

Management Response: Implementation Plan for Evaluation Recommendations

General Information

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Project Evaluation Title	Terminal Evaluation of “Stabilizing Greenhouse Gas (GHG) Emissions from Road Transport through Doubling of Global Vehicle Fuel Economy: Regional Implementation of the Global Fuel Economy Initiative (GFEI)”
PIMS #	
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UNEP Sub-programme	SP1 – Climate Change
GEF Focal Area	
Project Manager/ Task Manager	Rob de Jong
Office/Division	Economy Division
Branch & Unit	Chemicals and Health Branch. Sustainable Mobility Unit
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Implementation Plan

No	Challenge/problem to be addressed by the recommendation	Recommendation	Priority level	Type of Recommendation	Responsibility	Proposed Implementation time-frame	Acceptance	Reason if not Accepted or Partially Accepted	Management Action(s) to be taken
1	There are agreements with the governments only in the case of the countries in Africa. In the case of GEF 5 funded 6 countries there are letters from those governments requesting assistance from this project. But for many countries not in these two categories there is nothing on the paper that would state that the governments want this project. For all the countries, even in the case where are SSFAs or letters of support, there are no	Ensure there are agreements with the key government counterparts, which clearly stipulate their request for assistance and their commitment in terms of ownership of key deliverables.	Important	Project	UNEP, Economy Division	2024 onwards	Not Accepted	As explained in the evaluation, we proposed agreements with all governments, it was the governments that did not want to sign agreements (because, for example, they can not accept funds). So it is not possible for us to ensure there are always government	none

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	provisions in them that would stipulate the readiness and commitment of the governments to take action post project (e.g., complete the gaps if there were in the databases; follow up in the policy recommendations with clear formal positions on the outcomes; ensure the engagement with key related ministries, etc.)							agreements in place	
2	The Regional Offices were not always kept informed about the project progress, not always invited to the regional events and consulted as per the specific country contexts. Meanwhile they have a good knowledge of the latter as well as regional country groups and could be engaged in targeting those regional groups with the purposes of them developing regional policies and standards, that would then be either mandatory or recommended course of actions for the member countries. This is especially important given the UNEP new Delivery model in which Regional Offices play an important role	Engage UNEP Regional Offices because they have a good knowledge of country-specific context and could be engaged in targeting regional groups with the purposes of developing regional policies and standards. This is especially important given the UNEP new Delivery model in which Regional Offices play an important role.	Important	Project	UNEP, Economy Division	2024 onwards	Partially Accepted	As explained in the evaluation we have kept the ROs fully in the loop and worked closely with them. The evaluator did not speak to the persons we work with in the ROs. We will continue to work closely with the Ros	to continue keep the ROs informed. The Unit has several staff based in the Panama and Bangkok ROs
3	In some countries the Ministries of Finance and Energy Ministries did not engage in the workshops and policy discussions). Invitations for that were sent by the national implementing partners (often universities and thinks tanks) or ministries of environment. It is important to raise the profile of the projects to ensure their participation.	Raise the profile of the in-country activities by interacting with the governments to ensure a higher level of participation of all the government agencies concerned (e.g., through UN resident coordinators).	Important	Project	UNEP, Economy Division	2024 onwards	Not Accepted	As clarified during the evaluation, we are closely interacting with the country project government focal points (who we often sign a legal agreement with). We encourage our country government focal points to engage and invite other	none

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	Prime Ministers offices could be reached for that and the UN Resident Coordinators' Offices could be reached for that. This would also ensure linkages with related programs of other UN agencies							parts of the government, including other Ministries. However, doing so this is their decision and responsibility, not ours.	
4	There is no consistent information in the project files on the number of participants in the workshops and so also by gender disaggregation. It is acknowledged that the ProDoc mentions that monitoring would be at Outcome level. But keeping track on the gender disaggregated number of participants would have helped to understand how many women enhanced their knowledge and potentially their standing in their respective institutions. Also, it is advised to distribute feedback forms after the workshops to analyse the level of satisfaction and collect recommendations on how to improve.	Ensure collection of gender disaggregated data to develop better insights on the impacts of the initiative on gender aspects	Important	Project	UNEP, Economy Division	2024 onwards	Partially Accepted	As clarified during the evaluation, this was not a requirement of the project. However we are doing this systematically anyway.	we will continue to collect gender aggregated data
5	A number of governments were hesitant to pass CO2 tax measures having the concerns about the affordability by the poor segments of the population into account. UNEP should aim at designing policy measures in a "tax-neutral" way (taxing the HDVs more than the LDVs) and/or recommend policies that would financially incentive the poor segments	Aim at developing policy recommendations that will take into account affordability concerns	Opportunity for improvement	Project	UNEP, Economy Division	2024 onwards	Partially Accepted	Not all policy measures can be "tax neutral". Often policies that we are proposing/ supporting the development have a cost implication. We can not promise that our proposed policies will always be tax neutral. But we will always include cost considerations in the policy support	we will continue to include cost and tax considerations in the policy advisory work of the Unit projects

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								activities and recommendations.	
6	There is no up-to-date information at GFEI (including on its website) regarding the policies adopted related to fuel efficiency. Such information is collected by the UNEP's EA on an ad-hoc basis	Conduct an annual survey of policies (potentially with IEA) to collect up-to-date information for GFEI (including on its website) regarding the status of adopted policies related to fuel efficiency.	Opportunity for improvement	Project	UNEP, Economy Division	2024 onwards	Not Accepted	There are no resources available for such a survey. The project has ended and is closed.	none
7	The Toolkit is now on the GFEI website hosted by the FIAF, but the government representatives interviewed for this TE did not know about it, as they did not know about the website too. There were 2 websites for GFEI: one hosted by the FIAF (with was viewed as a global advocacy tool) and one on UNEP website which featured case studies and country -level information as well as the FEPIT toolkit. At some point during the course of the implementation of the project, the information on the UNEP website was drastically cut down, as UNEP IT department perceived this to be heavy. The toolkit was transferred to the GFEI website hosted by the FIAF, but the rest got lost in a sense. There is a need for clarity as to which website is/is to be the primary website for GFEI, ideally without distinguishing between global- national targets, as this had weakened these links. There is then a need in a sustainability strategy for this, which will clarify how would it be not just running (financial costs) but	Develop a sustainability strategy for the GFEI website and information dissemination strategy, develop a self-guiding learning tool (with certification) based on the Toolkit, and organise more sub-regional knowledge sharing events and webinars at subregional level to stimulate experience exchange.	Important	Project	UNEP, Economy Division	2024 onwards	Not Accepted	As indicated during the evaluation, we do not agree with this finding. In any case, the project is over and there are no resources available for this activity.	none

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	also what measures could be put in place to make sure that it is interesting for the countries, that the government officials (contacts in the ministries) know about the website and use it – seeking examples, technical information, etc. A self- guided training module based on FEPIT could be developed, possibly with a certificate, but this will make sense only if the website is known and used. Organize more webinars at subregional level to stimulate experience exchange, that would be available on the website (above)								
8	Interviewees highlighted their desire to have databases which would allow for analysis of air quality and health impacts. ICCT has similar projects in some countries. While this will be resource intensive, this could start from pilot countries	Enhance baseline data collection to allow for the analysis of air quality and health impacts: this could start from pilot countries with the International Council on Clean Transportation (ICCT)	Opportunity for improvement	Project	UNEP, Economy Division	2024 onwards	Not Accepted	As indicated during the evaluation, this project was not about air quality monitoring and analyses. This was not included in the project. In any case , the project is now completed and no further resources are available for this work (which also is not the responsibility of the Sustainable Mobility Unit in UNEP)	none
9	There are strong research and training institutions in the countries which could be trained to conduct training in the future. This	Conduct Training of Trainers at least in the countries where the finances permit, making use of the existing research and training	Opportunity for improvement	Project	UNEP, Economy Division	2024 onwards	Partially Accepted	This was part of the GFEL project, and we will continue to work with these	we will continue work with these institutions

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	could be part of the design in the future projects	institutions within the countries						institutions in other projects.	
10	The project predominantly stopped at the national level at providing policy recommendations. Some of these were straightforward, but the others needed further studies (feasibility studies, modelling studies) to take them to the level where actual policies could be drafted. Many government interviewees reflected that they did not have the capacity (technical knowledge) for that. While it could be argued that for some countries it should not be a significant financial burden hiring consultants for such studies, these could be a problem for others. Perhaps certain indicators could be adopted as criteria (e.g., status- low income). The above would be applicable however if the overall funding for given countries would allow such assistance. For some non GEF countries in this project the funding available was really limited.	The project predominantly stopped at the national level at providing policy recommendations, therefore, some countries (criteria to be defined) will require support to take them to the level where actual policies could be drafted. For some countries (criteria to be defined) support actual drafting of the policies if funding permits.	Opportunity for improvement	Project	UNEP, Economy Division	2024 onwards	Partially Accepted	This finding is incorrect, the project supported policy development in many countries. A large list of countries adopted fuel economy policies with our support. We will continue to provide policy support to governments in follow-up projects (for example on electric mobility)	we will continue to provide policy development support in our projects