

2019

Project Implementation Review (PIR)

**Mainstreaming climate change in the National**

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# Basic Data

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| **Project Information** | |
| UNDP PIMS ID | 5181 |
| GEF ID | 5358 |
| Title | Mainstreaming climate change in the National Logistics Strategy and Roll-Out of Integrated Logistics Platforms |
| Country(ies) | Morocco, Morocco |
| 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** |
| To operationalize the mitigation potential of the National Logistics Strategy through facilitation of the Government's roll-out of integrated logistics platforms in a NAMA framework. |

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| **Project Contacts** | |
| UNDP-GEF Regional Technical Adviser | Mr. Saliou Toure (saliou.toure@undp.org) |
| Programme Associate | Ms. Zora Urlandova (zora.urlandova@undp.org) |
| Project Manager | Mr. RACHID BENABBOU (nizarou.benabbou@gmail.com) |
| CO Focal Point | Ms. Amal NADIM (amal.nadim@undp.org) |
| GEF Operational Focal Point | Mr. Rachid FIRADI (firadienvironnement@gmail.com) |
| Project Implementing Partner | Mr. ADIL BAHI (bahi@mtpnet.gov.ma) |
| Other Partners | *(not set or not applicable)* |

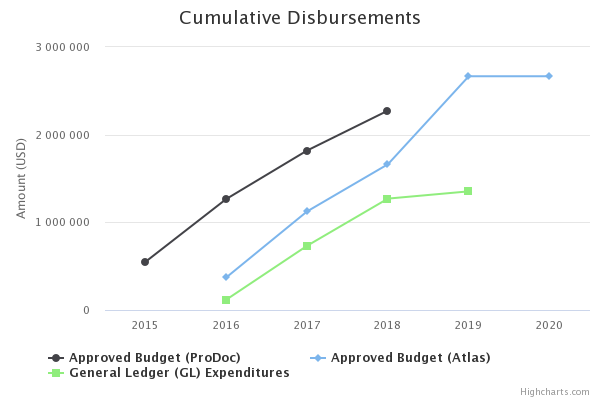
# Overall Ratings

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

# Development Progress

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| **Description** | | | | | | |
| **Objective**  **To operationalize the mitigation potential of the National Logistics Strategy through facilitation of the Government’s roll-out of integrated logistics platforms in a NAMA framework.** | | | | | | |
| **Description of Indicator** | **Baseline Level** | **Midterm target level** | **End of project target level** | **Level at 30 June 2018** | **Cumulative progress since project start** |
| Amount of additional tons of direct CO2 emissions reduced relative to baseline (five categories of emission reductions) | Under BAU scenario 8,856 tCO2 reduced by newly introduced vehicles benefiting from the current METL funding scheme and eco-driven freight vehicles from SNTL (2016-2019) | *(not set or not applicable)* | 1) Eco-driving: 87,321 tCO2 cumulative total by the end of the project  2) Solar PV (1.5 MW): 32,745 tCO2 (over lifetime)  3) Fleet renewal: 18,322 tCO2 cumulative total by the end of project  4) Modal shift: 872,756 tCO2 cumulative total by end of project  5) Improvement of vehicle maintenance & testing: 491,373 tCO2 cumulative total by the end of the project.  Total: 1,502,517 tCO2 Direct emissions | At this stage, the activities that will provide the tools for the operationalization of mitigation potential as part of the National Logistics Strategy are underway. This concerns in particular the study "Feasibility Study to analyze a range of policy and measures for the mitigation of GHG emissions in the freight sector and proposal of a regulatory framework to promote their implementation ".  Furthermore, the Project launched a study about "Conception and development study of a model project for a Nationally Appropriate Mitigation Actions (NAMA) for the Casablanca-Settat Regional Logistics Scheme". | 2030 Strategic Mitigation Objectives: (estimation)    - Eco-driving: 6%    - Management of goods flows (optimization, massification and connectivity of logistics platforms): 8,5%    - Renewal of the freight road transport fleet: 3.7%    - Development of the modal shift and introduction of piggyback: 9,2% |
| **The progress of the objective can be described as:** | | **On track** | | | | |
| **Outcome 1**  **Institutions, public policies and regulations are enhanced regarding low-carbon development of the Moroccan transport sector** | | | | | | |
| **Description of Indicator** | **Baseline Level** | **Midterm target level** | **End of project target level** | **Level at 30 June 2018** | **Cumulative progress since project start** |
| Institutional capacity to ensure mainstreaming and monitoring of low carbon development in the freight transport sector | No specific institution dedicated to GHG monitoring and policy development in the transport sector | *(not set or not applicable)* | One specific institution set-up as an inter-ministerial committee and capacities are strengthened in GHG monitoring and policy development for low-carbon development | 3 Training sessions on "Good management for the development of low carbon logistics" organized for 40 beneficiaries of regional services of the Ministry of Equipement, Transport, Logistics and Water (METLE) were organized in april, may and june 2018 in Ifrane, Marrakech and Tangier. | Implementation of a Technical Committee for Climate Change is in progress: creation of an Equipment / Transport / Logistics (ETL)  Climate Mission attached to the general secretariat of METLE and a Committee + ClimateTechnical Unit (ETL). |
| Policy measures and regulations in place to mainstream low carbon development in the logistics sector. | No policy measures and mitigation actions in place to reach the 35% CO2 reduction impact  No regulations exist to date specific to GHG monitoring or low carbon development  in transport sector | *(not set or not applicable)* | Policy measures are implemented to reach the 35% CO2 reduction impact.  At least 2 regulations on low-carbon development in the logistics sector are formally submitted for approval to GSG | Launch of "Feasibility Study to analyze a range of policy and measures for the mitigation of GHG emissions in the freight sector and proposal of a regulatory framework to promote their implementation ".    The first phase of the above mentioned study is completed, and the related deliverable reviewed by the Monitoring Committee and approved by the Steering Committee;    The second phase of the study is launched and a workshop about the "Selection and prioritization of measures for the mitigation of GHG emissions in the Moroccan freight sector" were held on 14 and 15 May 2018 in Rabat. | - A legal text establishing the obligation of eco-driving training is being prepared by examining its advantages/ disadvantages and its feasibility. The draft text will be presented to the Transport Directorate to be submitted for governmental approval in order to make it operational.    - 7 measures have been selected by the key concerned actors & the Steering Committee and are a subject of the study "Feasibility analysis of a range of policy measures and regulations for the mitigation of GHG emissions in the freight sector” under finalization. |
| % of cars in the road fleet registry with GHG relevant data | 0 | *(not set or not applicable)* | 100% of the road fleet registry has GHG data | 2 phases of the study "Design and implementation of a survey and inventory of GHG emissions from the road and rail fleets dedicated to goods transportation". is completed  Launch of the last phase "Completion of a survey of the freight fleet dedicated to the transport of goods" | A centralized system for collecting data from the road and rail fleets and calculating their GHG emissions developed and implemented in the Ministry  information system |
| **The progress of the objective can be described as:** | | **On track** | | | | |
| **Outcome 2**  **The network of Multi-flux Logistics Zones of Greater Casablanca is developed as a nationally appropriate mitigation action ("NAMA") model project as part of the National Logistics Strategy** | | | | | | |
| **Description of Indicator** | **Baseline Level** | **Midterm target level** | **End of project target level** | **Level at 30 June 2018** | **Cumulative progress since project start** |
| Existence of GC logistics platform with its own GHG inventory and MRV system | No GHG inventory and MRV systems exists | *(not set or not applicable)* | GHG inventory and MRV systems designed and implemented for GC NAMA | Request for tenders launched for a "Conception and development study of a model project for a Nationally Appropriate Mitigation Actions (NAMA) for the Casablanca-Settat Regional Logistics Scheme". | The GHG inventory generated by the activity of logistics companies at the Casablanca Settat level under progress. |
| Existence of GC logistics platform designed as a model NAMA for replication perspective at the 17 other logistics platforms | 0 NAMA-DD for GC logistic platform exists. | *(not set or not applicable)* | The NAMA Design Document (NAMA-DD) validated by the NCCC and registered in the UNFCCC NAMA Registry  A standardized baseline methodology for freight modal switch from road to rail is developed, tested at the Zenata site and submitted to the UNFCCC for approval. | The preparation of the NAMA Design Document (NAMA-DD) is included in the Request for tenders launched for a "Conception and development study of a model project for a Nationally Appropriate Mitigation Actions (NAMA) for the Casablanca-Settat Regional Logistics Scheme."    The results expected from this study will constitute the tools to mobilize funding for the replication of the mitigation actions initiated by the project, for the future logistic platforms of the region of casablanca settat planned by the National Strategy of Logistics. | the 1st phase 1 of the study for the "Conception and development study of a model project for a Nationally Appropriate Mitigation Actions (NAMA) for the Casablanca-Settat Regional Logistics Scheme" finished and the 2nd and 3rd phases in progress.    This mission was launched on October 26, 2018 in the presence of the partners of the GEF-Transport project. The first results of this mission drew up an inventory of the logistics platforms within the Casablanca- Settat region, which was complemented by an international benchmark in terms of good practices of profiling logistic platforms and the estimation of their GHG emissions. |
| Existence of GC logistics platform designed as a model NAMA for replication perspective at the 17 other logistics platforms | No ‘nested NAMA’ framework developed | *(not set or not applicable)* | The NCCC validates the ‘nested NAMA’ framework | The request for tenders launched for a "Conception and development study of a model project for a Nationally Appropriate Mitigation Actions (NAMA) for the Casablanca-Settat Regional Logistics Scheme" integrate a phase about the "Conception and development of the NAMA Transport project document and its MRV system for the Casablanca-Settat regional logistics plan". | Draft of the contract amendment prepared for the study "Conception and development study of a model project for a Nationally Appropriate Mitigation Actions (NAMA) for the Casablanca-Settat Regional Logistics Scheme" and will be concluded with the consultant once the Project receive the results of the 3rd phase that consists on the "Conduct of a survey to determine the tonnage likely to be transferred from the road to the rail". |
| **The progress of the objective can be described as:** | | **On track** | | | | |
| **Outcome 3**  **The mitigation measure ("NAMA") is made operational by upgrade investments of the logistics zones provided for by the logistical regional plan of Greater Casablanca** | | | | | | |
| **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 operationalized GHG reduction measures through investments facilitated by the project at the GC logistics platforms | No PV panels installed on the roofs of the Zenata site  5 SNTL trainers training on eco-driving  70% of SNTL vehicles are less than 5 years | *(not set or not applicable)* | 1.5 MW of PV panels are procured and installed at the Zenata site  100 trainers trained on eco-driving  5,000 new freight vehicles benefit from the fleet subsidy renewal scheme | The implementation of the "Partial financing for the acquisition and installation of 1.5 MW photovoltaic solar panels on refrigerated warehouses of the Zenata logistics platform":This agreement signed between the GEF-Transport project and SNTL in July 2016, were delayed due to the transition of the group's management. However, an effort was made to secure the credit allocated to the execution of that agreement, by approving the financial contribution of the beneficent in January 2018 by the Direction board. During this period, SNTL updated economic studies and contracted technical assistance to monitor the works in order to meet its commitment for December 2018 and reach the target of 1 MW. After the recent nomination of SNTL's new General Manager, a working meeting will be held immediately to discuss the achievement of the 1MW target before the closing of 2018.  The request for tender for the 1MW PV panels will be launched in 2018.    Concerning the mission of development and implementation of a training of trainers in eco-driving, we are proud of the success and the quality of the training (102 beneficiaries). The training tools and documentaton initiated by the project will be shared on the project's website. | - The agreement signed between the GEF-Transport project and SNTL in July 2016, about the implementation of the "Partial financing for the acquisition and installation of 1.5 MW photovoltaic solar panels on refrigerated warehouses of the Zenata logistics platform" were delayed due to the transition of the group's management. However, an effort was made to secure the credit allocated to the execution of that agreement, by approving the financial contribution of the beneficent in January 2018 by the Direction board.  In order to avoid returning the funds already paid to SNTL, the Minister sent letters of reminder to the General Director of the SNTL to start the installation of photovoltaic solar panels  as soon as possible .    - Validation of the report of phase 1 of the study "Revision of the legal framework governing professional conduct to include eco-driving training" - A legal text establishing the obligation of eco-driving training is being prepared and will be presented to the Transport Directorate to be submitted for governmental approval in order to make it operational.    - 100 trainers was trained on eco-driving. The training tools have been shared with the beneficiaries, and an evaluation will be launched to measure the impact of this training. |
| **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): | 59.51% |
| Cumulative GL delivery against expected delivery as of this year: | 59.51% |
| Cumulative disbursement as of 30 June (note: amount to be updated in late August): | 1,353,405 |

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| **Key Financing Amounts** | |
| PPG Amount | 100,000 |
| GEF Grant Amount | 2,274,429 |
| Co-financing | 121,282,532 |

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| **Key Project Dates** | |
| PIF Approval Date | Nov 5, 2013 |
| CEO Endorsement Date | May 12, 2015 |
| Project Document Signature Date (project start date): | Dec 23, 2015 |
| Date of Inception Workshop | Mar 28, 2016 |
| Expected Date of Mid-term Review | Mar 31, 2019 |
| Actual Date of Mid-term Review | *(not set or not applicable)* |
| Expected Date of Terminal Evaluation | Dec 1, 2019 |
| Original Planned Closing Date | Dec 31, 2019 |
| 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)** |
| 2019-02-11 |

# Critical Risk Management

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| Current Types of Critical Risks | Critical risk management measures undertaken this reporting period |
| Organizational | Critical risk: The target of 1.5 MW may not be achieved by the beneficiary (SNTL) due to a significant delay in starting work on the installation of photovoltaic panels.  The proposed management measures:  Return of funds already paid to SNTL;  Preparation of a Call for expressions of interest (AMI) in consultation with the CGEM (General Confederation of Moroccan Enterprises)  Launch of the call for the selection of logistics companies located in the region of Casablanca to finance the acquisition and installation of PV. |

# 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.** |
| mid-term review:  Since the project will be closed by December 2020 and the project will not have enough time to implement the mid-term evaluation recommendations it was deliberately decided to cancel the MTE and conduct only the terminal evaluation. |

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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.** |
| MTR was supposed to take place during this review period. The argument that the TE date is close and scheduled for 2020 is not solid, as MTR is a mandatory step for all Full-Sized Projects. As per next step, the RTA recommends that MTR to be conducted as soon as possible, and if needed, an extension of the project can be requested. |

# Ratings and Overall Assessments

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| **Role** | **2019 Development Objective Progress Rating** | **2019 Implementation Progress Rating** |
| **Project Manager/Coordinator** | Satisfactory | *- IP Rating provided by UNDP-GEF Technical Adviser and UNDP Country Office only -* |
| Overall Assessment | The agreement signed between the GEF-Transport project and SNTL in July 2016, about the implementation of the "Partial financing for the acquisition and installation of 1.5 MW photovoltaic solar panels on refrigerated warehouses of the Zenata logistics platform" were delayed due to the transition of the group's management. However, an effort was made to secure the credit allocated to the execution of that agreement, by approving the financial contribution of the beneficent in January 2018 by the Direction board.    In february 2019, the SNTL awarded the contract to the service provider but the work order notification is still not signed by the SNTL.    Negotiations are still maintained to unblock the current situation and in case where no solution has been found, the 1.5 MW target will be maintained in the Casablanca Settat region by collaborating with the private sector companies. | |
| **Role** | **2019 Development Objective Progress Rating** | **2019 Implementation Progress Rating** |
| **UNDP Country Office Programme Officer** | Moderately Satisfactory | Moderately Satisfactory |
| Overall Assessment | The project progressing well, the national partner and the project team are very committed in the implementation of the project. The main project activities and studies are going as planned.  The Outcome 1is well advancing through the set up of one specific institution as a Technical Committee for Climate Change attached to the general secretariat of METLE.  The policy measures and regulations to mainstream low carbon development in the logistics sector are under establishment: 7 measures have been selected by the key concerned actors and approved by the Steering Committee and their implementation is being analyzed. A legal text establishing the obligation of eco-driving training is being prepared.  Also, one of the key project results in this reporting period is the development and set up of “information system” which is a centralized system for collecting data from the road and rail fleets and calculating their GHG emissions. It is a very important and strategic monitoring and decision support tool.  Regarding the Outcome 2: The required elements for the development of NAMA have been prepared such as the national survey on the profile of the road and rail freight fleet and the national emissions inventory for the freight sector. The NAMA Design Document (NAMA-DD) in under finalization.  The communication activities are well advanced, a several communication tools (leaflets, posters, roll-ups) have been prepared and disseminated.  The unique activity that remain significantly behind schedule is the installation of PV panels at the ZENATA refrigeration warehouses (SNTL). The delay is mainly due to the change of the General Manager of SNTL.  As soon as the new director was appointed, a huge efforts has been taken by UNDP and the national partner to activate the launch of the tender for acquisition and installation of 1.5 MW photovoltaic solar panels on refrigerated warehouses of the Zenata logistics platform.  In february 2019, the SNTL awarded the contract to one service provider but, because of internal considerations, the service notification is still not signed by the SNTL and the work has not started yet. Negotiations are still maintained to unblock the current situation and in case where no solution has been found, the 1.5 MW target will be maintained in the Casablanca Settat region by collaborating with another private sector company (or companies), but this may cause a considerable delay in the implementation of the project. | |
| **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** | Satisfactory | *- 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 Satisfactory |
| Overall Assessment | The “Mainstreaming climate change in the National Logistics Strategy and Roll-Out of Integrated Logistics Platforms” project is an important initiative in the country where there is no previous experience in the country. The project aims to operationalize the mitigation potential of the National Logistics Strategy through facilitation of the Government's roll-out of integrated logistics platforms in a NAMA framework in Morocco. Let’s see how the project has progressed so far compare to End of project (EoP) targets.    The project started its real implementation on the ground in 2016, but faced some challenges in the beginning, which prevented a smooth start. The main challenge was difficult institutional arrangements.    In term of delivery, the cumulative delivery against total approved amount moved from 35% (USD 809,842 exactly) in 2018 (Year 2) to 59% (USD 1,353,405) in 2019 (Year 3). This is a good progress and shows that the project is making efforts to increase delivery.    In term of achievement, compared to the Project Document (ProDoc) log frame, the project has made some advancement, but far from achieving its EoP targets. The installation of the 1.5MW started with some institutional challenges, but hopefully solved soon as the CO is taking actions with the new Senior management of the SNTL company.    In term of partnership, the project is collaborating with some local companies and NGOs. This may yield to more concrete collaborations in future reporting periods. The project also has a positive gender aspect.    As per last year, the project still has some risks, including operationalization risk. The mitigation measure of last year was to reduce the number of decision makers to easy the process of decision making. However, the change in Senior Management of one company delayed the whole process of installing the 1.5 MW Solar. As a new recommendation, the RTA strongly advice to conduct quickly the MTR, to have an independent reviewer who can provide more specific and constructive recommendations.    In term of milestone, there is a big misunderstanding as the project team did not conduct the MTR, which was supposed to take place during this review period. The argument that the TE date is close and scheduled for 2020 is not solid, as MTR is a mandatory step for all Full-Sized Projects. As per next step, the RTA recommends that MTR to be conducted as soon as possible, and if needed, an extension of the project can be requested. The request seems reasonable as the project lost its first year of implementation due to low start, and the total delivery is 59%, which means sufficient funding is available.    From a very low progress last year to a good achievement this year, the RTA is in line with the CO rating the DO as Moderately Satisfactory. However, even though the delivery has increased, the fact that a mandatory milestone (MTR) was not conducted at all, a Moderately Satisfactory is given for the IP rating. | |

# Gender

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

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

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

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| **Please specify results achieved this reporting period that focus on increasing gender equality and the empowerment of women.**    **Please explain how the results reported addressed the different needs of men or women, changed norms, values, and power structures, and/or contributed to transforming or challenging gender inequalities and discrimination.** |
| - Percentage of women trained in Good management for the development of low carbon logistics sessions of 2018: 50%    - Percentage of women in the thematic committees of project monitoring : 40% |

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

# Social and Environmental Standards

**Social and Environmental Standards (Safeguards)**

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

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

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| **If any new social and/or environmental risks have been identified during project implementation please describe the new risk(s) and the response to it.** |
| 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 applicable |

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| **SESP:** [SESP.docx](https://undpgefpims.org/attachments/5181/213891/1717953/1724751/SESP.docx)  **Environmental and Social Management Plan/Framework:** *not available* |
| **For reference, please find below the project's safeguards screening (Social and Environmental Screening Procedure (SESP) or the old ESSP tool); management plans (if any); and its SESP categorization above. Please note that the SESP categorization might have been corrected during a centralized review.** |
| *(not set or not applicable)* |

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| **3) Have any required social and environmental assessments and/or management plans been prepared in the reporting period? For example, an updated Stakeholder Engagement Plan, Environmental and Social Impact Assessment (ESIA) or Indigenous Peoples Plan.** |
| No |

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

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

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

# Communicating Impact

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| **Tell us the story of the project focusing on how the project has helped to improve people’s lives.**  **(This text will be used for UNDP corporate communications, the UNDP-GEF website, and/or other internal and external knowledge and learning efforts.)** |
| The activities in progress will contribute to reduce the GHG emissions at the logistic zone of casablanca and consequently will improve the environment and the Air quality for the population. The expected impact of eco-driving is savings on fuel and maintenance costs, improved road safety, energy savings and CO2 reductions. |

**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.** |
| gef-transport.com  https://www.facebook.com/geftransport/ |

# Partnerships

**Partnerships & Stakeholder Engagment**

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

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| **Does the project work with any Civil Society Organisations and/or NGOs?** |
| No |

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

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

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

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

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| **Did the project support South-South Cooperation and/or Triangular Cooperation efforts in the reporting year?** |
| No |
| No |

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| **CEO Endorsement Request:** [PIMS 5181\_CEO ER\_Morocco Logistics\_29 04 2015\_resubmission.docx](https://undpgefpims.org/attachments/5181/213891/1683321/1683602/PIMS%205181_CEO%20ER_Morocco%20Logistics_29%2004%202015_resubmission.docx) |
| **Provide an update on progress, challenges and outcomes related to stakeholder engagement based on the description of the Stakeholder Engagement Plan as documented at CEO endorsement/approval (see document below). If any surveys have been conducted please upload all survey documents to the PIR file library.** |
| A partnership was set with the frensh Interprofessional Technical Center for Studies on Air Pollution (CITEPA), for a research agreement to ensure the development of emission factors specific to the Moroccan freight sector and a set of methods for calculating GHG emissions. |

# 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.