

2019

Project Implementation Review (PIR)

**Green Logistics**

[Basic Data](#_Toc1)

[Overall Ratings](#_Toc2)

[Development Progress](#_Toc3)

[Implementation Progress](#_Toc4)

[Critical Risk Management](#_Toc5)

[Adjustments](#_Toc6)

[Ratings and Overall Assessments](#_Toc7)

[Gender](#_Toc8)

[Social and Environmental Standards](#_Toc9)

[Communicating Impact](#_Toc10)

[Partnerships](#_Toc11)

[Annex - Ratings Definitions](#_Toc12)

# Basic Data

|  |  |
| --- | --- |
| **Project Information** | |
| UNDP PIMS ID | 5238 |
| GEF ID | 5373 |
| Title | Greening the Logistics Industry in Zhejiang Province (GLIZP) |
| Country(ies) | China, China |
| UNDP-GEF Technical Team | Energy, Infrastructure, Transport and Technology |
| Project Implementing Partner | Government |
| Joint Agencies | *(not set or not applicable)* |
| Project Type | Full Size |

|  |
| --- |
| **Project Description** |
| GLIZP is aimed at widespread application of energy efficient green logistics technology (techniques and practices) in the logistics industry in Zhejiang Province. A barrier removal approach will be applied to achieve effective and extensive application of green logistics concepts in the province’s logistics industry. The project is expected to transform the logistics industry in Zhejiang Province into one where the interplay of operational efficiency, environmental friendliness and energy efficiency/conservation ensures sustainable operation and development of the logistics industry in serving the commercial and manufacturing sectors in the province in the collection, storage and delivery of goods in an efficient, energy conserving, waste-reducing manner. This will be achieved through the implementation of activities grouped into three project components: (1) Policy and Regulatory Support for Green Logistics, (2) Green Logistics Systems Demonstration, and (3) Capacity Building and Promotion of, Green Logistics Systems. The project is financially supported through the GEF (USD 2,913,700) and co-financed by the UNDP (USD 250,000), the Zhejiang Provincial Government and Fuyang City Government (USD 3,480,000) and from partner logistics companies (USD 8,400,000). The total project cost is USD 15,043,700. The project is expected to benefit not only the province, but also the entire logistics industry in China in general. The estimated potential direct CO2 emission reduction attributed to the project is 1,749,273 ton CO2, which translates into a unit abatement cost of US$ 1.67/ ton CO2. |

|  |  |
| --- | --- |
| **Project Contacts** | |
| UNDP-GEF Regional Technical Adviser | Mr. Manuel Soriano (manuel.soriano@undp.org) |
| Programme Associate | Ms. Sornsawan (Kam) Phongphao (sornsawan.phongphao@undp.org) |
| Project Manager | Mr. Cai He (ch@zei.gov.cn) |
| CO Focal Point | Ms. Shijun Liu (shijun.liu@undp.org) |
| GEF Operational Focal Point | Mr. Yang Weifeng |
| Project Implementing Partner | Zhejiang Economic Information Center (Zhejiang Project Office) |
| Other Partners | *(not set or not applicable)* |

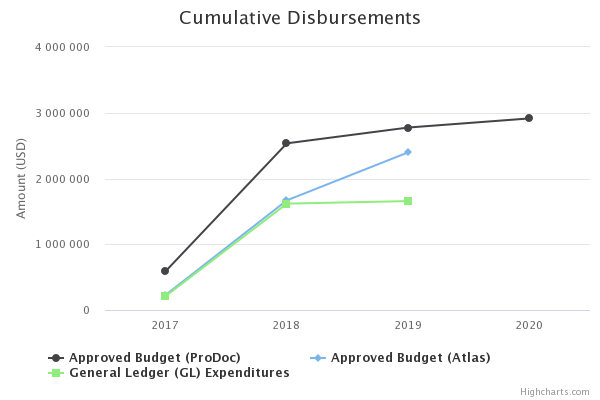
# Overall Ratings

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

# Development Progress

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Description** | | | | | | |
| **Objective**  **GOAL: Reduction of greenhouse gas (GHG) emissions through the widespread application of Green Logistics in the Zhejiang Province**  **OBJECTIVE: Widespread application of energy efficient green logistics techniques and practices in the logistics industry in Zhejiang Province** | | | | | | |
| **Description of Indicator** | **Baseline Level** | **Midterm target level** | **End of project target level** | **Level at 30 June 2018** | **Cumulative progress since project start** |
| Cumulative CO2 emissions reduction by end-of-project (EOP), ktons | 0 | *(not set or not applicable)* | 1,749.27 | N.A (Ongoing collection of data on CO2 emissions from EE activities of some logistic service providers (LSPs) that are participants of the project) | The cumulative CO2 emissions reduction is estimated to about 2808.1 ktons. |
| Reduction in the annual growth rate of GHG emissions by EOP, % | 0 | *(not set or not applicable)* | 3.0% | N.A (Ongoing collection of data on CO2 emissions from EE activities of some logistic service providers (LSPs) that are participants of the project) | Not yet estimated  Since the 2 demo companies of project has been in operation for less than a year, the estimated reduction in the annual growth rate of GHG emissions is based only on monthly data from the 2 demo companies. Rough estimates place the annual reduction rate from these 2 companies to reach around 50%. |
| Cumulative fuel savings due to project intervention by EOP, ktoe | 0 | *(not set or not applicable)* | 296.24 | N.A (Ongoing collection of data of fuel savings from EE activities of some LSPs participating in the project) | The cumulative fuel savings is estimated to be about 765.4 ktoe |
| No. of new jobs created with the application of green logistics techniques in the logistics industry in Zhejiang Province by EOP | 0 | *(not set or not applicable)* | At least 1000 | N.A. (Data gathering on impacts (in terms of jobs and job creation) of EE activities conducted by participating LSPs is ongoing.) | 678  This is from a rough survey of new jobs created with the application of green logistics techniques in the logistics industry in Zhejiang Province. |
| **The progress of the objective can be described as:** | | **On track** | | | | |
| **Outcome 1**  **Established and enforced policy and regulations on the application and operation of green logistics systems in the logistics industry in Zhejiang Province** | | | | | | |
| **Description of Indicator** | **Baseline Level** | **Midterm target level** | **End of project target level** | **Level at 30 June 2018** | **Cumulative progress since project start** |
| No. of new provincial government legislation and policies that provide an enabling environment to support green logistics by EOP | 0 | *(not set or not applicable)* | At least 3 | Ongoing activities; work in progress during the 1st half of 2018 | 2  1. Established normalized monitoring and publishing mechanism of the Zhejiang Green Logistics Development Index.  2. Draft Zhejiang Province Green Storage Energy Consumption Accounting Standards now under revision. |
| **The progress of the objective can be described as:** | | **On track** | | | | |
| **Outcome 2**  **Improved energy efficiency in the materials management and physical distribution activities in the logistics industry in Zhejiang Province** | | | | | | |
| **Description of Indicator** | **Baseline Level** | **Midterm target level** | **End of project target level** | **Level at 30 June 2018** | **Cumulative progress since project start** |
| % empty load rate of freight transport in Zhejiang Province by EOP | 50% | *(not set or not applicable)* | 10% | Activities not planned for implementation in 1st half of 2018 | Not yet estimated.  Standard calculation method is yet to be developed. More researches being done to develop methodology to calculate and report empty load rates. |
| Annual fuel savings due to project intervention by EOP, ktoe/yr   Materials management, ktoe/yr   Physical distribution, ktoe/yr | 0 | *(not set or not applicable)* | 80.06   30.06   50.00 | Activities not planned for implementation in 1st half of 2018 | Materials management, 27.75 ktoe/yr  Physical distribution, 737.62 ktoe/yr |
| Annual GHG emission reduction by EOP, ktons CO2   Materials management, ktons CO2   Physical distribution, ktons CO2 | 0 | *(not set or not applicable)* | 471.36   317.15   154.21 | Activities not planned for implementation in 1st half of 2018 | Materials management, 534.48 ktons CO2  Physical distribution, 2273.59 kton CO2 |
| **The progress of the objective can be described as:** | | **On track** | | | | |
| **Outcome 3**  **Increased application and utilization of energy efficient materials management and physical distribution techniques, technologies and practices in the logistics and manufacturing industries in Zhejiang Province** | | | | | | |
| **Description of Indicator** | **Baseline Level** | **Midterm target level** | **End of project target level** | **Level at 30 June 2018** | **Cumulative progress since project start** |
| No. of logistics companies actively employing green logistics technologies and techniques in their materials management operations by EOP | 0 | *(not set or not applicable)* | 100 | Ongoing activities; work in progress during the 1st half of 2018 | 59 logistics companies actively employing green logistics technologies and techniques in their materials management operations |
| No. of logistics companies actively employing green logistic technologies and techniques in their physical distribution operations by EOP | 0 | *(not set or not applicable)* | At least 50 | Ongoing activities; work in progress during the 1st half of 2018 | 53 logistics companies actively employing green logistic technologies and techniques in their physical distribution operations |
| **The progress of the objective can be described as:** | | **On track** | | | | |

# Implementation Progress



|  |  |
| --- | --- |
| Cumulative GL delivery against total approved amount (in prodoc): | 56.86% |
| Cumulative GL delivery against expected delivery as of this year: | 59.7% |
| Cumulative disbursement as of 30 June (note: amount to be updated in late August): | 1,656,597 |

|  |  |
| --- | --- |
| **Key Financing Amounts** | |
| PPG Amount | 100,000 |
| GEF Grant Amount | 2,913,700 |
| Co-financing | 12,130,000 |

|  |  |
| --- | --- |
| **Key Project Dates** | |
| PIF Approval Date | Mar 21, 2014 |
| CEO Endorsement Date | Nov 15, 2016 |
| Project Document Signature Date (project start date): | Jan 3, 2017 |
| Date of Inception Workshop | Mar 24, 2017 |
| Expected Date of Mid-term Review | Jun 3, 2019 |
| Actual Date of Mid-term Review | *(not set or not applicable)* |
| Expected Date of Terminal Evaluation | Oct 3, 2020 |
| Original Planned Closing Date | Jan 3, 2021 |
| Revised Planned Closing Date | *(not set or not applicable)* |

|  |
| --- |
| **Dates of Project Steering Committee/Board Meetings during reporting period (30 June 2018 to 1 July 2019)** |
| 2019-03-25 |

# Critical Risk Management

|  |  |
| --- | --- |
| Current Types of Critical Risks | Critical risk management measures undertaken this reporting period |
| N/A | No critical risk was identified during the reporting period. However, we have taken measures to monitor and mitigate the risks identified in the risk log. For instance, we closely monitored the execution of key demonstrations to ensure their replicability. We also cooperated with stakeholders and co-financers to ensure their involvement and commitment, in order to mitigate the potential risks. |

# Adjustments

**Comments on delays in key project milestones**

|  |
| --- |
| **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.** |
| No delay. |

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

|  |
| --- |
| **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.** |
| Per original schedule, the project mid-term review should be carried out towards the end of the PIR 2019 reporting period, i.e., 3 June 2019). This has been moved to the next reporting period. The MTR preparations have been initiated during this period, so practically there is no delay in the achievement of this milestone. |

# Ratings and Overall Assessments

|  |  |  |
| --- | --- | --- |
| **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 | Since June 2018, nearly all the set Year 2 targets have been achieved at both objective and outcome levels. In this sense, the project can be presented as a good practice. During the reporting period, Zhejiang Economic Information Center has made great efforts to survey and analyze the green logistics policy status in China and other countries, as well as the energy consumption trend and carbon emission situation in the industry in Zhejiang. The analysis supported the comprehensive evaluation of existing policies on the logistics industry and formulation of necessary policies in Zhejiang. In addition, for the better project implementation, a suitable set of eligibility criteria for selecting the green logistics pilots, was formulated. To date, the green logistics systems demonstration projects in two pilot companies were completed. Moreover, some capacity building and promotional activities were also conducted to present and disseminate the project outputs and outcomes. Two highlights of the project, activities that developed and launched an energy-saving low-carbon wine warehouse and first Green Logistics Development Index in China were completed. The researches that were initiated in 2018 and 2019 are proceeding as expected and the project implementation has been carried out in a timely manner, as per the approved Annual Work Plan. | |
| **Role** | **2019 Development Objective Progress Rating** | **2019 Implementation Progress Rating** |
| **UNDP Country Office Programme Officer** | Satisfactory | Satisfactory |
| Overall Assessment | Since June 2018, the PMO has devoted lots of time to the project research and management and caught up with the original arrangements of the project which was delayed due to project adjustment. The project was implemented on the right track from activity level to output level, outcome level and objective level under great efforts by PMO staff. At outcome level, the researches and analysis have been conducted accordingly. During the reporting period, the project implementation is made accordingly based on the plan in an efficient and smooth manner. The 11 reports were formulated and completed while 2 reports were drafted and is under revision. The statistics of the energy consumption and carbon emissions for 53 pilot companies have been completed and detailed analysis have been conducted. In addition, more than 220 logistics companies are surveyed through questionnaires to estimate the development of green logistics in Zhejiang. Some highlights are created by PMO to show the green outcomes of this project, which was released both through social media in China and United Nations Climate Change Conference abroad. In this connection, by the end of the project, each project objective and outcome targets will be achieved, of which, will enable Zhejiang to transform the logistics industry into more sustainable ones where the environment-friendly and energy-efficient logistics industry can serve the commercial and manufacturing sectors in Zhejiang province in an efficient, energy conserving and waste-reducing manner. To summarize, the project progress generally met the requirements of the work plan with activities carried out in full swing and the delivery rate of 97%. According to the project progress at present, the project is expected to accomplish all intended outcomes by completion as designed in ProDoc. All in all, the project is executed in accordance with the original plan and all the objective and outcome targets for the time being are accomplished and even surpassed. Therefore, the rating is S. | |
| **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 | During the reporting period, there were 13 reports prepared by various project partners, among which 11 were completed and the rest are under revision. Three meetings were held to present and publicize the results of the researches and demonstration activities that were carried out under the projects. On 25 June 2018, the operation of an innovative pilot energy-saving low-carbon wine warehouse was started. On 25 March 2019, the annual report of the project was presented. The Project Steering Committee spoke highly of the project progress and raised many good suggestions. On 25 March 2019, as part of the project component on Policy and Regulatory Support for Green Logistics, the Zhejiang Green Logistics Development Index Release Conference was held with the launching of the Green Logistics Development Index. Up to now, the annual work plan from June 2019 to June 2020 has been finalized and the project will be implemented as scheduled. It is hoped that this project will be more effective in policy making and technology demonstration, to improve the energy efficiency of logistics sector and promote green logistics technologies in Zhejiang. | |
| **Role** | **2019 Development Objective Progress Rating** | **2019 Implementation Progress Rating** |
| **Other Partners** | *(not set or not applicable)* | *- IP Rating provided by UNDP-GEF Technical Adviser and UNDP Country Office only -* |
| Overall Assessment | *(not set or not applicable)* | |
| **Role** | **2019 Development Objective Progress Rating** | **2019 Implementation Progress Rating** |
| **UNDP-GEF Technical Adviser** | Satisfactory | Satisfactory |
| Overall Assessment | This is the second PIR report for the GLIZP Project.  Regarding the progress towards the achievement of the Project Objective (i.e., the widespread application of energy efficient green logistics techniques and practices in the logistics industry in Zhejiang Province), this is considered on track, and is rated Satisfactory. Except for the Year 2 target for the indicator “Reduction in the annual growth rate of GHG emissions”, the Year 2 targets for the other indicators were realized and even exceeded. The PMO was not able to gauge the reduction in the annual growth rate of GHG emissions but is in the process of establishing the suitable methodology to determine this. In this regard, the progress towards achieving the project objective is rated S.  The Year 2 target for the lone success indicator for Component 1 (i.e., establishment and enforcement of policy and regulations on the application and operation of green logistics systems in the logistics industry in Zhejiang Province) was realized. The (a) Established normalized monitoring and publishing mechanism of the Zhejiang Green Logistics Development Index; and, (b) Draft Zhejiang Province Green Storage Energy Consumption Accounting Standards (now under revision) are the 2 new provincial government legislation and policies that support green logistics. A supplementary output was also produced, submitted to the provincial government and approved. This is the Exploration Practices and Countermeasures for Promoting Green Logistics in Our Province. With this level of achievement, the progress to achieving the expected outcome from this project component is on track and is rated S.  Component 2 is on improvement of the energy efficiency in the materials management and physical distribution activities in the logistics industry in Zhejiang Province. During the PIR 2019 reporting period, the Year 2 targets for 4 of the 5 success indicators were achieved, 3 of them were even exceeded. Only the Year 2 target for the indicator “% empty load rate of freight transport in Zhejiang Province” was not achieved. The development of the methodology (calculation and reporting) for empty load rates is still work in progress. In this regard, the progress towards achieving the expected outcome from this project component is rated S.  The performance during the PIR 2019 reporting period in the activities under Component 3 has significantly improved as the Year 2 targets were achieved and even exceeded. Component 3, which is on increasing the application and utilization of energy efficient materials management and physical distribution techniques, technologies and practices in the logistics and manufacturing industries in Zhejiang Province, is comprised of activities on the promotion of the replication of the project demos and capacity development in the application green logistics techniques and technologies. The progress to achieving the expected outcome from this project component is on track and is rated HS.  Overall, the progress towards achieving the project objective is on track, and the overall DO rating is S.  There was no critical risk recorded during the PIR 2019 reporting period. The PMO has taken measures to monitor and mitigate the risks identified in the risk log. The project’s cumulative general ledger expenses as of the 1st half of 2019 was US$ 38,725.10, which translates to a 5.31% delivery rate against the project’s AWP 2019. So far, the overall cumulative disbursement as of end PIR 2019 reporting period was US$ 1,656,597, which translates to an overall delivery rate against the total approved project budget of 56.86%. The high delivery rate midway of the project implementation somehow manifests the “on track” progress towards achieving the project objective.  Overall, the IP rating is S. Per the Activities Inventory that was conducted in February 2018, the planned Year 2 activities were all implemented. The initiated activities were work in progress during the 2nd quarter of 2019. The increased number of activities implemented as compared to last year manifests the improved overall delivery rate. | |

# 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.

|  |
| --- |
| **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)* |

|  |
| --- |
| **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: Yes |
| Improving the participation and decision-making of women in natural resource governance: Yes |
| Targeting socio-economic benefits and services for women: Yes |
| Not applicable: No |

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

|  |
| --- |
| **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.** |
| N/A |

|  |
| --- |
| **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.** |
| With greener logistics facilities and transport in terms of less pollution and less energy consumption, people including women in the homes, streets, manufacturing sites and overall public areas will benefit from the project by the improved air condition, savings in energy utilization and lower cost of goods delivered to consumers. These almost always involve women to a greater especially in the home and institutions in performing their family-rearing domestic responsibilities and tasks in the jobs if employed. The project will open opportunities for involving more women in the logistics sector which could offer better living for women.    Remarks: The GLIZP Project does not have specific activities aimed at enhancing gender equality and women’s empowerment. The project does not have a Gender Analysis and Action Plan. Nonetheless, the project implementing partner is aware of the need to ensure that where applicable the expected areas where gender equity will be promoted appropriate actions will be done. Hence, the capacity development and awareness enhancement activities of the project are designed to enable the realization of benefits from the project activities such as improved air quality, and energy savings in the logistics industry in Zhejiang Province. The project also open opportunities for involving more women in the logistics sector which could offer better living for women. |

|  |
| --- |
| **Please describe how work to advance gender equality and women's empowerment enhanced the project's environmental and/or resilience outcomes.** |
| N/A |

# 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.

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

|  |
| --- |
| **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.** |
| N/A |

|  |
| --- |
| **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 |

|  |
| --- |
| **If any existing social and/or environmental risks have been escalated during implementation please describe the change(s) and the response to it.** |
| N/A |

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

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

|  |
| --- |
| **If yes, please upload the document(s) above. If no, please explain when the required documents will be prepared.** |
| N/A |

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

|  |
| --- |
| **If yes, please describe the complaint(s) or grievance(s) in detail including the status, significance, who was involved and what action was taken.** |
| N/A |

# Communicating Impact

|  |
| --- |
| **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.)** |
| One of the pilot companies, Zhejiang Fuyang Port International Co. Ltd. launched a ‘carbon credit’ plan, which transfer the carbon credits donated from consumers who bought their wines to real donations. The donations can be used to buy energy-efficient appliances for people in poverty. For example, the company may use the donation to buy energy efficient air-conditioners for students in poor areas to enable them to have a better environment for studying. The carbon credits donated from consumers are from various green logistics actions. One such action is called ‘Box-Callback’. This encourages the consumers to send back the wood boxes that are used to pack the wine bottles. After receiving one wood box, the company will give the consumers some carbon credits and wine coupons as reward. The other action is called ‘wine hitchhiking’. This encourages the consumers within the city area to choose the low-carbon mode of delivery of ordered bottle of wines. If the consumer agrees to have a company staff deliver the ordered wine to his/her home on the company staff’s way back home rather than choose other express delivery company, he/she will get carbon credits. The company staff who delivered the order will also get some bonus. These two actions not only save the resources by recycling wood boxes or reducing extra transport energy consumption, but also benefits the company employees, the company customers, and the people in poverty.  The other pilot company, Fuyang Hangzhou Transfar Logistics Base Co., Ltd., developed a platform for the truck drivers to use in selecting the shortest routes for physical distribution to improve the transport energy utilization efficiency. This helps truck drivers serve more orders at the same amount of time it takes to make point-to-point delivery. Thus bring them more income. |

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

|  |
| --- |
| **Please describe knowledge activities / products as outlined in knowledge management approved at CEO Endorsement /Approval.**    **Please also include: project's website, project page on the UNDP website, blogs, photos stories (e.g. Exposure), Facebook, Twitter, Flickr, YouTube, as well as hyperlinks to any media coverage of the project, for example, stories written by an outside source. Please upload any supporting files, including photos, videos, stories, and other documents using the 'file lirbary' button in the top right of the PIR.** |
| The direct project links are yet to be established since the Component 3 activities are yet to be started during the PIR 2020 reporting period. Some social media have already reported some highlights of the project:  1. For the opening ceremony of first energy-saving low-carbon wine warehouse in China, the microblog of UNDP，Zhejiang Daily, Zhejiang Online, Hangzhou TV Station and Fuyang TV Station reported the activity.  2. For the Zhejiang Green Logistics Development Index Release Conference, the microblog of UNDP，Xinhua Net, Phoenix Net, Zhejiang Satellite TV, Zhejiang Daily, Zhejiang Online, Voice of Zhejiang reported the activity. |

# 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?** |
| No |

|  |
| --- |
| **Did the project support South-South Cooperation and/or Triangular Cooperation efforts in the reporting year?** |
| *(not set or not applicable)* |

|  |
| --- |
| **CEO Endorsement Request:** [PIMS 5238 CPR GLIZP CEO ER Doc 150916.doc](https://undpgefpims.org/attachments/5238/213955/1685349/1685630/PIMS%205238%20CPR%20GLIZP%20CEO%20ER%20Doc%20150916.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.** |
| Civil Society Organisations and/or NGOs: Zhejiang Province Association of Logistics  Private Sector: Zhejiang Fuyang Port International Co. Ltd., Fuyang Hangzhou Transfar Logistics Base Co., Ltd. |

# 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.