increase of awareness on gender aspects of urban planning and development; (2) exchange of concerns of the participants of the seminar on the quality of the urban environment in Novogrudok; (3) elaboration ideas and proposals for &quot;green&quot; actions in Novogrudok taking into account gender aspects. Results of the seminar have been used for the development of the final version of the green urban development plan for Novogrudok. |

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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.** |
| The project ensures representation of women and men in the project activities and ensures the access of both genders to green urban development.    - The gender structure for the project team is the following: (33 % of men and 77% of women);  - 48% men / 52% women attended the events (training, seminars, workshops) on the topic of green urban development, urban mobility and SDGs in urban development during the reporting period;  - 49% men (4506 persons) / 51% women (4690 persons) from Polotsk, Novopolotsk, and Novogrudok participated in interviews on issues of green urban development, urban mobility.  - 25 representatives ( 100% women) of Novopolotsk educational institutions - teachers, directors of extracurricular activities took part in the training on the board game &quot;Green City&quot;, released by the project. Training participants will use the game on extracurricular activities to familiarize students with the basics of a green city.  - The project created a pool of loyal journalists of 15 people (87% women/13% men), who write on &quot;green&quot; topics and willingly cover the activities of the project. |

# 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:** [4981 - Belarus GUD SESP.doc](https://undpgefpims.org/attachments/4981/213732/1677782/1678063/4981%20-%20Belarus%20GUD%20SESP.doc)  **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.** |
| [Green Cities Project Communications Strategy.pdf](https://undpgefpims.org/attachments/4981/213732/1728026/1742342/Green%20Cities%20Project%20Communications%20Strategy.pdf)  [Stakeholders\_Analysis\_Green\_Cities\_Belarus.pdf](https://undpgefpims.org/attachments/4981/213732/1728026/1742342/Stakeholders_Analysis_Green_Cities_Belarus.pdf) |

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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.** |
| Yes |

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| **If yes, please upload the document(s) above. If no, please explain when the required documents will be prepared.** |
| As the many stakeholders are involved in the project implementation, the project team initiated in January 2019 the development of the stakeholder analysis to systematically analyze information and to determine whose interests should be taken into account. The following aspects have been analyzed: stakeholder interests, stakeholders impact as well as potential strategies for gaining support or reducing obstacles. The results of the analysis have been used for the preparation of the communication strategy for the Project for 2019. The stakeholder analysis will be updated annually. |

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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.)** |
| 1. Comfortable life in a &quot;green&quot; city (experience of the implementation of the Project in Belarus): http://greencities.by/komfortnaya-zhizn-v-zelenom-gorode/  2. Promotion of bike movement in Polotsk and Novopolotsk: https://gorod214.by/new/3842; https://sammit.tv/2019-05-21/velo-dva-goroda/  3. The opening ceremony of the first street with smart street lightning: http://greencities.by/sistema-umnogo-ulichnogo-osveshheniya-zarabotala-v-novogrudke/  4. Experience of our colleague (woman) from Novogrudok in promotion of green development:  http://www.by.undp.org/content/belarus/ru/home/stories/story-1/Elena.html?fbclid=IwAR0N5GkXcgue4mNY8URIYm-YShfcuNfN-DqocBljt0EuhgqNeGcjwOwLw1c  5. Experience of our colleague (woman) from Polotsk in promotion of green development: http://www.by.undp.org/content/belarus/ru/home/stories/story-1/Marina.html?fbclid=IwAR2wEgyd9zGhd39PgOl3YZbM-2was014OQ2klm64DH0Is9iB9GOIWIczPSg |

**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.** |
| •Information support to “European Mobility Week-2017”, “Green Cities” stands as information coordinator of the campaign  4 October 2017 Cities of Belarus on the way to sustainable mobility” seminar summing up the results of EMW-2017    1. http://zviazda.by/be/news/20171010/1507649190-u-minsku-padvyali-vyniki-udzelu-u-eurapeyskim-tydni-mabilnasci 444 views on web site, 20.000 -printed circulation  2. http://etsconsult.by/goroda-belarusi-na-puti-k-ustojchivoj-mobilnosti/  3. 4 October, Radio “Stalitsa” 18.00 News release  4. 4 October, Radio “Belarus” 13.00 News release (including satellite broadcasting) -more than 1.000.000 listeners  5. 11 October, Radio “Belarus” “The day of the Country” program (including satellite broadcasting) -more than 1.000.000 listeners  6. http://www.belta.by/society/view/v-belarusi-k-evropejskoj-nedele-mobilnosti-prisoedinilsja-31-gorod-266498-2017/ about 100.000 unique visitors per day  7. http://volkovysk.by/kultura/evropejjskaya-nedelya-mobilnosti-startovala-v-volkovyske.html 270 unique visitors per day  8. http://novgazeta.by/na-novogrudchine-startovala-nedelya-mo/ 175 views on web site, 6542 printed circulation  9. https://news.tut.by/society/561529.html about 50.000 unique visitors per day  10. https://city-brest.gov.by/%D0%B5%D0%B2%D1%80%D0%BE%D0%BF%D0%B5%D0%B9%D1%81%D0%BA%D0%B0%D1%8F-%D0%BD%D0%B5%D0%B4%D0%B5%D0%BB%D1%8F-%D0%BC%D0%BE%D0%B1%D0%B8%D0%BB%D1%8C%D0%BD%D0%BE%D1%81%D1%82%D0%B8-%D0%BF%D1%80%D0%BE%D0%B9/ about 320 unique visitors per day  11. http://minsknews.by/blog/2017/09/05/evropeyskaya-nedelya-mobilnosti-proydet-v-minske-s-16-po-22-sentyabrya/ about 1100 unique visitors per day  12. https://www.interfax.by/news/belarus/1230183 about 1400 unique visitors per day  13. https://www.b-g.by/news/v-evropeyskoy-nedele-mobilnosti-v-breste-prinyali-uchastie-bolee-2-000-chelovek/ 40 vews  14. http://www.mosty-zara.by/ru/news/evropejskaya---nedelya---mobilnosti.html about 600 unique visitors per day  15. http://www.mlyn.by/2017/09/belarus-prisoedinitsya-k-provedeniyu-evropejskoj-nedeli-mobilnosti-s-16-po-22-sentyabrya/ about 600 unique visitors per day  16. http://www.polese.by/2017/09/evropejskaya-nedelya-mobilnosti/ 2264 views  17. http://borodenya.house.gov.by/ru/news-ru/view/vaborodenja-prinjal-uchastie-v-seminarax-uchastie-v-mezhdunarodnoj-kampanii-evropejskaja-nedelja-mobilnosti-255/  18. http://shahter.by/news/evropeyskaya-nedelya-mobilnosti-v-soligorske 177 views  19. http://socnews.by/activism/2017/09/14/article\_40865 1000 unique visitors per day  20. http://bobruisk.by/news/gorod-news/131032.html 1350 unique visitors per day  21. http://www.slonves.by/2017/09/den-bez-avtomobilya/ 300 unique visitors per day  22. https://www.youtube.com/watch?v=zMDPLxMfUFw Intex TV -about 200.000 viewers  23. https://komkur.info/aktualnaya-informatsiya/evropejskaya-nedelya-mobilnosti-2017 600 unique visitors per day  24. http://polotskroo.by/index.php/novosti/331-evropejskaya-nedelya-mobilnosti-2017  25. http://ont.by/news/our\_news/evropejskaya-nedelya-mobilnosti-vremya-otkazatsya-ot-avtomobilya ONT TV channel (including satellite broadcasting) -more than 10.000.000  26. http://ivanovo.brest-region.gov.by/index.php?option=com\_content&view=article&id=43260:----2017&catid=120:news&Itemid=90&lang=ru  27. http://bsaa.by/about\_the\_university/news/1696/  28. https://0214.by/news.php?id=5470 623 views  29. http://bike.org.by/ru/news/2017/evropeyskaya-nedelya-mobilnosti-velogomel-podderzhivaet 1000 unique visitors per day  30. https://www.intex-press.by/2017/09/19/v-baranovichah-v-ramkah-evropejskoj-nedeli-mobilnosti-za-ezdu-na-velosipede-ugoshhayut-sladkimi-prizami/ 601 views  31. http://virtualbrest.by/news49599.php 3623 views  32. http://spektr.by/archives/37374 170 unique visitors per day  33. http://www.tribunapracy.by/2017/09/s-16-po-22-sentyabrya-2017-goda-projdet-evropejskaya-nedelya-mobilnosti/  34. https://www.tvr.by/news/obshchestvo/dvadtsat\_vtorogo\_sentyabrya\_den\_bez\_avtomobilya/ Belarus-1 National TV -(including satellite broadcasting) – more than 10.000.000  35. http://kirovsk.gov.by/news/nedelya-mobilnosti-2017  36. https://sputnik.by/society/20170920/1030904348/akciya-den-bez-avtomobilya-projdet-v-belarusi-22-sentyabrya.html 695 views  37. http://pinsk.brest-region.gov.by/index.php?option=com\_content&view=article&id=43259:2017-09-18-14-01-00&catid=197:news&Itemid=97&lang=ru  38. http://volkovysknews.by/aktualno/8862-news.html 902 views  39. http://www.peramoga.by/themes/67395/ 133 views  40. http://www.kirovsk.by/2017/09/v-belarusi-k-evropejskoj-nedele-mobilnosti-prisoedinilsya-31-gorod/  41. http://gztzara.by/ru/newsday/startovala-evropejskaja-nedelja-mobilnosti\_i\_3267.html  42. http://1prof.by/news/in\_the\_country/ca9363a76b8f81a.html  43. http://glenad-grodno.gov.by/state/AH:-1.202002634618.DS\_MODE.1.DS\_SELECTED\_ID.180172789968/  44. http://mediabrest.by/news/sobytia/brest-s-16-po-22-sentyabrya-prisoedinitsya-k-evropeyskoy-nedele-mobilnosti 445 vews  45. http://www.minpriroda.gov.by/ru/news-ru/view/minprirody-prizyvaet-vsex-avtoljubitelej-na-odin-den-otkazatsja-ot-peredvizhenija-na-avtomobile-22-sentjabrja-2078/  46. September 25, Channel One of the National radio. “Free microphone” programme about 1.000.000 listeners  47. https://veloby.net/ride/2017/09/den-bez-avtomobilya-i-vechernyaya-poezdka-po-prospektu-v-ramkakh-evropeiskoi-ned 360 unique visitors per day  48. http://grodno.gov.by/main.aspx?guid=152103 300 unique visitors per day  49. http://ugkh.gomel.by/news/477-2017-09-20-08-40-37  50. http://www.smorgon.grodno-region.by/printv/ru/smorgon-news-ru/view/s-16-po-22-sentjabrja-2017-goda-v-mire-proxodit-traditsionnaja-mezhdunarodnaja-kampanija-evropejskaja-14004-2017/  51. http://belgiss.by/home/novosti/22-sentyabrya-v-belarusi-projdet-tradiczionnaya-akcziya-%C2%ABden-bez-avtomobilya%C2%BB.html  52. http://www.pinsknews.by/?p=47318 585 views  53. http://www.blood.by/news/evropeyskaya-nedelya-mobilnosti-i-den-bez-avtomobilya  54. http://www.vb.by/society/tourism/nedelia\_mobilnosti\_2017.html 990 views  55. http://bobruisk-rik.gov.by/index.php/2013-01-31-07-35-32/aktualno/item/10611-enm 300 unique visitors per day  56. http://gorodok.vitebsk-region.gov.by/ru/news\_raion-ru/view/den-bez-avtomobilja-15685-2017/ 700 unique visitors per day  57. https://dzedzich.org/2017/09/15/veloprobeg-peshehodnaya-pushkinskaya-skidki-nedelya-evropejskoj-mobilnosti-v-breste/ 13.100 views  58. http://www.belarus.by/ru/press-center/photo/vsemirnyj-den-bez-avtomobilja-2017-v-belarusi\_ti\_736\_0000011358.html 1170 unique visitors per day  59. http://www.belarus.by/ru/press-center/press-release/v-evropejskoj-nedele-mobilnosti-prinjali-uchastie-46-naselennyx-punktov-belarusi\_i\_0000065580.html 1170 unique visitors per day  60. https://ggpek.by/news/news-college/1260-22-sentyabrya-projdet-aktsiya-den-bez-avtomobilya  61. http://energoeffekt.gov.by/news/239-news-2017/2833-20170918\_new0  62. http://binkl.by/read/news/pushkinskaya-nenadolgo-stanet-peshehodnoj-v-ramkah-nedeli-evropejskoj-mobilnosti-programma-meropriyatij/ 565 views  63. http://mstislaw.by/nedelja-s-16-po-22-sentjabrja-objavlena-evropejskoj-nedelej-mobilnosti 55 unique visitors per day  Potential audience covered by mass media: more than 10.000.000    • October 27-29 Information support to Climathone (hackathon). Climathon attracts innovators, entrepreneurs, students, ecologists, designers, marketers, programmers and specialists to create innovative solutions to solve climate problems in cities, environmental changes, ecology, waste processing.  64. https://tech.onliner.by/2017/10/29/climathon - 7385 views  65. https://bel.biz/business/tech/climathone - 330 unique visitors per day  66. http://minsk.carpediem.cd/events/4624890-climathon-minsk-at-imaguru-biznes-klub-startup-hub/ 3500 unique visitors per day  67. https://www.facebook.com/startupbelarus/posts/1250627058416107  68. http://jellyfish.by/27-10-xakaton-climathon.html  69. https://www.facebook.com/events/428016374259696/  70. https://imaguru.by/event/climathon-minsk/ 250 unique visitors per day  71. https://twitter.com/greenbelarus/status/923806982817140736/photo/1  72. http://arcp.by/ru/article/umnye-svetofory-interaktivnye-karty-zagryaznennosti-i-internet-veshchey - 152 views  73. www.facebook.com/UNDPinBelarus/posts/1998355553787055 767 People Reached  Average audience covered by mass media: 12384    • Support to The XII National Festival of Architecture. Within the framework of the festival, the &quot;Green Cities&quot; project supported the holding of the Republican contest for the best architectural work and the International Biennale of Young Architects &quot;Leonardo-2017&quot;, marking 3 works in the nomination &quot;Green Urban Planning&quot; as the best examples of the implementation of campaigns to &quot;green&quot; development of cities.  74. https://www.facebook.com/UNDPinBelarus/posts/2004339979855279 1,737 People Reached    • Study tours to Finland + Strasburg, Freiburg  75. http://greenbelarus.info/articles/19-12-2017/tramvay-cveta-fuksii-kak-stroyat-gorod-bez-vybrosov-v-tampere 3400 unique visitors per day  76. http://www.by.undp.org/content/belarus/ru/home/presscenter/pressreleases/2018/02/06/-.html more than 10.000 unique visitors per day  77. https://medium.com/undp-in-belarus-english/green-urban-planning-and-sharing-economy-are-present-pan-european-trends-d21b58688482 94 views  78. https://www.facebook.com/UNDPinBelarus/posts/2051644058458204 873 People Reached  Average audience covered by mass media: 14367    • November 21 2017 Seminar “Sound approaches to the organization of road traffic for the implementation of sustainable urban mobility plans: from theory to practice &quot; (Polack)  79. http://sammit.tv/2017-11-23/seminar-dor-dvizh/ 399 views on web site, about 200.000 viewers of TV channel  80. http://www.belta.by/regions/view/plan-ustojchivoj-gorodskoj-mobilnosti-namereny-razrabotat-v-polotske-i-novopolotske-276770-2017/ - about 100.000 unique visitors per day  81. https://gorod214.by/index.php/new/?alias=79\_plan\_mobilynosti about 9.000 unique visitors per day  82. https://0214.by/news.php?id=5619 about 400 unique visitors per day  83. http://vitvesti.by/obshestvo/plan-ustoichivoi-gorodskoi-mobilnosti.html 384 views on web site, 46.000 - printed circulation  84. https://www.facebook.com/UNDPinBelarus/posts/2009753595980584 553 People Reached  85. http://www.by.undp.org/content/belarus/en/home/presscenter/pressreleases/2017/11/22/to-address-road-safety-ecology-and-mobility-comprehensively.html  86. http://www.by.undp.org/content/belarus/ru/home/presscenter/pressreleases/2017/11/22/-.html more than 10.000 unique visitors per day    Average audience covered by mass media: about 364.000    • December 5-6, 2017 &quot;Development of perspective directions for green urban planning in the Republic of Belarus&quot; conference    87. http://www.belta.by/regions/view/velodorozhka-svjazhet-polotsk-i-novopolotsk-po-proektu-proongef-278934-2017/ - about 100.000 unique visitors per day  88. http://mtis.tv/projects/vovremia/programma-vovremya-efir-ot-06-12-2017.html  89. http://climate.ecopartnerstvo.by/ru/news/107 150 unique visitors per day  90. http://www.mlyn.by/2017/12/desyat-gorodov-belarusi-poluchat-podderzhku-planov-zelenogo-gradostroitelstva/ - about 400 unique visitors per day  91. http://www.belta.by/society/view/napravlenija-zelenogo-gradostroitelstva-v-belarusi-opredeljat-na-seminare-v-minske-278907-2017/ about 100.000 unique visitors per day  92. http://www.novopolotsk.by/content/view/7415/176/ about 2600 unique visitors per day  93. http://mybrest.by/news/obshchestvo/kontseptsiya\_brest\_umnyy\_gorod\_poluchit\_podderzhku\_v\_planakh\_zelenogo\_gradostroitelstva/ 279 views  94. http://gp.by/category/news/novosti-belarusi/news170712.html  95. https://wildlife.by/ecology/news/v-minske-prokhodit-mezhdunarodnyy-seminar-posvyashchennyy-zelenomu-gradostroitelstvu/ 371 views  96. https://vk.com/regionpolotsk?from=top&w=wall-46379804\_140786 5172 views  97. http://www.miory.vitebsk-region.gov.by/ru/republic/view/napravlenija-zelenogo-gradostroitelstva-v-belarusi-opredeljat-na-seminare-v-minske-17088/ about 700 unique visitors per day  98. https://www.ngo.by/news/velodorozhka-svyazhet-polock-i-novopolock-po-proektu-proongef about 100 unique visitors per day  99. http://news.21.by/society/2017/12/05/1403507.html about 7900 unique visitors per day  100. http://www.by.undp.org/content/belarus/en/home/presscenter/pressreleases/2017/12/07/-.html  101. http://www.by.undp.org/content/belarus/ru/home/presscenter/pressreleases/2017/12/07/-.html more than 10.000 unique visitors per day  102. https://news.tut.by/society/571628.html about 50.000 unique visitors per day  Average audience covered by mass media: 277.672    • 20 December 2017 Press-breakfast in Polack  103. http://www.by.undp.org/content/belarus/ru/home/presscenter/pressreleases/2017/12/22/-.html more than 10.000 unique visitors per day  104. http://www.by.undp.org/content/belarus/en/home/presscenter/pressreleases/2017/12/22/road-map-for-green-urban-development.html  105. https://stroimedia.by/v-polocke-obsudili-dorojnyu-kartu/ 500 unique visitors per day, 2.000 - printed circulation  106. http://sammit.tv/2017-12-27/polock-i-novopolock-prodolzhajut-prevrashhatsja-v-zeljonye-goroda/ 857 views on web site, about 200.000 viewers of TV channel  107. https://www.facebook.com/UNDPinBelarus/posts/2038445119778098 1,112 People Reached  Average audience covered by mass media: about 215.000    • Other publications  108. Dec 12, 2017 Vicente Ibora: Belarus has enormous potential for green urban development http://www.by.undp.org/content/belarus/en/home/presscenter/pressreleases/2017/12/12/vicente-ibora-belarus-has-enormous-potential-for-green-urban-development.html  109. http://www.by.undp.org/content/belarus/ru/home/presscenter/pressreleases/2017/12/12/-.html more than 10.000 unique visitors per day  110. 27 July, 2017 Сергей Лейченко: «В центре устойчивой городской мобильности -человек, не важно каким способом он передвигается» http://www.by.undp.org/content/belarus/ru/home/presscenter/articles/2017/07/27/-0.html more than 10.000 unique visitors per day  111. November 21 2017 ПРААН і Мінпрыроды пабудуюць «зялёныя» гарады http://zviazda.by/be/news/20171120/1511192931-praan-i-minpryrody-pabuduyuc-zyalyonyya-garady 593 views on web site, 20.000 -printed circulation  112. https://www.facebook.com/UNDPinBelarus/posts/2009753595980584 553 people reached  113. September 19 2017 Как за 3 миллиона долларов три неслучайных города Беларуси станут «зелёными» http://greenbelarus.info/articles/09-10-2017/kak-za-3-milliona-dollarov-tri-nesluchaynyh-goroda-belarusi-stanut-zelyonymi 800 unique visitors per day  114. 7 July, 2017 Зелёные города: сумеют ли в Беларуси изменить подход к градостроительству? http://greenbelarus.info/articles/07-07-2017/zelyonye-goroda-sumeyut-li-v-belarusi-izmenit-podhod-k-gradostroitelstvu 800 unique visitors per day  Average audience covered by mass media: 42746    • April 4, 2018 Meeting of the coordination group for the development of a single plan for sustainable urban mobility (Polack, Novapolack)  115. http://www.novaya.by/2018/04/09/v-novopolocke-v-ramkax-proekta-zelenye-goroda-obsudili-plan-meropriyatij-na-2018-j-god/ 987 views on web site, 8.500 - printed circulation  Average audience covered by mass media: 9487    • 29 March 2018 Press-breakfast in Navahrudak    116. http://novgazeta.by/novogrudok-stal-pilotnym-gorodom-pr/ 175 views on web site, 6542 printed circulation  117. https://www.youtube.com/watch?v=LRyHR9HPOiQ&index=2&list=PLE88B5DEBBECDF272 444 views on youtube, Novo-TV - viewers of the local cable network -6000, viewers of regional ZALA service -160.000  118. http://www.zviazda.by/be/news/20180405/1522938024-shto-zmenicca-u-navagrudku-zgodna-z-praektam-zyalyonyya-garady 355 views on web site, 20.000 -printed circulation  119. https://stroimedia.by/novogrudok-vnedriaet-smart-city/ 500 unique visitors per day, 2.000 - printed circulation  120. http://www.infopolicy.biz/?p=10772 80 unique visitors per day  Average audience covered by mass media: 195.625    • 18-22 June, 2018 Sustainable Energy Week, the UNDP-GEF &quot;Green Cities&quot; project contributed to the local ecological actions and contests in Navahrudak - a project pilot city.  121. https://www.facebook.com/UNDPinBelarus/posts/2127990637490212 611 people reached  122. http://novgazeta.by/soberi-musor-otdelno-pod-takim-dev/ 115 views on web-site, 6542 printed circulation  123. https://twitter.com/UNDP\_Belarus/status/1009355430588534785 291 views  Average audience covered by mass media: 7599    • 9 June 2018 Navapolack, the pilot city of the &quot;Green Cities&quot; project, celebrates its 60th anniversary. The project team joined the festive events. On the streets, residents of Navapolack were asked to mark on the city map the most problem areas of the city infrastructure and express their wishes for creating a comfortable urban environment.  124. https://www.facebook.com/UNDPinBelarus/posts/2117859908503285 925 people reached  125. https://twitter.com/UNDP\_Belarus/status/1005832437363027969 329 views  126. https://twitter.com/UNDP\_Belarus/status/1005831449298259968 1995 views  Average audience covered by mass media: 3249    • 31 May-1 June 2018 Sustainable urban planning and housing: national priorities of the Republic of Belarus and best international practices. Location – Grodno, Belarus  127. http://www.belta.by/society/view/v-zhilischnom-stroitelstve-aktsent-budet-sdelan-na-sozdanii-komfortnoj-sredy-kruchanov-304943-2018/ about 100.000 unique visitors per day  128. http://mas.gov.by/ru/news\_ru/view/v-zhilischnom-stroitelstve-aktsent-budet-sdelan-na-sozdanii-komfortnoj-sredy-kruchanov-1005/ 170 unique visitors per day  129. https://www.youtube.com/watch?time\_continue=21&v=Yvx1tioiNHI Belarus-4 National channel (Hrodna district) - about 1.000.000 viewers  130. https://www.facebook.com/minstroyrb/posts/632007767143898  131. http://geneva.mfa.gov.by/ru/embassy/news/f1cfce65aad1c12b.html  132. http://www.ecopress.by/ru/news/8/detail/226519/back.html 3700 unique visitors per day  133. http://www.mas.by/ru/news\_ru/view/mezhdunarodnaja-konferentsija-o-zhilischnom-xozjajstve-i-gorodskom-planirovanii-projdet-v-grodno-1004/ 170 unique visitors per day  134. https://stroimedia.by/eek-oon-i-programmi-oon-habibat/ 500 unique visitors per day, 2.000 - printed circulation  135. https://twitter.com/UNDP\_Belarus/status/1002095307314868224 377 vews  136. https://twitter.com/UNDPEurasia/status/1002452217901797376  Average audience covered by mass media: more than 1.100.000    • April 6 2018 The &quot;Green Cities&quot; project experts in the &quot;Open Microphone&quot; program (live) of the National Radio Channel One.  137. https://www.youtube.com/watch?v=lCP84qyle\_g&list=PLBz9yEm94XmOhulME0Lh7puxWOCi0O-2I&index=1 Belarus ONE National Radio Channel - about 1.000.000 listeners  138. https://www.facebook.com/UNDPinBelarus/posts/2089622147993728 892 people reached  Average audience covered by mass media: more than 1.000.000    • September 13, 2018 International Scientific and Practical Workshop on “New technologies in urban planning solutions to the problem of climate change and adaptation to its consequences”  1. http://www.belta.by/society/view/belarus-zainteresovana-v-preobrazovanijah-gorodskoj-sredy-s-uchetom-izmenenija-klimata-317681-2018/  2. http://www.bntu.by/news/10-atfnews/8652-2018-09-13-09-58-11.html  3. http://socnews.by/public\_disc/2018/09/07/article\_46771  4. http://www.bntu.by/news/11-afnews/8690-2018-09-19-08-35-39.html  5. http://www.bntu.by/news/10-atfnews/8652-2018-09-13-09-58-11.html  6. http://www.bntu.by/news/10-atfnews/8641-2018-09-11-08-08-24.html  7. http://www.bntu.by/news/11-afnews/8640-2018-09-11-07-58-45.html  8. “Architecture and Construction” Magazine, Adaptation of Belarusian cities to climate change (project expert Vera Sysoeva)  9. https://wildlife.by/science/standpoint/zelenye-goroda-blagopriyatny-dlya-zdorovya-i-bolee-konkurentosposobny/?sphrase\_id=9362    • November 2, 2018 Joint action of “green” projects in the Millennium Park of Brest    10. http://gs.greenlogic.by/blog/2018/11/02/v-parke-tysjacheletija-bresta-pribavilos-derevev/  11. http://www.trkbrest.by/9597-zyalenaya-buduchynya-belarus-vdea.html  12. http://pgs.greenlogic.by/blog/na-eko-aktsii-zelenoe-budushhee-belarusi-v-breste-posadili-derevya/  13. http://www.brsu.by/news/studenty-brgu-imeni-pushkina-prinyali-uchastie-v-aktsii-zelenoe-buduschee-belarusi  14. https://www.tvr.by/news/obshchestvo/v\_breste\_proshla\_ekologicheskaya\_aktsiya\_/  15. https://onlinebrest.by/novosti/okolo-250-sajencev-derevev-poyavyatsya-v-parke-tisyacheletiya-bresta-blagodarya-akcii-zelenoe-bydyshee-belarysi\_10109.html  16. https://www.interfax.by/news/belarus/1250098  17. https://www.sb.by/articles/uchastniki-ekologicheskoy-aktsii-vysadili-v-parke-tysyacheletiya-bresta-250-derevev-.html  18. https://www.belta.by/regions/view/okolo-250-derevjev-vysazheno-v-breste-vo-vremja-aktsii-zelenoe-buduschee-belarusi-324135-2018  19. http://www.minpriroda.gov.by/ru/news-ru/view/vo-vremja-aktsii-zelenoe-buduschee-belarusi-v-parke-tysjacheletija-bresta-segodnja-vysazheno-okolo-250-2568/  20. https://wildlife.by/ecology/news/alleya-zelenoe-budushchee-belarusi-zalozhena-v-breste/  21. http://virtualbrest.by/news60251.php  22. https://vb.by/society/millenium/450\_derevyev\_v\_parke\_1000.html  23. https://www.facebook.com/UNDPinBelarus/posts/2244092615880013  24. https://www.facebook.com/UNDPinBelarus/posts/2244081209214487  25. https://www.facebook.com/UNDPinBelarus/posts/2244019902553951  26. http://brestcity.com/blog/v-parke-1000-letiya-bresta-proveli-akciyu-zelenoe-budushhee-belarusi  27. https://onlinebrest.by/novosti/v-parke-1000-letiya-proveli-akciu-zelenoe-bydyshee-belarysi\_10142.html  28. http://www.minpriroda.gov.by/ru/news-ru/view/minprirody-sovmestno-s-programmoj-razvitija-oon-brestskim-gorispolkomom-zhiteljami-goroda-bresta-provodit-2563/  29. http://news.21.by/other-news/2018/11/05/1646547.html  30. http://zarya.by/event/message/view/24024    September 2018 European Mobility Week    31. http://greenbelarus.info/articles/17-09-2018/mabilnasc-geta-ne-transpart-kamfortnasc-zhyccya-u-goradze-dlya-usih-lyudzey-yak  32. https://stroimedia.by/v-belarusi-prokhodit-yevropeyskaya-nedelya-mobilnosti/  33. https://www.youtube.com/watch?v=bb-2agJORwU&feature=share  34. http://www.belta.by/society/view/belorusskie-goroda-aktivno-prisoedinjajutsja-k-evropejskoj-nedele-mobilnosti-2018-314170-2018/  35. http://www.novaya.by/2018/09/14/s-16-po-22-sentyabrya-v-novopolocke-projdet-evropejskaya-nedelya-mobilnosti-2018/  36. http://spare-belarus.by/news/opyt-shkoly/637  37. http://krasnopolie.gov.by/index.php/news/region-news/item/4328-mob-week  38. http://news.21.by/society/2018/09/15/1603785.html  39. http://www.pvestnik.by/?p=47585  40. http://radio1.by/o-kanale/novosti/aktualny-m-krafon-e-rapeysk-tydzen-mab-lnasts-19-09-2018-audyye/  41. http://mywellness.by/mobility-week/  42. https://twitter.com/UNDP\_Belarus/status/1047736146090971137  43. http://socnews.by/public\_disc/2018/10/10/article\_47158  44. https://www.facebook.com/UNDPinBelarus/posts/2206459626309979  45. http://www.tc.by/exhibitions/transport2018/news/4668.html  46. https://www.facebook.com/UNDPinBelarus/posts/2218878611734747  47. http://www.vitbichi.by/news/obshchestvo/socium/post25158.html  48. https://www.facebook.com/UNDPinBelarus/posts/2215205752102033  49. https://bit.ly/2EsHm0e  50. http://khotimsk.gov.by/news/region/item/486-mob-week  51. https://www.facebook.com/UNDPinBelarus/posts/2220250074930934  52. http://novgazeta.by/akcii-konkursy-veloprobeg-i-besplatn/  53. https://www.facebook.com/UNDPinBelarus/posts/2220305601592048  54. http://mk.by/2018/08/28/193601/  55. https://www.facebook.com/UNDPinBelarus/videos/147460792865353/  56. https://www.wildlife.by/ecology/news/s-16-po-22-sentyabrya-v-belarusi-proydet-evropeyskaya-nedelya-mobilnosti/  57. http://mogilev.gov.by/ru/component/content/article/aktualnoe/33042-mogiljov-mozhet-stat-uchastnikom-evropejskoj-nedeli-mobilnosti-2018.html  58. http://www.loevkraj.by/2018/09/za-chistyj-gorod/    • September 21, 2018 Press Tour to Navahrudak + EMW 2108    59. http://novgazeta.by/novogrudok-gorod-zelyonyy-ubedi/  60. http://novgazeta.by/ceremoniya-nagrazhdeniya-pobediteley-k/  61. https://www.youtube.com/watch?v=IWdkPOYgoHs  62. https://twitter.com/UNDPEurasia/status/1046686673051037696  63. https://stroimedia.by/v-formate-kvesta-v-novogrudke-predstavili-profil-goroda/  64. https://twitter.com/UNDP\_Belarus/status/1047739980309778432  65. http://zviazda.by/ru/news/20181004/1538663545-zelenyy-kvest-po-novogrudku  66. https://www.facebook.com/UNDPinBelarus/posts/2226329437656331  67. http://novogrudokedu.by/index.php/component/content/article/76-2013-04-29-07-16-12/1899-21-20181    • October 26, 2018 Press Tour to Polack-Navapolack    68. http://climate.ecopartnerstvo.by/ru/news/198  69. http://www.pvestnik.by/?p=48650  70. https://bit.ly/2EetKVM  71. https://www.facebook.com/UNDPinBelarus/posts/2241306196158655  72. https://www.youtube.com/watch?v=o9KSqetvUgg  73. http://sammit.tv/2018-11-05/zeljonoe-gradostroitelstvo/  74. http://arcp.by/ru/article/musornyy-konteyner-pod-zemley    • December 11, 2018 BELTA Press Conference    75. https://www.belta.by/society/view/eksperty-proon-pomogut-esche-chetyrem-gorodam-belarusi-razrabotat-plany-po-energii-i-klimatu-328940-2018/  76. https://www.belta.by/society/view/proekt-proon-zelenye-goroda-v-belarusi-perehodit-k-stadii-prakticheskoj-realizatsii-328934-2018/  77. https://www.belta.by/society/view/proekt-proon-zelenye-goroda-v-belarusi-pomozhet-sokratit-vybrosy-so2-bolee-chem-na-90-tys-t-328928-2018/  78. https://www.belta.by/society/view/sozdavat-uslovija-razvitija-energoeffektivnogo-zhiljja-nuzhno-dlja-ustojchivoj-ekonomii-resursov-328951-2018/  79. https://www.belta.by/video/getRecord/3750/  80. http://1reg.by/2018/12/12/pruzhanyi-i-baranovichi-poluchili-pomoshh-ekspertov-v-ramkah-proekta-zelenyie-goroda/  81. https://belta.by/photonews/view/press-konferentsija-o-razvitii-zelenogo-gradostroitelstva-v-belarusi-proshla-v-belta-14653/  82. https://twitter.com/UNDP\_Belarus/status/1071067106064646149  83. https://www.facebook.com/UNDPinBelarus/posts/2272074736415134  84. https://eng.belta.by/society/view/undp-green-cities-project-reaches-practical-phase-in-belarus-117252-2018/  85. https://wildlife.by/ecology/articles/podvedeny-itogi-proekta-podderzhka-zelenogo-gradostroitelstva-v-malykh-i-srednikh-gorodakh-belarusi/?sphrase\_id=9364  86. https://planetabelarus.by/publications/tochka-zreniya/chto-daet-belorusskim-gorodam-zelenoe-dvizhenie/  87. https://www.facebook.com/UNDPinBelarus/posts/2272760056346602  88. https://www.belta.by/society/view/press-konferentsija-o-razvitii-zelenogo-gradostroitelstva-v-belarusi-projdet-v-belta-11-dekabrja-328466-2018/      Other 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# 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?** |
| No |

|  |
| --- |
| **Does the project work with UN Volunteers?** |
| Yes |

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

|  |
| --- |
| **CEO Endorsement Request:** [PIMS 4981 BEL GUD CEO Endorsement Request - FINAL 3 June 2015.doc](https://undpgefpims.org/attachments/4981/213732/1677790/1678071/PIMS%204981%20BEL%20GUD%20CEO%20Endorsement%20Request%20-%20FINAL%203%20June%202015.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.** |
| *(not set or not applicable)* |

# 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.