Mid-Term Review of the GEF-funded project

"Tashkent – Accelerating Investment in Low Emission Vehicles"

GEF Project ID number : 10282

PIMS ID: 6417

Atlas Project ID: 00120488

Quantum Project ID: 00116678

Mid-Term Review Report

MTR time frame: 11 October – 16 December 2024

Region and countries included in the project: Uzbekistan

GEF Operational Focal Area/Strategic Program: Climate Cgannge/CCM-1-2

Executing Agency/Implementing Partner and other project partners: UNDP/Ministry of Transport

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The Mid-Term Review Team extends appreciation to the Project Team and all interviewed stakeholders for their excellent cooperation. The timely and comprehensive delivery of all required documentation, along with the effective and efficient data collection from the key informants, facilitated a smooth and effective conduct of the evaluation.

Disclaimer

This report, prepared by independent consultants, reflects their findings and conclusions, which may not necessarily align with the views of the UNDP Country Office, UNDP Senior Management, or other entities.

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Acronyms and Abbreviations

BRT	Bus Rapid Transit
CPD	Country Programme Document
CNG	Compressed Natural Gas
EoP	End-of-Project
ESIA	Environmental and Social Impact Assessment
ESMF	Environmental and Social Management Framework
ESMP	Environmental and Social Management Plan
EV	Electric Vehicle
GEF	Global Environment Facility
GHG	Greenhouse Gas
GoU	Government of Uzbekistan
GUTC	Green Urban Transport Corridor
HACT	Harmonized Approach to Cash Transfers
KII	Key Informant Interview
MoE Ecology)	Ministry of Ecology, Environmental Protection and Climate Change (Ministry of
MoT	Ministry of Transport
MTR	Mid-Term Review
M&E	Monitoring and Evaluation
NCE	UNDP National Communications and Engagement
NDC	Nationally Determined Contributions
NIM	National Implementation Modality
PIP	Project Information Package
PIR	Project Implementation Report
PMU	Project Management Unit
POPP	UNDP's Project Operational Policies and Procedures
PPG	Project Preparation Grant
ProDoc	Project Document
RTA	Regional Technical Advisor
SDGs	Sustainable Development Goals
SEP	Stakeholder Engagement Plan

SESP	Social and Environmental Screening Procedure
TBC	JSC "Toshshakhartranskhizmat" (Tashkent Bus Company)
TCM	Tashkent City Municipality
TOR	Terms of Reference
UNDP	United Nations Development Programme
UNDP CO	UNDP Country Office
UNEG	United Nations Evaluation Group

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1. Executive Summary

1.1. Project Information Table

Table 1 Project Information Table

Project Title	Tashkent - Accelerating Investments in Low Emission Vehicles (TAILEV)		
UNDP Project ID (PIMS #):	6417	PIF Approval Date:	August 13, 2019
GEF Project ID (PMIS #):	10282	CEO Endorsement Date:	June 16, 2021
ATLAS Business Unit, Award # Proj. ID:	00120488	ProDoc Signature Date (date Project began)	December 1, 2021
Country(ies):	Uzbekistan	Date project manager hired:	June 15, 2022
Region:	Central Asia	Inception Workshop date:	September 28-29, 2022
Focal Area:	Climate Change	Midterm Review completion date:	December 16, 2024
GEF Focal Area Strategic Objective:	CCM-1-2	Planned planed closing date:	November 30, 2027
Trust Fund [GEF TF, LDCF, SCCF, NPIF]:	GEF TF	If revised, proposed op. closing date:	
Executing Agency/ Implementing Partner:	Ministry of Transport		
Other execution partners:			
Project Financing	*at CEO endorsement (US$)*		*at Midterm Review (US$)**
[1] GEF financing:	3,569,725		1,938,457
[2] UNDP contribution:	300,000		126,601
[3] Government:	14,470,000		18,972,506
[4] Other partners:	10,800,000		110,000
[5] Total co-financing [2 + 3+ 4]:	25,570,000		19,209,107
PROJECT TOTAL COSTS [1 + 5]	29,139,725		21,147,564

1.2. Project Description

The Tashkent – Accelerating Investment in Low Emission Vehicles (TAILEV) Project focuses on advancing low-carbon mobility in Uzbekistan by promoting electric vehicles (EVs) and developing Green Urban Transport Corridors (GUTCs), starting with Tashkent. Aligned with Uzbekistan's transport strategies for 2030 and 2035, the project aims to reduce greenhouse gas emissions, enhance urban air quality, and promote sustainable urban transport systems. The initiative sets out to create a replicable model for scaling EV adoption and reducing dependence on fossil fuels nationwide.

The project is structured around four key components. First, it establishes a robust policy and institutional framework to align stakeholders and support sustainable transport initiatives. Second, it conducts pilot demonstrations, including operating e-buses along the Shota Rustaveli Green Urban Transport Corridor, to assess the feasibility and benefits of EV integration. Third, it fosters EV market adoption through incentives, infrastructure development, and public awareness campaigns. Finally, it incorporates long-term sustainability measures such as EV lifecycle management, recycling, and renewable energy integration to

ensure environmental viability.

The project unfolds in two phases: a de-risking phase (years 1–3) focusing on pilot projects and data collection, and a scaling-up phase (years 4–6) aimed at expanding GUTCs and EV adoption across Uzbekistan. By demonstrating environmental benefits, reducing investment risks, and building public acceptance, the TAILEV Project seeks to establish a favorable investment climate for sustainable transport. These efforts contribute to Uzbekistan's national and global commitments to environmental sustainability, setting a precedent for similar initiatives in the region.

1.3. Project Progress Summary

The TAILEV Project has achieved substantial progress in advancing low-carbon mobility and gender equity within Tashkent's public transport sector. The deployment of 109 electric buses, serving over 90,000 passengers daily, demonstrates the practical feasibility of electric mobility in urban settings and the growing public acceptance of sustainable transport solutions. In parallel, the project's gender-inclusive initiatives, including the recruitment of female bus drivers and gender-sensitive design features, are breaking traditional barriers, fostering equity within the transport workforce.

Foundational planning, including feasibility studies, traffic simulations, and standardized procurement guidelines, has laid the groundwork for the expansion of green transport infrastructure. These resources offer valuable insights for scaling the initiative across Uzbekistan. The project's environmental monitoring, incorporating gender-balanced teams, ensures that both environmental and social impacts are thoroughly assessed.

However, delays in the GUTC infrastructure development have hindered the ability to assess the project's full impact on traffic flow, public transport efficiency, and environmental benefits. Accelerating the completion of this infrastructure is critical for enabling accurate evaluation. Strengthening stakeholder engagement, especially with local communities and the private sector, alongside improved data collection and reporting, will ensure the alignment of project activities with overall objectives and facilitate better long-term tracking of progress and impact.

1.4. MTR Ratings & Achievement Summary Table

Table 2 MTR Ratings & Achievement Summary Table

Measure	MTR Rating	Achievement Description
Project Strategy	**N/A**	The project strategy is well-aligned with Uzbekistan's national priorities and global commitments, addressing sustainable urban mobility challenges through stakeholder engagement, gender inclusivity, and global best practices. While the strategy effectively integrates these strengths, delays in infrastructure development highlight the need for a more adaptable timeline and robust contingency planning. Overall, the Results Framework is well-designed to support the project's successful implementation, with minor refinements needed to enhance monitoring and evaluation.
Progress Towards Results	**Objective: Moderately Satisfactory**	While three out of four indicators reflect progress and positive trends, the assessment remains moderately satisfactory due to the need for future verification of impacts, reliance on estimations, and discrepancies in metric definitions. It will be vital for the project team to focus on ensuring the timely construction and operation of the GUTC, conducting thorough environmental assessments once operational, and aligning metrics with project objectives. These steps will help solidify progress toward achieving the overall project goals.
	Outcome 1: N/A	Activities will start in 2025

	Outcome 2: Moderately Satisfactory	While substantial progress has been achieved in planning, policy development, e-bus procurement, and gender inclusivity, the delay in physical construction results in a moderately satisfactory assessment. To ensure the project meets its objectives, prioritizing timely infrastructure development will be crucial.
	Outcome 3: Satisfactory	The project has made commendable strides in developing gender-inclusive guidelines, establishing environmental monitoring programs, and fostering academic collaboration to support the growth of the low-carbon e-mobility sector. The involvement of women in these efforts further emphasizes the positive trajectory towards creating a more inclusive and sustainable e-mobility ecosystem in Tashkent
	Outcome 4: N/A	Activities will start in 2025
Project Implementation & Adaptive Management	**Satisfactory**	The execution of most of the eight components supports efficient and effective project outcomes. However, a few areas require corrective action, including re-engaging the Ministry of Ecology (MoE), coordinating gender-related efforts with relevant Ministry of Transport (MoT) bodies, and ensuring fully trained, dedicated personnel for social and environmental safeguards.
Sustainability	**Likely**	The key factors for long-term success—financial stability, socio-economic support, institutional governance, and environmental management—are being actively addressed. The introduction of performance-based contracts, green financing, and the establishment of strong institutional frameworks provide a solid foundation for post-project continuation. While challenges related to political support, social acceptance, and environmental risks such as battery recycling remain, the efforts to manage these risks, along with continued stakeholder engagement and the integration of sustainable practices, significantly enhance the likelihood of sustaining the project outcomes over time.

1.5. Concise summary of conclusions

The TAILEV Project has made significant progress in promoting low-carbon transport and gender equity in Uzbekistan's public transport sector. The deployment of 109 electric buses, which serve over 90,000 passengers daily, marks a key achievement in advancing electric mobility and reflects growing public acceptance. The project has also advanced gender inclusivity through legislative reforms and targeted training for women, challenging traditional gender roles and fostering a more inclusive workforce.

The completion of feasibility studies, traffic models, and standardized procurement guidelines has provided a solid foundation for scaling green transport initiatives across the country. The environmental monitoring framework, which includes gender-balanced teams, supports comprehensive evaluation of both environmental and social impacts.

Despite these successes, challenges remain, particularly with GUTC infrastructure delays and issues surrounding the National Implementation Modality (NIM), which have slowed progress. Enhancing project coordination, stakeholder engagement, and capacity-building efforts will be critical to overcoming these barriers and ensuring the sustainability and scalability of the project.

1.6. Recommendation Summary Table

Table 3 Recommendation Summary Table

Rec #	Recommendation	Entity Responsible
A	*Actions for the subsequent phase until Project finalization*	

A.1	Prioritize timely construction and operation of the GUTC.	Project Team, Tashkent City Municipality (TCM), Tashkent Bus Company (TBC), MoT
A.2	Strengthen gender-related activities through MoT collaboration.	Project Team, MoT
A.3	Reestablish environmental oversight and strengthen safeguard capacity through collaboration with the MoE and dedicated project personnel.	Project Team, MoE
A.4	Refine project metrics to align with core objective.	Project Team
B	*Corrective actions for future project design, implementation, monitoring, and evaluation*	
B.1	Explore options to expand execution support and put in place necessary measures to ensure smooth continuity of the project.	GEF, Government of Uzbekistan (GoU) UNDP, other entities providing support
B.2	Reinforce synergies between infrastructure development and grant-funded vehicle procurement.	Project Developers, Donors
C	*Actions to Sustain and Build on Initial Benefits*	
C.1	Integrate TAILEV into national mitigation strategies.	Project Team, UNDP, GoU, MoE, MoT
C.2	Incentivize stakeholder inclusivity and gender balance.	Project Developers, GoU, Donors
D	*Proposals for future directions*	
D.1	Scale the e-bus model nationwide.	Project Developers, GoU, Donors
D.2	Establish sustainability mechanisms for green transport initiatives	GoU, Municipalities

2. Introduction

2.1. Purpose of the MTR and Objectives

The Mid-Term Review (MTR) served as a crucial monitoring tool in compliance with the Global Environment Facility (GEF) Monitoring and Evaluation Policy. As a mandatory requirement for GEF-financed full-sized projects, the MTR assessed the Project progress and provided constructive recommendations to ensure that the project was on track to achieve its intended results.

The MTR for the Tashkent – Accelerating Investment in Low Emission Vehicles (TAILEV) Project was commissioned by the United Nations Development Programme (UNDP) Uzbekistan Country Office. It provided an independent assessment of the progress made toward achieving the Project objectives, which included reducing Greenhouse Gas (GHG) emissions by promoting low-emission vehicles and fostering sustainable transport solutions in Uzbekistan.

The key MTR objectives were multifaceted and aimed at providing a comprehensive assessment of the Project trajectory. Specifically, the MTR sought to:

- **Assess overall progress and effectiveness:** Evaluate the Project progress and effectiveness in achieving its stated goals and outcomes, examining both quantitative and qualitative indicators to determine the extent to which objectives have been met.
- **Evaluate implementation and adaptive management:** Analyze the Project implementation strategies and adaptive management practices to identify strengths and areas for improvement, ensuring that project activities are responsive to emerging challenges and opportunities.
- **Identify opportunities for enhancing outcomes:** Identify opportunities for enhancing Project outcomes by exploring innovative approaches and best practices that can be integrated into ongoing project activities.
- **Early identification of challenges and risks**: Provide early identification of potential challenges and risks that could threaten the sustainability of project outcomes, enabling proactive measures to be taken to mitigate these risks.
- **Offer strategic recommendations:** Recommend corrective actions to ensure that the project remains aligned with its objectives, focusing on practical steps that can be taken to address identified issues and improve project performance.
- **Assess gender-sensitive approaches and social inclusion:** Evaluate how well gender-sensitive approaches and social inclusion were integrated into project activities, assessing the impact of these considerations on project effectiveness and stakeholder engagement.

2.2. Scope & Methodology

The scope of the MTR covered all activities conducted under the TAILEV project from its inception in December 2021 to October 2024, with a geographic focus on Tashkent. The MTR reviewed thematic areas such as the **Project Strategy, Progress toward Results, Implementation and Adaptive Management**, and **Sustainability**, considering also cross-cutting issues like gender, social inclusion, and environmental impacts. The MTR followed the guidance provided in the UNDP Guidance for Conducting Midterm Reviews of UNDP-Supported, GEF-Financed Projects and adhered to the Terms of Reference (ToR) provided in *Annex A1*.

The evaluation methodology applied a mixed-methods approach using the following evaluation tools:

- **Document Review**: Relevant project documents were reviewed, including the Project Document, Project Implementation Reports, Annual Work Plans, knowledge products, national strategic and legislative documents and others. These materials were organized in a cloud-based electronic platform, Project Information Package (PIP), collaboratively developed with the Project Team during the MTR Inception Phase. A list of documents reviewed is provided in *Annex A7*.
- **Interviews**: Key stakeholders such as representatives from the Ministry of Transport, Tashkent Bus Company, Municipality of Tashkent and Municipality of Samarkand and UNDP were interviewed. In total, 19 meetings with 24 Key Informants (8 females, 16 males) were conducted. The interview guide used is provided in *Annex A3*, and the full list of persons interviewed is included in *Annex A6*.
- **Field Visits:** A mission was conducted to key Project sites in Tashkent to assess the implementation of activities in the field. Two field visits were conducted. The mission itinerary is detailed in *Annex A5*.
- **Qualitative Data Analysis Techniques**: Techniques used include triangulation, validations, interpretations and abstractions.
- **Quantitative Data Analysis Tools**: Tools used enable analyses of progress and trends.
- **Basic Gender-Responsive Tools**: Tools used enable assessment of gender sensitivity by examining how gender considerations were integrated into Project activities and whether the benefits were equitably distributed between men and women.

The Evaluation Matrix used as a basis for interviewing stakeholders and reviewing project documents (detailing the key questions, indicators, data sources and methodologies), is presented in *Annex A2*. The rating scales used to assess the Project are detailed in *Annex A4*.

The limitations of this MTR included time constraints, reliance on available secondary data, and language barriers. However, the involvement of a national consultant helped to overcome the language challenges, ensuring clear communication throughout the process. Additionally, the interview guide was translated in Russian and shared with the Informants before the interviews. Despite these limitations, the evaluation presented a comprehensive, evidence-based assessment of the MTR thematic areas.

2.3. Structure of the MTR Report

This MTR report is structured into five chapters. The first chapter, the **Executive Summary**, provides a concise overview of the key findings, conclusions, and recommendations of the MTR. It includes a project information table, a brief description of the project, a summary of its progress, and an assessment of the achievements to date. The summary also includes an MTR ratings and achievement summary table, followed by key conclusions and a recommendation summary table for the Project continued success.

The second chapter, **Introduction**, presents the purpose, objectives, and scope of the MTR, alongside a detailed explanation of the methodology used. This chapter outlines the data collection and analysis methods and provides a clear description of the MTR Report structure.

The third chapter, **Project Description and Background Context**, provides a detailed account of the development context in which the project is implemented. It covers the environmental, socio-economic, institutional, and policy factors that are relevant to the project objectives. The chapter further explains the problems the project sought to address, including barriers and threats to low-

emission transport, as well as the Project strategy, key outcomes, and expected results. A brief summary of the Project implementation arrangements, timing, milestones, and the key stakeholders involved is also included in this section.

The fourth chapter, **Findings**, is divided into several sub-sections that examine the Project strategy, progress toward results, implementation, and sustainability. This chapter offers a comprehensive analysis of the Project design and results framework, followed by a detailed assessment of the progress made toward achieving the intended outcomes. It highlights remaining barriers to success, while also evaluating the Project implementation, including its management arrangements, work planning, finance, monitoring systems, stakeholder engagement, and knowledge management. The sustainability of the Project outcomes is also assessed, focusing on financial, socio-economic, institutional, and environmental risks.

The final chapter, **Conclusions and Recommendations**, provides a summary of the key findings from the MTR, offering balanced statements that reflect both the strengths and weaknesses of the project. This section concludes with recommendations aimed at addressing the challenges identified during the review and suggests corrective actions for enhancing the design, implementation, monitoring, and evaluation of the project moving forward. Recommendations for sustaining and scaling up the Project initial benefits and proposals for future directions are also outlined.

3. Project Description and Background Context

3.1. Development Context

The Republic of Uzbekistan, as a party to the United Nations Framework Convention on Climate Change (UNFCCC) and a signatory of the Paris Agreement in 2017, has demonstrated its commitment to climate action through its nationally determined contributions (NDCs). Initially, these NDCs aimed to reduce greenhouse gas (GHG) emissions intensity by 10% per unit of GDP from 2010 levels by 2030. In its updated NDC, Uzbekistan increased its ambition, committing to a 35% reduction in GHG emissions intensity per unit of GDP by 2030 compared to 2010 level. Despite efforts to modernize the economy and adopt energy-saving technologies, Uzbekistan's transport sector remained a significant source of atmospheric emissions, with pollutant levels rising by 10% between 2013 and 2017.

In response, the Government of Uzbekistan (GoU) had launched the "Strategy for the Transition to a Green Economy (2019-2030)," setting specific targets for reducing emissions, increasing energy efficiency, and boosting the share of renewable energy. The strategy prioritized the transport sector with objectives to develop green public transport, promote energy-efficient vehicles, and accelerate the shift to electric vehicles (EVs) to mitigate urban air pollution and curb GHG emissions.

At the time, Tashkent's urban public transport was predominantly government-operated and subsidized, with limited private sector participation. Nonetheless, the Ministry of Transport expressed interest in exploring market reforms and encouraging private operators on key routes. However, challenges such as low public awareness of EVs, inadequate recharging infrastructure, and increased traffic congestion hindered the transition to cleaner transportation options. Overcoming these barriers was crucial to supporting Uzbekistan's green economy goals, enhancing urban environmental quality, and improving sustainable urban mobility. This context shaped the design of the project, aimed at facilitating the shift to low-carbon urban transport and positioning Uzbekistan for a more sustainable

future.

3.2. Problems that the Project Sought to Address

The Project sought to address a range of challenges in Uzbekistan's transport sector that were key to realizing the objectives of the Green Economy Strategy. The strategy emphasized the formation of an integrated policy to reduce transport costs, enhance sector efficiency, and foster environmentally friendly urban development. However, several critical issues persisted, hindering progress toward these goals.

Firstly, there was a pressing need for vehicles that met minimum Euro-4 standards, including electric and hybrid models, as well as those running on cleaner fuels like natural gas. Despite this, the availability and use of such vehicles remained low, with the market dominated by less efficient and more polluting cars. Additionally, outdated vehicles were common, contributing significantly to air pollution and GHG emissions. Addressing this would require incentivizing the replacement of old vehicles with more environmentally friendly options and improving engine fuel standards.

Another challenge involved transitioning away from hydrocarbon fuels to support electric transportation, a shift constrained by limited EV availability, low public awareness, and insufficient charging infrastructure. The low demand for EVs, exacerbated by limited range and seasonal performance variations, further complicated efforts to mainstream EV adoption. Piloting electric buses, specifically in urban environments, was identified as a more viable first step than expanding electric taxis or delivery vehicles, given that public transport fleets operate on predictable routes.

Traffic congestion in Tashkent, the Project's focal city, was also on the rise, spurred by increased private car ownership and declining public transport use. This congestion not only worsened urban air quality but also hindered public transit efficiency. The lack of investment in high-quality, frequent public transport options deterred many residents from choosing public over private transport, exacerbating emissions and decreasing overall urban livability.

The lack of exposure to international best practices among government personnel posed additional hurdles, as did the minimal involvement of the private sector in public transport, which remained government-subsidized and monopolized. The absence of private sector participation stifled market-driven innovation and investment, especially for sustainable solutions such as electric buses. Furthermore, private financing in urban public transport was scarce, with local banks primarily funding road and freight transport projects rather than urban mobility solutions.

Finally, Tashkent's transportation infrastructure, though featuring wide corridors and basic intermodal connectivity, lacked essential elements such as extensive cycling pathways and well-planned pedestrian zones, limiting sustainable mobility options.

3.3. Project Description and Strategy

The "Tashkent – Accelerating Investment in Low Emission Vehicles (TAILEV) Project" was designed to accelerate the adoption of electric vehicles (EVs) and promote the development of Green Urban Transport Corridors (GUTCs) in Uzbekistan, with a primary focus on Tashkent. Aligned with Uzbekistan's 2030 and 2035 transport strategies, the project sought to reduce greenhouse gas (GHG) emissions from the transport sector, improve urban environmental quality, and advance sustainable mobility.

The overarching objective of the project was to support Uzbekistan's transition to a low-emission

transport system by implementing a GUTC demonstration, scaling up EV usage, and integrating principles of sustainable urban planning. By establishing a replicable model, the project aimed to lay the groundwork for a broader adoption of low-carbon mobility solutions across Uzbekistan, decreasing reliance on fossil fuels and mitigating air pollution.

The TAILEV Project employed a strategic four-component approach to achieve these goals. The first component involved the establishment of a robust policy and institutional framework to support low-carbon mobility and GUTCs, with an emphasis on policy alignment and stakeholder engagement to promote electric and sustainable transport initiatives. The second component entailed pilot demonstrations, such as the operation of e-buses along the GUTC on Shota Rustaveli Street, which provided data on technical, financial, and environmental feasibility to inform future policy and investment decisions. The third component focused on market and adoption support by creating conditions conducive to EV adoption through financial incentives, infrastructure development, and awareness campaigns targeting both public and private stakeholders. Finally, the project incorporated sustainability and long-term impact measures to ensure the environmental viability of e-vehicles and GUTCs, including lifecycle management, EV component recycling, and integration with renewable energy sources.

The project unfolded in two strategic phases. The de-risking phase (years 1-3) concentrated on pilot testing and data collection related to the operational and environmental performance of e-buses and GUTCs. This phase utilized the Shota Rustaveli demonstration and the Fargona Yuli BRT corridor as benchmarks to assess environmental benefits and gauge public acceptance. The scaling-up phase (years 4-6) expanded the GUTC model across Uzbekistan, facilitating greater EV adoption by introducing supportive policies, incentives for investors, and developing EV infrastructure nationwide.

Upon completion, the TAILEV Project aims to establish a more favourable investment climate and secure public acceptance for sustainable transport solutions, contributing to a reduction in GHG emissions and enhanced air quality in urban areas. These outcomes are expected to align with Uzbekistan's national and international commitments to environmental sustainability and will serve as a model for similar projects in the region.

3.4. Project Implementation Arrangements

The implementation of the project followed a structured approach, outlined in the ProDoc, which ensured alignment with the key objectives and effective use of resources to achieve the desired outcomes.

The project adhered to the 4-step TAILEV implementation strategy as proposed in the Project Document, which included:

- **Component 1**: The government established an institutional framework and adopted a strategy to promote low-carbon electric mobility and Green Urban Transport Corridors (GUTCs).
- **Component 2:** Pilot projects were implemented to provide evidence of the technical, financial, and environmental sustainability necessary for scaling up low-carbon e-mobility and GUTCs.
- **Component 3:** Conditions were created to shift the market towards low-carbon e-mobility, accelerating the adoption of electric vehicles and GUTCs.

- **Component 4:** Measures were developed to ensure the long-term environmental sustainability of electric vehicles and GUTCs.

Implementing Partner (IP) and Project Management Unit (PMU): The Ministry of Transport (MoT), as the IP, held primary responsibility for achieving project objectives, ensuring that UNDP resources were effectively managed. Due to national requirements for contracting PMU staff across different institutions, the PMU was organized into two groups:

- **Project Management Group**: Operating under the Ministry of Transport, this group consisted of four temporary staff members:
  - Project Manager (full-time)
  - Green Urban Development Specialist (part-time)
  - Urban Planner (part-time)
  - Gender and Safeguards Officer (full-time)
- **Technical Group:** Based within JSC "Toshshahartranskhizmat", the Technical Group included three temporary staff members:
  - Chief Technical Advisor
  - Procurement Specialist
  - Public Transport Specialist

Initially, the role of Urban Planning Specialist was established as a single position. However, senior management at the Ministry later divided it into two separate roles: Green Urban Development Specialist and Urban Planner. By the time of the MTR, the Urban Planner position remained vacant.

The setup of both the Project Management and Technical Groups began in April and was completed by September 2022. The PMU managed planning, coordination, monitoring, evaluation, and reporting, ensuring that project activities aligned with the national monitoring and evaluation framework.

Responsible Party (RP): JSC "Toshshakhartranskhizmat" or Tashkent Bus Company (TBC) led efforts to identify potential pilot corridors, procure electric buses and charging infrastructure, and coordinate driver training. TBC also gathered pre- and post-implementation data to assess project outcomes.

Other Key Stakeholders:

- Tashkent City Municipality (TCM) managed infrastructure planning and secured financing for the GUTC.
- Goscomecology led air quality data collection and aligned environmental policies with project objectives.
- Regional Electric Networks provided a reliable electricity supply to e-bus charging stations.

UNDP's Role: UNDP, accountable to the Global Environment Facility (GEF), oversaw the project to ensure compliance with UNDP standards and processes. UNDP provided additional support to the Ministry of Transport by hiring two Project Management Unit staff and offering capacity-building training on project management and procurement. These services were managed separately from UNDP's GEF oversight functions to avoid any conflicts of interest.

Project Board (Steering Committee): Chaired by the Ministry of Transport, the Project Board ensured alignment with project objectives and provided strategic guidance to the Project Manager. The Board's responsibilities included approving project changes, addressing risks, and conducting an end-of-project review to discuss scaling-up opportunities.

In conclusion, the collaborative efforts among the Ministry of Transport, key stakeholders, and UNDP ensured that the project was effectively managed, with a focus on sustainability and long-term impact. The establishment of a dedicated Project Management Unit, along with the coordination of technical and governmental bodies, played a pivotal role in advancing the goals of low-carbon e-mobility and Green Urban Transport Corridors in Uzbekistan.

3.5. Project Timing and Milestones

The timeline for the TAILEV Project reflects a sequence of critical steps from inception to the initiation of on-the-ground activities, underscoring the coordinated efforts of multiple stakeholders to support Uzbekistan's shift toward low-emission transport. Below is a detailed chronology of these foundational milestones:

- **June 16, 2021**: The TAILEV Project was endorsed by the GEF CEO as a full-sized child project under the Global Programme to Support Countries with the Shift to Electric Mobility.
- **September 20, 2021:** The Delegation of Authority was received by the UNDP Country Office, specifying that the ProDoc should be signed and the Project launched no later than December 16, 2021.
- **December 1, 2021:** The ProDoc for "Tashkent - Accelerating Investments in Low Emission Vehicles" (TAILEV) and the Letter of Agreement were signed by the Minister of Transport (as Implementing Partner) and the UNDP Resident Representative in Uzbekistan.
- **December 2021:** The total project cost was confirmed at 29,439,725 USD, with 3,569,725 USD provided by the GEF, 300,000 USD from UNDP, and 25,570,000 USD in co-financing committed by Uzbekistan's government and other organizations.
- **April 2, 2022:** The MoT obtained national approval from the Cabinet of Ministers for the Project's implementation under the full-National Implementation Modality (NIM).
- **April 8, 2022:** The Ministry of Transport issued an order establishing the Project Management Unit (PMU), comprising six members responsible for overseeing project implementation.

- **July 2022:** The recruitment process for PMU staff began, led by the MoT with oversight by UNDP's HR Unit to ensure adherence to competitive selection standards.
- **August 1, 2022:** The IP submitted the first request for funding from UNDP, initiating the disbursement process.
- **August 4, 2022:** The first cash advance transfer from UNDP was disbursed, delayed from the initial February 2022 target but well within the GEF's required 18-month window.
- **August 10, 2022:** The first cash advance was received in the IP's project-dedicated bank account, opened in the national treasury per regulatory requirements.
- **September 28-29, 2022:** The Inception Workshop took place, delayed by five months from the originally scheduled April 2022 but within the required two-month period following the first disbursement. This event convened key stakeholders, including representatives from the UNDP Regional Hub in Istanbul, the EBRD, and UNEP, to officially launch the project.

This timeline reflects a structured approach to establishing the project's operational framework and lays the groundwork for subsequent phases aimed at advancing low-emission mobility across Uzbekistan.

3.6. Main Stakeholders

The Stakeholder Engagement Plan (SEP) for the TAILEV Project was designed to ensure active and effective interaction with key stakeholders throughout the six-year implementation period. The SEP aimed to foster ongoing dialogue with a wide range of stakeholders, including national ministries, municipal governments, state-owned enterprises, and, most importantly, the urban citizens of Uzbekistan's largest cities: Tashkent, Samarkand, and Namangan. Stakeholder engagement for TAILEV was structured into four levels, based on the extent of interaction and collaboration: informing stakeholders about TAILEV activities and goals; consulting and collaborating to enhance ongoing initiatives; consenting engagement to allow stakeholders to communicate their needs for assistance; and empowerment to enable stakeholders to take control over certain TAILEV activities, fostering ownership and sustainability.

The project was designed to involve a range of key national stakeholders, each playing a critical role in its execution and coordination. These stakeholders included MoT, TBC, TCM, and the State Committee for Ecology (Goscomecology), among others:

- **MoT** was designated as the implementing partner, responsible for overseeing the project's execution.
- **TBC** was assigned as the lead agency for preparing and undertaking the tender to procure electric buses and charging infrastructure. TBC was also responsible for collecting pre- and post-GUTC data on electric buses and organizing training for e-bus drivers and maintenance personnel.
- **TCM** was tasked with advising on infrastructure development for the Shota Rustaveli GUTC, securing necessary financing, and coordinating the efforts of various municipal departments, including the Department of Transport, the Main Department for Beautification, the Committee for Ecology, and the Public Council of Tashkent.
- **Goscomecology** was expected to coordinate air quality data collection and support efforts related to environmental protection, including the use of low-emission vehicles and battery waste disposal.

- **JSC Regional Electric Networks** was responsible for providing electricity to the charging stations for electric buses.
- **ToshkentboshplanLITI** was designated as the Chief Advisory body to TCM on planning, design, and tendering for GUTC infrastructure.
- **JSC Uzavtosanoat** conducted market surveys and facilitated opportunities for its member companies to expand the market for electric vehicles, both domestically and internationally.
- **Innovation Center at Turin Polytechnic University in Tashkent** was planned to provide training and capacity-building services for the operation and maintenance of electric buses and related infrastructure.

The **Global E-Mobility Programme**, implemented by UNEP, played a significant role as the parent project to TAILEV, supporting the government of Uzbekistan in accelerating the adoption of electric mobility. This partnership facilitated the sharing of global knowledge and resources, supported the development of policy frameworks and sustainable electric mobility solutions, and helped de-risk investments in electric vehicles and charging infrastructure while promoting the integration of renewable energy sources and battery recycling within Uzbekistan's electric mobility transition.

Finally, TAILEV worked closely with the **UNDP National Communications and Engagement (NCE)** team to ensure effective coordination with the Global E-Mobility Programme and its partners, facilitating knowledge transfer, technical support, and participation in global and regional events. This layered approach to stakeholder engagement ensured the success of the project while fostering an integrated transition toward a low-carbon transport sector in Uzbekistan. The actual participation of these stakeholders in the project will be assessed in the evaluation section of the report.

4. Findings

4.1. Project Strategy

Project Design

The Project Design effectively addresses critical challenges related to low-carbon mobility and sustainable urban development in Tashkent, focusing on reducing traffic congestion, air pollution, and fossil fuel dependency. Given Tashkent's rapid urbanization, transitioning to sustainable urban mobility is increasingly urgent. The assumption that shifting to electric mobility and developing the Green Urban Transport Corridor (GUTC) will yield environmental and social benefits remains valid, though delays in infrastructure development highlight the need for a more flexible timeline and contingency plans. Adapting the Project's timeline would better align with the city's evolving mobility needs.

The Project design incorporates lessons from global initiatives, especially in cities with advanced electric mobility infrastructure. Successful case studies, such as integrating EVs into public transport, guide the Project's approach, ensuring it is grounded in best practices. Additionally, gender-sensitive measures, like recruiting female drivers and inclusive e-bus operation guidelines, reflect insights from similar transportation projects. These features demonstrate the Project's commitment to utilizing proven solutions and promoting inclusivity, which enhance its potential for success. However, further incorporation of lessons on infrastructure scaling could enhance the Project's ability to address local context challenges.

The Project aligns with Uzbekistan's national priorities, particularly the Green Economy Strategy and the 2030 Transport Concept. By focusing on electric mobility and the GUTC, the Project supports the modernization of urban transport, improves air quality, and reduces reliance on fossil fuels, contributing to the country's NDCs under the Paris Agreement. It also directly supports SDGs, notably Goal 11: Make cities and human settlements inclusive, safe, resilient, and sustainable, by improving sustainable urban mobility and reducing pollution, and Goal 13: Take urgent action to combat climate change and its impacts, by reducing carbon emissions and promoting low-carbon transport options.

A comprehensive Stakeholder Engagement Plan is a notable element of the Project design, which

also documents the consultation history and ensures that relevant stakeholders - government, local communities, and the private sector—are informed and engaged. This approach fosters collaborative partnerships essential for long-term success.

Gender considerations are central to the Project design, including strategies to increase female participation in bus operation and maintenance roles, and to ensure the electric bus fleet is accessible to all. The Project integrates gender-sensitive policies into long-term strategies, aiming to create a more inclusive public transport system. The dissemination of health and economic benefits of electric transportation targets vulnerable populations along the GUTC. The Project also ensures equal participation of women and men in planning, implementation, and monitoring phases.

In summary, the Project design is well-aligned with national and global priorities, incorporates best practices, emphasizes gender inclusivity, and integrates the perspectives of various stakeholders, strengthening its potential for success. However, a major area of concern regarding the original design was the lack of a sufficiently detailed and adaptable timeline, coupled with unclear contingency plans. This gap led to delays in the construction of the GUTC, hindering the timely realization of key benefits, such as improved transport efficiency and reduced emissions. To address this, the Project would benefit from a more flexible timeline and clearer contingency measures to better manage unforeseen challenges in infrastructure development.

Results Framework/Logframe

The Project's Results Framework (Logframe) provides a clear and comprehensive outline of the expected Outcomes, Outputs, and Indicators, establishing a pathway to achieving the Project's Objective. Developed during the design phase, the Results Framework aligns with the Project's goal of accelerating the adoption of electric vehicles in the City of Tashkent, creating a replicable model for other cities in Uzbekistan, significantly reducing GHG emissions in the transport sector, and enhancing urban environmental quality.

The Logframe includes four main Outcomes and 19 Outputs, linked to 17 Indicators, with specific Baseline, MTR, and End-of-Project (EoP) targets. While the Logframe is generally logical and realistic, a minor discrepancy was identified in the definition of Indicator 1, which measures the intended utilization of the GUTC. The original wording does not fully align with the Project objective of accelerating electric vehicle adoption in Tashkent. This can be addressed by rewording Indicator 1 to focus on measuring the utilization of e-bus services (e.g., ridership), ensuring its relevance to the overall Objective.

The Project's Objective and Outcomes are clear, practical, and feasible within the time frame, as the indicators are realistic and the outcomes achievable with the planned activities and outputs. The indicators and targets are SMART (Specific, Measurable, Achievable, Relevant, and Time-bound), highly relevant to the planned Outcomes, and supported by clearly defined baselines and targets for both MTR and EoP, providing a solid foundation for monitoring progress and measuring success.

As documented in the Inception Report, the Result Framework (GEF template) remained the same as in the endorsed ProDoc.

Overall, the Results Framework is well-designed to support the Project's successful implementation. With minor adjustments to the definition of one indicator, the framework will effectively guide the monitoring and evaluation of the Project's progress.

4.2. Progress Towards Results

Progress Towards Outcomes Analysis

This section presents an assessment of progress toward achieving the objective and outcomes of the Project. The findings are derived from a thorough review of the Project Implementation Reports (PIRs), triangulated with information gathered through interviews with the Project Team and other Key Informants. To facilitate clarity, a "traffic light" color-coding system has been applied to indicate the level of progress achieved for each of the indicators. The assessment is based on the following indicator key:

Green = Achieved	Yellow = On target to be achieved	Red = Not on target to be achieved

Finally, rating on progress for objective and each outcome is assigned based on the MTR assessment of the respective indicators.

Indicator	Baseline Level	Level in 1st PIR (self-reported)	MTR Target	EoP Target	MTR Level & Assessment	Rating
Objective: To accelerate the adoption of electric vehicles in the City of Tashkent that can be replicated in other cities in the Republic of Uzbekistan, significantly reduce greenhouse gas emissions in the transport sector, and improve urban environmental quality						
Indicator 1: # direct project beneficiaries disaggregated by gender (number of passengers using new Shota Rustaveli GUTC e-bus route per day)	0	Not determined	3,000 (50% female/ 50% male)	6,000 (50% female/ 50% male)	96,000 (51% female/49% male) a daily ridership of passengers utilizing e-bus services along Shota Rustaveli Street.	**MS**
Indicator 2: # consequential project beneficiaries disaggregated by gender (individual people)	0	Estimation: 53,000 (49,9% female/ 51.1% male)	60,000	68,000	Estimation: 68,505 (49,9% female/51.1% male)	
Indicator 3: Emission reductions, cumulative lifetime direct (tonnes of CO2eq)	0	Not determined	9,590	20,700	2,842 counted after deployment of 30 e-buses along Shota Rustaveli and Fargona yoli since the project start. This figure is much higher if counted on the 320 e-busses in Tashkent.	
Indicator 4: Cumulative direct reduction of pollutant load (for CO, NOx and NH) along GUTC corridor (% reduction)	0	Not determined	5%	10%	Not determined, as the GUTC has not been established yet.	
Project component 1: Institutionalization of low carbon e-mobility and green urban development **Project Outcome 1: The government establishes an institutional framework and adopts a strategy for the promotion of gender-inclusive low-carbon electric mobility and GUTCs**						
Indicator 5: Number of adopted gender-inclusive national and municipal level strategies and plans that increase the uptake of EVs and development of GUTCs and include gender considerations	0	Not applicable	1 0	5	Not applicable. Activities will start in 2025. Due to initial delays the initial MTR Target is revised to 0.	**Not applicable**
Indicator 6: Number of adopted gender-inclusive national policies and regulations to support growth and increased use of EVs and the development of GUTCs that include gender considerations	0	Not applicable	0	3	Not applicable. Activities will start in 2025.	
Project component 2: Short term barrier removal through low-carbon e-mobility demonstrations and green urban development in Tashkent **Outcome 2: Pilots in Tashkent provide evidence of technical, financial and environmental sustainability to plan for scale-up of low-carbon e-mobility and GUTCs**						

Indicator 7: Number of completed feasibility studies for pilot GUTC and e-bus fleet	0	1	1	1	1	**MS**
Indicator 8: Kilometres of pilot GUTC corridor developed	0	0	7.5	16.6	0	
Indicator 9: Number of e-buses in operation along pilot GUTCs with gender-inclusive features such as at least 1 or 2 female drivers for e-bus.	0	300 e-buses (for Tashkent)	10	30	109 E-buses are in operation partially passing through Shota Rustaveli Street.	
Project component 3: Preparing for scale-up and replication of low-carbon e-mobility and green urban development **Outcome 3: Conditions are created to shift market towards low-carbon e-mobility and accelerate adoption of e-vehicles and GUTCs**						
Indicator 10: Number of developed gender-inclusive guidelines and regulatory documents for Tashkent City on EV fleets and GUTC developments	0	0	2	2	3 + 2 in progress	**S**
Indicator 11: Number of personnel involved in the monitoring and reporting of key environmental indicators along the GUTC	0	5, 60% woman	5, min 20% women	10, min 30% women	5, 60%woman	
Indicator 12: Number of students (% female students) enrolled and graduated on courses for e-vehicles and green urban development	0	Not applicable	50, min 20% women	100, min 30% women	Not determined, as the enrolment numbers are not solely attributable to the Project	
Indicator 13: Number of bankable and gender-inclusive feasibility studies and business plans for scaling-up of e-bus fleets and additional GUTCs in several main cities of Uzbekistan	0	Not applicable	0	3	Not applicable. Activities will start in 2025.	
Indicator 14: Number of private bankable proposals for financing at EOP	0	Not applicable	0	2	Not applicable. Activities will start in 2025.	
Project component 4: Long-term environmental sustainability of low-carbon e-mobility and green urban development **Outcome 4: Measures are developed to ensure the long-term environmental sustainability of e-vehicles and GUTCs**						
Indicator 15: Number of joint actions proposed by municipalities (with targets and dates) on improving urban environmental quality	0	Not applicable	0	2	Not applicable. Activities will start in 2025.	**Not applicable**
Indicator 16: Number of adopted guidelines for re-use and recycling of downgraded EV batteries and business models for extended supplier responsibility for EV infrastructure and components at EOP	0	Not applicable	0	1	Not applicable. Activities will start in 2025.	

Indicator 17: Number of reports on best practices and lessons learned from the Uzbekistan project that is shared with the global programme	0	Not applicable	0	1	Not applicable. Activities will start in 2025.	

Findings for MTR Level Assessment and Justification of Ratings

Objective: To accelerate the adoption of electric vehicles in the City of Tashkent that can be replicated in other cities in the Republic of Uzbekistan, significantly reduce greenhouse gas emissions in the transport sector, and improve urban environmental quality

Indicator 1: # direct project beneficiaries disaggregated by gender (number of passengers using new Shota Rustaveli GUTC e-bus route per day)

E-Bus Ridership and Impact Analysis on Shota Rustaveli Street

- Daily Ridership and Demographics: The Tashkent Bus Company reports an average daily ridership of 96,000 passengers (51% female, 49% male) utilizing electric buses along Shota Rustaveli Street. These 109 e-buses operate across 9 routes, fully or partially covering the corridor, and have become a crucial part of Tashkent's public transportation system.
- Performance Impact of E-Bus Deployment: A report titled "Analysis of Performance Indicators of Bus Routes in Tashkent City after Replacing them with Electric Buses" evaluated the effect of e-bus integration on passenger numbers. Findings reveal that:
  - November 2023 Ridership: Approximately 1.9 million passengers utilized e-buses along Shota Rustaveli Street in November 2023, marking an increase of 0.8 million passengers and a 180.7% rise compared to the same period in 2022 when no e-buses were in service.
  - Annual Growth: From 2022 to 2023, total passenger flow along Shota Rustaveli Street rose from 11.5 million to 18 million, underscoring the substantial impact of e-bus deployment on local public transit use.

Indicator 2: # consequential project beneficiaries disaggregated by gender (individual people)

Population Assessment and Beneficiary Estimation for GUTC

- Resident Population Estimation: The estimated population residing within a 0.5 km radius along the Shota Rustaveli Green Urban Transport Corridor (GUTC) was calculated by mapping 1 km^2 squares around the route. Based on data from the Agency on Statistics under the President of the Republic of Uzbekistan, the population density as of April 2024 is 9,134 people per km^2. This results in an estimated 68,505 residents within the 7.5 km^2 area surrounding the GUTC.
- Demographic Breakdown: The estimated beneficiaries include 49.9% women and 50.1% men, providing a gender-disaggregated view of the population that stands to benefit from the project.
- Future Beneficiary Assessment: The final number of direct beneficiaries will be determined following the full establishment of the GUTC, allowing for a more precise impact evaluation.

Indicator 3: Emission reductions, cumulative lifetime direct (tonnes of CO2eq)

Environmental Data Collection Program and Capacity Building

- Environmental Data Collection Program: An environmental data collection program was established in collaboration with the Ministry of Ecology to monitor baseline and post-project conditions along the Shota Rustaveli Green Urban Transport Corridor (GUTC). The program's primary objective is to measure key environmental indicators—such as CO_2, CO, NO, $PM_{2.5}$, and PM_{10}—essential for assessing the GUTC's impact on air quality.
- Training of Monitoring Personnel: Key personnel within the environmental monitoring team were trained on Measurement, Reporting, and Verification (MRV) protocols. This training ensures consistent and accurate data collection, establishing a reliable foundation for long-term environmental impact assessment along the GUTC.

Indicator 4: Cumulative direct reduction of pollutant load (for CO, NOx and NH) along GUTC corridor (% reduction)

Air Quality Baseline Study and Policy Impact

- Baseline Air Pollution Study: A comprehensive baseline air pollution study was conducted near the proposed Shota Rustaveli Green Urban Transport Corridor (GUTC). Key findings revealed elevated concentrations of nitrogen dioxide (NO_2) and carbon monoxide (CO) exceeding permissible limits:
  - Nitrogen Dioxide (NO_2): Levels at specific locations (notably point L-2) were found to exceed standards by 2.36 times.
  - Carbon Monoxide (CO): CO levels across all monitoring points surpassed permissible standards by 30% to 52%.
  - Carbon Dioxide (CO_2): Although elevated, CO_2 levels remained within acceptable limits.
- Policy Contribution: Findings from this study contributed to the formulation of the Resolution of the Cabinet of Ministers No166 dated 29 March 2024, "About measures to reduce the negative impact of vehicles on atmospheric air". This resolution outlines strategic measures to mitigate vehicular emissions and improve urban air quality.

Establishment of an Ecologic Transport System

- Ecological Zoning: Regions were classified into "clean," "medium," and "harmful" ecological zones, marked by green, yellow, and red indicators, based on actual atmospheric air conditions.
- Environmental Compensation Payment: Introduced a compensation payment for vehicles whose ecological category does not align with the ecological zone requirements of the region, encouraging compliance with air quality standards.

Justification for Rating

The assessment of progress toward the **project objective** is considered **Moderately Satisfactory** due to the following reasons, evaluated against each indicator:

Indicator 1: While the MTR indicates that the targets have been exceeded, it is crucial to note that the reported figures reflect the utilization of e-bus services rather than the intended utilization of the GUTC. This discrepancy suggests that, while e-bus services have gained acceptance and popularity among local commuters, there remains a need to align the metrics with the specific project objective, which is "to accelerate the adoption of electric vehicles in the City of Tashkent that can be replicated in other cities in the Republic of Uzbekistan."

Indicator 2: Although the figures reported exceed even the EoP Target, they are based on estimations because the construction of the GUTC has yet to commence at the time of the MTR. This lack of concrete progress in infrastructure development raises concerns about the sustainability of the results and the extent to which the estimates will materialize once actual operations begin. Without the operational GUTC, the relevance of the figures remains questionable.

Indicator 3: The calculations indicate that the project is on track to achieve the EoP Target of 20,700 tCO2eq over the next 13 years, as outlined in the calculation methodology specified in the ProDoc. This positive projection reflects effective planning and implementation of strategies aimed at reducing GHG emissions.

Indicator 4: The project intends to measure pollutant levels along Sh. Rustaveli Street after the establishment of the GUTC. This future testing is essential to accurately evaluate the environmental impact of the project. However, until the GUTC is operational and measurements are taken, uncertainty remains regarding the effectiveness of the Project interventions in reducing pollutants in the targeted area.

In summary, while three out of four indicators reflect progress and positive trends, the assessment remains moderately satisfactory due to the need for future verification of impacts, reliance on estimations, and discrepancies in metric definitions. It will be vital for the project team to focus on ensuring the timely construction and operation of the GUTC, conducting thorough environmental assessments once operational, and aligning metrics with project objectives. These steps will help solidify progress toward achieving the overall project goals.

Project component 2: Short term barrier removal through low-carbon e-mobility demonstrations and green urban development in Tashkent
Outcome 2: Pilots in Tashkent provide evidence of technical, financial and environmental sustainability to plan for scale-up of low-carbon e-mobility and GUTCs

Indicator 7: Number of completed feasibility studies for pilot GUTC and e-bus fleet

Feasibility Study and Simulation Model

- Completion of Feasibility Study: A full feasibility study for the pilot GUTC and e-bus fleet was completed and presented to the Tashkent City Municipality on February 20, 2024.
- Traffic Simulation Model: A comprehensive traffic simulation model was developed, incorporating international best practices. Specific recommendations for dedicated bus lines along the GUTC were prepared, aiming for optimal integration and improved efficiency within Tashkent's transport network.

Key Findings and Projections from the Feasibility Study

- Capital Cost Recovery: The pilot GUTC is projected to recover its capital costs within 6 years.
- Increased Average Speed: Expected 11% increase in the average speed of motor vehicles along the corridor.
- Reduced Air Pollution: Atmospheric air pollution levels are projected to decrease by 12.3%.
- Time Savings: Daily travel along the corridor will cumulatively save 3,318 hours for passengers and private vehicle owners.
- Fuel Savings and Economic Benefit: Annual fuel savings are estimated at 2.6 million liters, generating an economic benefit of 21.3 billion UZS (approximately 1.7 million USD).

Analyses and Reports

- Local Electric Bus Operations Analysis: Analysis based on the 2022 operation of electric buses by JSC "Toshshahartranskhizmat" (Tashkent City Public Transport Company).
- International Experience and Recommendations: Study of international electric bus operations and charging station usage, with recommendations for technical requirements for e-buses and chargers in Tashkent.
- Dedicated Bus Line Issues on Amir Temur Avenue: Identified and analysed issues related to the dedicated bus line.
- Public Transport Accessibility Survey: Developed a questionnaire to assess accessibility for all public transport users, including women, children, and vulnerable groups such as persons with disabilities.
- Gender and Inclusion: Proposals developed to involve beneficiaries in the GUTC project, considering gender aspects and the needs of vulnerable populations.
- Inclusive Public Transport Report: Prepared a report outlining the requirements for an inclusive public transport system.
- Urban Public Transport Market Reform Analysis: Analysis conducted on reform opportunities in the urban public transport market, including financing options and investment attraction schemes for electric buses and charging stations.
- Training and Knowledge Exchange: Organized a training trip for Ministry of Transport employees to the Republic of Korea to study advanced green city transport systems and public transport organization.
- Route Analysis on Shota Rustaveli Street: Completed an analysis of existing routes along Shota Rustaveli Street to optimize service and efficiency.

Indicator 8: Kilometres of pilot GUTC corridor developed

Draft Decree and Strategic Planning

- The Tashkent City Municipality and Ministry of Transport drafted a decree, published for public feedback, outlining plans to establish public transport corridors on Amir Temur, Shakhrisabz, Shota Rustaveli, and Yangi Sergeli streets by end-2023. This proposed network totals 23 km and is designed to address public transport challenges, reduce congestion, and support sustainable urban mobility.

Route Design, Analysis, and Stakeholder Engagement

- The project team completed a comprehensive route design for the e-bus corridor along Shota Rustaveli Street, covering key intersections, pedestrian crossings, and bus stops. On April 9, 2023, the proposed corridor concept was presented to Tashkent city officials, including the mayor, along with recommendations for resolving traffic and infrastructure challenges.
- Inclusive design requirements for public transport stops were established, and a detailed report was produced on existing bus stops along Shota Rustaveli to meet diverse user needs.

Technical Assistance and Simulation Modelling

- An international green urban development specialist developed a traffic simulation model to analyse existing patterns and project the impacts of the GUTC on Tashkent's public transport system. This model provides data-driven recommendations for optimizing corridor integration.

Environmental and Social Impact Assessment (ESIA):

- An ESIA was conducted to assess the GUTC's environmental and social implications, followed by an Environmental and Social Management Plan (ESMP) to manage identified risks effectively.

Parking Regulation and Monitoring

- A study along Shota Rustaveli Street identified 1,228 instances of illegal parking, and recommendations were provided for establishing a regulated paid parking system. This proposed measure aims to reduce illegal parking and generate revenue to support public transport improvements.

Planned Municipal Action and Reconstruction Works

- While the GUTC has not yet been implemented along Shota Rustaveli Street, Tashkent city authorities have announced reconstruction plans for multiple streets, including Shota Rustaveli, which although scheduled to begin in summer 2024, have not begun by the time of MTR.

Indicator 9: Number of e-buses in operation along pilot GUTCs with gender-inclusive features such as at least 1 or 2 female drivers for e-bus.

Electric Bus Procurement and Infrastructure Support:

- A total of 300 electric buses were purchased by the state for Tashkent City between April and June 2023. Of these, 109 e-buses are already in operation, partially covering Shota Rustaveli Street, and transporting over 90,000 passengers daily.
- As of June 2024, the project provided subsidies for 21 buses and 11 charging stations, aiding in the expansion of e-bus infrastructure.

Project-Driven Research and Technical Recommendations:

- Comprehensive research was conducted to inform the bus procurement process, including:
  - A report on financial mechanisms for e-bus integration,
  - A shortlist of global electric bus manufacturers,
  - Technical specifications for e-buses, with considerations for gender and inclusivity.
- The project team contributed to the vendor selection process, advising the MoT on potential suppliers.
- A detailed operational report on e-bus route #51 highlighted challenges, and survey data identified legislative bottlenecks that limited female employment in technical roles such as bus driving and maintenance.

Gender Inclusivity and Policy Reform

- Initial legislative barriers restricted women from driving vehicles with over 14 passenger seats (Cabinet of Ministers Resolution No.408, 2018). The project collaborated with the MoT to advocate for policy reform, leading to the abolition of these restrictions in 2023. This pivotal change enabled the Tashkent Bus Company to employ the first female bus drivers in Uzbekistan.
- Training initiatives were organized for 300 drivers and 60 technical staff, focusing on e-bus operation, with an emphasis on gender-sensitive practices. The sessions included two women participants, contributing to enhanced inclusivity.

- Efforts were made to enhance the overall gender-friendliness of the e-bus system. This includes providing special seats for pregnant women, installing cameras to improve safety for women on buses, and setting up dedicated facilities for female drivers, such as toilets and changing rooms. While these steps represent notable progress, broader gender inclusion in technical and driving roles is still evolving.

Operational Efficiency and Battery Management Improvements

- An analysis of electric bus operations revealed that buses often completed their routes with less than 12% battery charge, risking premature battery degradation and increased energy costs. Instances of buses returning with as low as 1.6% battery charge were recorded 274 times.
- In response, the project collaborated with TBC engineers and depot managers to improve energy management, emphasizing proper use of the regenerative braking system. By May 2024, the buses consistently returned with at least 12% battery charge, resulting in monthly energy savings of 80,000 kWh (approximately 76 million UZS or 6,000 USD), thus enhancing battery lifespan and reducing costs.

Technical Comparisons and Seasonal Analysis

- Reports compared technical characteristics of electric buses and chargers in Tashkent, including capacity, charging times, and range per charge. Seasonal variations in battery performance were also analysed, with findings indicating that range reduction due to seasonal changes did not exceed 50%, ensuring reliable year-round operations.

Justification for Rating

The assessment of progress toward **Outcome 2** is considered **Moderately Satisfactory** based on the following reasons, evaluated against each indicator:

Indicator 7: The completion of the feasibility study and traffic simulation model indicates substantial planning, with promising projections, such as the recovery of capital costs within six years and an 11% increase in traffic speed. While the findings are encouraging, they remain untested in practice, and the full integration of the GUTC into Tashkent's transport network will only be possible once construction is completed.

Indicator 8: Although design and route planning for the GUTC corridor along Shota Rustaveli Street are progressing, physical construction has not yet started. The Tashkent authorities have announced plans for reconstruction, set to begin in summer 2024, but no work had commenced by the time of the MTR. This delay in infrastructure development restricts the ability to immediately evaluate the GUTC's impact on traffic flow, public transport efficiency, and environmental benefits, significantly affecting the overall progress.

Indicator 9: Significant progress has been made in supporting the electric bus ecosystem, with 109 operational e-buses now serving over 90,000 passengers daily. The project has also made notable strides in advancing gender inclusivity. Through policy reforms, the first female bus drivers have been hired in Uzbekistan, supported by gender-sensitive measures such as reserved seating, enhanced safety features, and designated facilities for female drivers. Additionally, training initiatives have promoted inclusivity in technical roles, marking a positive shift toward gender equity in public transport.

In conclusion, while substantial progress has been achieved in planning, policy development, e-bus procurement, and gender inclusivity, the delay in physical construction results in a moderately satisfactory assessment. To ensure the project meets its objectives, prioritizing timely infrastructure development will be crucial.

Project component 3: Preparing for scale-up and replication of low-carbon e-mobility and green urban development
Outcome 3: Conditions are created to shift market towards low-carbon e-mobility and accelerate adoption of e-vehicles and GUTCs

Indicator 10: Number of developed gender-inclusive guidelines and regulatory documents for Tashkent City on EV fleets and GUTC developments

Developed Gender-Inclusive Guidelines

- A gender-inclusive video guideline for e-bus drivers and technical staff, enhancing training accessibility and inclusivity (YouTube link).
- Guidelines and a memo for e-bus drivers and technical personnel, outlining best practices in operations and maintenance.
- A guide for electric bus tender evaluation and preparation, aimed at standardizing future procurement processes for e-buses in Tashkent.

Guidelines in progress

- A guideline document on codes and standards for e-bus and charging station procurement for Tashkent City, supporting standardized procurement under Output 3.1.
- A document establishing GUTC standards for Tashkent, aimed at setting benchmarks for sustainable and inclusive urban transport developments under Output 3.3.

Supporting Documents for the Guidelines

- Developed recommendations to mitigate range reduction risks in electric buses, which will be integrated into the forthcoming guidelines.
- Conducted a market study on solar panel applications to support energy efficiency in electric bus operations.

International Training for Capacity Building

- Six participants (including two women) from the Ministry of Transport and BTR attended a training on "Electric Bus Procurement, Planning, and Financing" held in Izmir, Turkey (May 9-11, 2023). The program, part of the Global E-mobility Program, covered best practices in EV procurement, charging system organization, and financing options for public transport, which will inform the development of Tashkent's gender-inclusive EV fleet guidelines.

Indicator 11: Number of personnel involved in the monitoring and reporting of key environmental indicators along the GUTC

Program Establishment and Implementation

- An environmental data collection program for baseline and post-project data along the GUTC was established by June 2023.
- Initial monitoring and reporting of key environmental baseline indicators were conducted as part of the program's implementation.

Personnel Involvement

- By June 2024, a total of 5 personnel have been involved in monitoring and reporting key environmental indicators along the GUTC.
- The team includes 3 women, representing 60% of the personnel.

Indicator 12: Number of students (% female students) enrolled and graduated on courses for e-vehicles and green urban development

Partnership with the Research Laboratory on Electric Vehicles and Infrastructure, Turin Polytechnic University in Tashkent

- The project established a partnership with the Research Laboratory on Electric Vehicles and Infrastructure at Turin Polytechnic University in Tashkent, which currently has around 40 enrolled students, including 6 female students.
- While these enrolment numbers are not solely attributable to the project, the partnership is expected to encourage increased student interest, particularly among female students, in electric vehicle and infrastructure studies. This collaboration aims to foster a more inclusive academic environment, ultimately supporting the project's broader goals for gender diversity in the electric vehicle sector.

Justification for Rating

The assessment of progress toward **Outcome 3** is considered **Satisfactory** based on the following reasons, evaluated against each indicator:

Indicator 10: Significant progress has been made in developing gender-inclusive guidelines and regulatory documents for Tashkent City regarding electric vehicle fleets and GUTCs. Notably, the project has developed a gender-inclusive video guideline for e-bus drivers and technical staff, as well as operational guidelines for drivers and maintenance personnel. These guidelines aim to standardize procurement processes and promote inclusivity. Additionally, further

guidelines are in progress, including a document for e-bus and charging station procurement and another for establishing GUTC standards in Tashkent. Supporting documents, such as recommendations on mitigating range reduction risks for e-buses and a market study on solar panel applications, will enhance the effectiveness of these guidelines. These efforts demonstrate a clear commitment to shaping a low-carbon, inclusive e-mobility ecosystem in Tashkent.

Indicator 11: The establishment of an environmental data collection program for baseline and post-project data along the GUTC is a notable achievement. Five personnel were involved in the monitoring and reporting of key environmental indicators, with women comprising 60% of the team. This demonstrates both the Project's focus on environmental sustainability and gender inclusivity in the workforce. The active participation of women in this monitoring team reflects the project's progress in promoting gender balance in technical roles.

Indicator 12: The partnership with Turin Polytechnic University has fostered an academic environment that supports increased interest in electric vehicle and green urban development courses. The partnership is expected to encourage further enrolments, particularly among female students, and align with the Project's broader goals for gender diversity in the electric vehicle sector.

In conclusion, the project has made commendable strides in developing gender-inclusive guidelines, establishing environmental monitoring programs, and fostering academic collaboration to support the growth of the low-carbon e-mobility sector. The involvement of women in these efforts further emphasizes the positive trajectory towards creating a more inclusive and sustainable e-mobility ecosystem in Tashkent.

Summing up, the Project has achieved several **notable successes**:

- **Electric Bus Adoption**: The deployment of 109 operational e-buses serving over 90,000 passengers daily in the project area and 320 e-buses serving over 1.2 million passengers daily in the city of Tashkent is a significant achievement, demonstrating the growing acceptance of electric vehicles in Tashkent.
- **Gender Inclusivity:** The recruitment of female bus drivers and the implementation of gender-sensitive measures, such as reserved seating and enhanced safety features, have made a positive impact on gender equality in public transport. Additionally, training initiatives have promoted inclusivity in technical roles, marking a step toward greater gender equity.
- **Feasibility Studies and Planning:** Substantial progress in planning, including the completion of a feasibility study and traffic simulation models, has provided solid foundations for future expansion and implementation of the GUTC.
- **Environmental Monitoring:** The establishment of an environmental monitoring program and data collection efforts have positioned the project to assess and manage its environmental impact in the future, with a focus on gender inclusivity in the monitoring team.

Remaining Barriers to Achieving the Project Objective

The main barrier affecting the Project's ability to achieve its intended results is the **significant delay in infrastructure development**, specifically the construction of the GUTC. This delay has hindered the Project's ability to assess the impact on traffic flow, public transport efficiency, and environmental benefits. The lack of progress in building the GUTC also complicates the task of verifying the sustainability of the Project's achievements, as the infrastructure is a key component for evaluating long-term outcomes.

Several other barriers are closely connected to this primary challenge. One such issue is the **reliance on estimations for key project indicators**, especially those related to the GUTC. These estimations, rather than actual (measured) data, introduce uncertainties about the accuracy and long-term sustainability of the Project's reported figures once the operations begin. Another challenge lies in the **uncertainty regarding the environmental impact of the project**. The reduction in pollutants and other environmental benefits will only be measurable once the GUTC is operational and data collection can commence. This leaves a gap in understanding the full impact of the project at its current stage.

To overcome these barriers and expand the Project's benefits, several steps can be taken. First and foremost, accelerating the infrastructure development of

the GUTC is crucial. Ensuring the timely construction and operation of the GUTC will allow for a proper evaluation of the Project's impact and help achieve its intended outcomes. Additionally, strengthening stakeholder engagement is essential. By involving a broader range of stakeholders, including local communities and private sector partners, the project can build more support and increase its scalability. Finally, enhancing data collection and reporting methods will ensure that the metrics aligns with the Project's core objectives. This will improve the ability to track progress and better evaluate the long-term impacts of the Project.

By addressing these areas, the Project can build on its existing successes and contribute more effectively to the adoption of low-carbon e-mobility in Tashkent and beyond.

4.3. Project Implementation and Adaptive Management

Management Arrangements

The Project's management and decision-making structures, as outlined in the ProDoc, demonstrated effectiveness in guiding the project toward its objectives. The MoT, as IP, maintained primary oversight and accountability for Project outcomes, working in tandem with UNDP to ensure effective resource utilization and adherence to agreed-upon milestones. The project followed a structured 4-step TAILEV implementation strategy, comprising components focused on establishing an institutional framework, piloting projects, shifting market conditions, and ensuring environmental sustainability for low-carbon e-mobility and GUTCs.

The Project Board, chaired by the MoT, provided strategic direction, approved project changes, managed risks, and reviewed project achievements. This oversight, in conjunction with UNDP's involvement, ensured that the project's activities aligned with its goals and complied with both UNDP and national standards. Decision-making processes were streamlined, enabling timely responses to emerging challenges.

The Project's management and execution were efficient overall, despite operational challenges. The PMU effectively met annual work plan targets, including procurement and expense disbursements, supporting implementation across all four TAILEV components. However, some issues arose due to local regulatory and banking constraints affecting disbursements and salary payments, which impacted staff morale and risked delays. Both the MoT and TBC faced difficulties with financial disbursements and cash flow, largely due to requirements to meet 80% of expenses before requesting new funds, alongside frequent temporary bank account closures.

To address gaps in technical expertise, the project adapted by contracting registered national consultancy firms. However, the limited availability of qualified national consultants presented difficulties in meeting specific technical requirements. UNDP's support was instrumental, providing capacity-building, guidance on procurement, and hiring assistance for two PMU staff members to strengthen project capabilities. UNDP's assistance in navigating national procurement challenges and adapting strategies helped sustain progress, while also ensuring that the project adhered to international standards and maintained accountability to GEF.

In terms of gender balance, the project has addressed gender inclusivity within its staffing and project activities. The PMU and technical group include seven members, with two women, one of whom is a full-time Gender and Safeguards Officer. This staffing structure reflects a commitment to embedding a gender-sensitive approach throughout the project. Gender-sensitive requirements have also been incorporated into the technical specifications of the electric buses procured.

A Gender Strategy for 2024-2027 has been developed to continue integrating gender considerations across the Project's activities. This strategy has led to the hiring of the first female bus drivers in Uzbekistan, alongside the training of 360 drivers and technical personnel in gender-inclusive practices and passenger support skills. The enactment of Resolution No. 85 has also removed previous employment barriers for women in the public transport sector, supporting broader gender parity in future Project efforts. It should be noted, however, that in conducting gender-related activities, the Project has not benefited from a coordinated effort with the MoT, particularly its gender-focused bodies, such as the Gender Committee and Consultative Group. Enhanced collaboration in this area could have further boosted the level of achievements.

In conclusion, the Project's management structures and decision-making processes have effectively

advanced project goals despite some financial and logistical obstacles. The collaborative efforts of the MoT, UNDP, and key stakeholders have enabled the Project to maintain momentum on low-carbon e-mobility initiatives. Additionally, the focus on gender inclusivity has supported meaningful strides toward gender equality within Uzbekistan's public transportation sector. However, leveraging the expertise of the MoT's gender-focused bodies could have further enhanced the outcomes of the Project's gender-related activities.

Work Planning

The Project's work planning experienced both challenges and strategic adaptations to align with project goals, emphasizing timeliness and results-based processes in key areas. Initial delays in implementing activities were primarily due to the need for the MoT to clarify funding transfer procedures with national bodies, including the Ministry of Finance. This delayed grant fund transfers under the FACE (Funding Authorization and Certificate of Expenditures) system, impacting the timely start of planned 2022 activities. To accommodate these delays, the Multi-year Work Plan was revised to realign activities with the updated project timeline, ensuring that critical goals remained feasible within the six-year cycle.

The Project's work planning processes were structured with a results-based approach, as evidenced by revisions in procurement strategies that focused on cost efficiency and effectiveness. For example, the shift from fast (daytime) charging to standard (overnight) charging stations for e-buses was based on comparative analysis results, including tests on the operational feasibility and cost-effectiveness of these systems in Tashkent. This evidence-driven change was aligned with project objectives, leveraged available funds efficiently, and improved the financial sustainability of the e-mobility infrastructure.

The Project Results Framework served as an essential management tool in guiding the planning and evaluation of activities. Target indicators, such as the GHG reduction goal (20.7 thousand tons of CO_2 over 15 years), offered a clear metric for assessing progress. Although this target was beyond the Project's duration, interim tracking of greenhouse gas reductions within the current fleet of electric buses allowed for assessment of the Project's alignment with long-term environmental goals. Challenges in meeting this target by project end in 2027 highlighted the need for ongoing discussions on the most appropriate approach to greenhouse gas calculations, either based on the full fleet or a subset, ensuring that the framework remained adaptable.

In summary, the project managed work planning with attention to alignment and adaptability to meet strategic goals. Although it faced delays and procedural hurdles, the adjustments in work planning and continued use of the Results Framework reinforced a structured, results-oriented approach that supported timely project implementation and effective resource utilization.

Finance and Co-Finance

The project was funded with a total cost of $29,439,725, comprising a GEF grant of $3,569,725, UNDP resources of $300,000, and co-financing of $25,570,000 from various partners. As the GEF Implementing Agency, UNDP managed GEF funds and direct cash co-financing within the UNDP account, while the MoT oversaw the full GEF-funded technical assistance (TAILEV budget) under the NIM.

Co-financing supported a range of activities aligned with the project's results framework, adhering to UNDP's social and environmental standards. By the MTR, $19,209,107—75% of the expected co-financing—had been realized. Major contributions included MoT's equity investment, achieving 92% of its commitment ($6 million), and TBC, which exceeded expectations with 230% in in-kind support and 161% in equity investment. Other contributions included UNDP at 42% of its $300,000 commitment and the MoE with 29% of its expected in-kind support of $350,000. Some partners, such as TCM, had not yet provided formal co-financing letters (Table 4).

As of October 2024, expenditures totalled $2,065,058, representing 53% of the $3,869,725 budget allocation. Component 2 accounted for the largest expenditure share at 76% of its budget, while Components 3, 4, and M&E had lower expenditure ratios of 23%, 21%, and 22%, respectively. Project management costs reached 57% of the budgeted amount. Component 1 has not yet started, in line with project planning (Table 5).

The TAILEV Project Board implemented a budget tolerance level for each Annual Work Plan, allowing controlled flexibility in expenditures. For budget reallocations exceeding 10% of the project grant or new budget items requiring more than 5% of the GEF allocation, the project team obtained UNDP-NCE team approvals. Any excess spending beyond the GEF grant was covered by non-GEF resources, such as UNDP TRAC or additional co-financing.

In summary, the project demonstrated substantial co-financing realization and efficient budget management, positioning it well for successful outcomes in its second phase.

Table 4 Co-Financing Table for UNDP Supported GEF Financed Projects

Sources of Co-financing	Name of Co-financer	Type of Co-financing	Co-financing amount confirmed at CEO Endorsement (US$)	Actual Amount Contributed at stage of Midterm Review (US$)	Actual % of Expected Amount
Recipient Country Government	MoT	In kind	500,000	144,789	29%
Recipient Country Government	MoT	Equity investment	6,500,000	6,000,000	92%
GEF Implementing Agency	UNDP	Grant	300,000	126,601	42%
Recipient Country Government	TBC	In kind	3,000,000	6,900,000	230%
Recipient Country Government	TBC	Equity investment	3,600,000	5,800,000	161%
Other	TCM	Public investment	2,800,000	no co-financing letter	0%
Recipient Country Government	ToshkentboshplanLITI	In kind	70,000	25,000	36%
Recipient Country Government	Uzhydromet	In kind	450,000	no co-financing letter	0%
Other	Intern. Solar Energy Instit.	In kind	300,000	no co-financing letter	0%
Other	Municipality of Namangan	In kind	700,000	no co-financing letter	0%
Recipient Country Government	Goscomecology (MoE)	In kind	350,000	102,717	29%
Other	Turin Polytechnic Univ.	In kind	300,000	110,000	37%
Private Sector	JV UzTruck and Bus Motors	In kind	500,000	no co-financing letter	0%
Private Sector	JV Sam Auto LLC	In kind	3,000,000	no co-financing letter	0%
Private Sector	Valley Fruits LLC	Equity investment	3,200,000	no co-financing letter	0%
Total			**25,570,000**	**19,209,107**	**75%**

Table 5 Project Expenditures ($) as of October 2024

	2022		2023		2024			
Activity	Approved Budget	Expenditure	Approved Budget	Expenditure	Approved Budget	Actual Expenditure	Expenditure in Quantum	Commitments
Component 1	0	0	0	0	0	0	0	0
Component 2	30,035	24,994	233,504	155,386	1,432,523	1,349,845	1,338,831	61,399
Component 3	40,915	41,405	102,047	96,450	127,972	48,490	48,490	0
Component 4	0	0	0	0	0	0	0	29,434
M&E	9,098	9,098	11,659	10,849	11,659	9,754	9,754	0
Project Manag.	104,323	102,322	94,272	84,832	73,953	40,802	40,802	0
Total	**184,371**	**177,818**	**441,482**	**347,517**	**1,646,107**	**1,448,890**	**1,437,877**	**90,833**

	Total		Remaining Budget	Delivery Rate
Activity	Allocation	Expenditure		
Component 1	297,834	0	297,834	0%
Component 2	2,098,811	1,591,623	507,188	76%
Component 3	799,816	186,344	613,472	23%

Component 4	140,918	29,434	111,484	21%
M&E	132,711	29,701	103,010	22%
Project Manag.	399,635	227,956	171,679	57%
Total	**3,869,725**	**2,065,058**	**1,804,667**	**53%**

Project-Level Monitoring and Evaluation Systems

The Monitoring and Evaluation (M&E) system for the TAILEV Project was structured to ensure comprehensive tracking of project progress, guided by both UNDP and GEF policies. Key project indicators and targets were monitored annually, with mid-term and end-of-project evaluations assessing the achievement of these goals. Baseline data for relevant indicators was established in the first year, setting a foundation for annual monitoring. The UNDP Country Office played a central role in overseeing the quality and risk management of Project implementation, ensuring adherence to UNDP's Project Operational Policies and Procedures (POPP) and Evaluation Policy. Additionally, GEF-specific M&E requirements, such as the Project Implementation Report (PIR) and GEF Core Indicators, strengthened oversight, with periodic evaluations and a structured M&E budget ensuring both transparency and consistency in tracking project outcomes.

The project employed an Inception Workshop and Report to align stakeholders on objectives, responsibilities, and resource allocations, ensuring an inclusive and informed start. This workshop enabled key stakeholders to review and adjust the monitoring plan as necessary and set up ongoing M&E roles and responsibilities. Monitoring activities were embedded throughout the project lifecycle, including stakeholder engagement, gender considerations, and risk monitoring, which were part of regular reporting requirements and reflected in project documentation such as the Inception Report, PIR, and risk register. Financial resources were allocated specifically for monitoring key aspects, such as the gender action plan and SEP, with dedicated funds ensuring these aspects were monitored continuously.

A Gender Action Plan embedded within the M&E system ensured that gender issues were integrated into Project activities from inception. This plan, supported by a gender specialist in the PMU, underscored the Project's commitment to gender sensitivity across all actions and outcomes, providing a roadmap for inclusive and gender-aware project implementation. Gender markers and gender-specific indicators helped track gender-related impacts throughout the project, with regular updates shared in project review meetings.

In conclusion, the M&E system for the TAILEV Project was designed to ensure transparent, participatory, and effective oversight, integrating key UNDP and GEF standards. Through structured evaluations, stakeholder engagement, and continuous gender-sensitive monitoring, the project aimed to achieve its goals while maintaining high standards of accountability and quality assurance.

Stakeholder Engagement

The SEP for the TAILEV Project was designed to ensure active interaction with key stakeholders throughout the six-year implementation period. It aimed to foster dialogue with a wide range of stakeholders, including national ministries, municipal governments, state-owned enterprises, and urban citizens. Stakeholder engagement was structured into four levels: informing stakeholders about the project's activities and goals; consulting and collaborating to enhance ongoing initiatives; engaging stakeholders to address their needs; and empowering them to take ownership of certain activities, ensuring sustainability.

Key national stakeholders were involved in the project, including MoT, TBC, TCM, and the State Committee for Ecology (Goscomecology). MoT oversaw project execution, TBC led the procurement of electric buses and charging infrastructure, and TCM coordinated municipal efforts. Although Goscomecology was initially tasked with air quality monitoring and environmental protection, the Ministry of Ecology, Environmental Protection and Climate Change (Ministry of Ecology - MoE) took over these responsibilities. Due to staff turnover, the Ministry's activities were temporarily paused, but there is a readiness to resume cooperation, particularly through the Air Quality Department and the newly established Center for Climate Change.

Furthermore, the Project Team worked closely with the UNDP National Communications and Engagement (NCE) team to coordinate with the Global E-Mobility Programme and its partners, facilitating knowledge transfer, technical support, and participation in global and regional events. This collaboration strengthened stakeholder engagement and commitment throughout the project.

Overall, the structured engagement approach, combined with technical support and knowledge transfer, was crucial in advancing the project's low-carbon transport goals in Uzbekistan. However, to maintain momentum and ensure sustainable progress toward these goals, ongoing evaluation of stakeholder engagement is needed, particularly to address the challenge posed by the MoE's temporary pause in activities.

Social and Environmental Standards (Safeguards)

The TAILEV Project's adherence to UNDP's social and environmental safeguards has been closely monitored, with ongoing evaluations to ensure compliance with the Social and Environmental Screening Procedure (SESP) as outlined in the ProDoc. Initially categorized as having a "substantial" risk level, the project faced both environmental and social challenges. This rating was informed by a comprehensive Environmental and Social Impact Assessment (ESIA), which established baseline conditions and shaped the Environmental and Social Management Framework (ESMF). The ESMF defines detailed risk management processes aligned with UNDP's Social and Environmental Standards (SES; 2021).

Since the CEO Endorsement/Approval, the project has maintained its "substantial" risk categorization due to key factors such as municipal reluctance to adopt international best practices for GUTCs, knowledge gaps in electric vehicle operations among bus operators and maintenance personnel, hesitancy in private sector investment in e-buses, and the lack of a comprehensive MoT legal framework for licensing private transport operators that includes environmental and social safeguards. Additional risks include challenges related to gender equity, community health and safety, and economic impacts on local businesses during GUTC construction, alongside ongoing environmental risks such as pollution and waste generation.

To address potential grievances, a project-level Grievance Redress Mechanism (GRM) was established, with procedures in place for each protected area. Local communities and stakeholders will be duly informed of the GRM process to address grievances, and stakeholders may raise concerns at any time directly with the PMU or the UNDP CO.

While the Project's overall risk level has remained substantial, specific risk management measures have continuously refined responses to these challenges. No new types of risks have emerged, though targeted adjustments have been required to address delays and administrative challenges in disbursing funds, which initially impacted project delivery timelines.

Significant steps outlined in the ESMF have been actively pursued. A Scoped ESIA was completed for the

Shota Rustaveli GUTC, leading to the development of ESMP, including a Waste Management Plan. In addition, strategic assessments are to be conducted starting from 2025 to guide national and municipal strategies for EV adoption and GUTC expansion, embedding environmental and social standards within these frameworks. To mitigate impacts on local businesses, construction schedules will be optimized to minimize disruptions, and, starting from 2026, waste assessments for EV operations will inform the Waste Management Plan to ensure safe handling, recycling, and disposal practices.

In conclusion, the TAILEV Project has made substantial progress in addressing key social and environmental risks through a structured approach supported by the ESMF and ESMP, advancing its low-carbon transport objectives. However, the complexity involved in implementing social and environmental safeguards and monitoring risks in projects of this scale highlights the importance of dedicated project personnel capacity, particularly during the infrastructure building and operational phases. Additionally, the temporary pause in activities by the MoE remains a significant challenge, underscoring the need for renewed efforts to reestablish environmental oversight and maintain momentum toward sustainable outcomes.

Reporting

The Project's reporting practices are robust and align with both UNDP and national standards. The documentation produced is clear, well-structured, and provides regular updates on key activities, milestones, challenges, and outcomes. Reports are tailored to different audiences, including the Project Board, UNDP, the GEF, and other key stakeholders, ensuring that the information is relevant and actionable for each group.

Project reporting is sufficient and adds value by providing timely insights into progress, challenges, and resource utilization. It enables informed decision-making and allows for prompt action when issues arise. The reports effectively highlight key achievements, such as the hiring of female bus drivers, while addressing challenges like financial disbursement issues.

Overall, the Project's reporting practices are satisfactory, contributing significantly to transparency, accountability, and Project success.

Communications & Knowledge Management

The Project's communication and knowledge management efforts are strategically designed to reach a broad range of stakeholders effectively. A dedicated Communication Strategy was developed in 2023, guiding the dissemination of key achievements, lessons learned, and updates on the Project's progress.

A dedicated Project website serves as the primary repository for all reports, documents, and news. This platform provides easy access to best practices and Project insights, ensuring transparency and accessibility for stakeholders and the public. (Link: https://tailev.uz). Additionally, the Project maintains active social media accounts on Instagram, Facebook, and Telegram to deliver real-time updates and engage with diverse audiences, helping to broaden outreach and increase public engagement (Links: Telegram: t.me/tailev, Instagram: tailev_uzb).

The Project organized a Study Tour to Madrid and Barcelona in May 2024, focusing on green city transport systems and electric bus deployment. This event included participants from the MoT, TBC, and the Cabinet of Ministers, enriching stakeholders' knowledge with valuable insights from advanced foreign models. The tour achieved gender diversity with 37.5% female participation, contributing to a more inclusive representation in the Project's capacity-building activities.

Further, comprehensive training sessions reached 300 drivers and 60 technical personnel on operational aspects of e-buses, with specific gender inclusivity measures, leading to the inclusion of 2 female participants. These sessions support the Project's commitment to fostering a skilled and inclusive workforce in e-mobility.

The Project also actively participated in EBRD E-Mobility Regional Support and Investment Platform webinars under the GEF-funded Global Electric Mobility Programme. These sessions covered crucial areas such as e-mobility strategy development, EV infrastructure, and battery recycling, allowing stakeholders to exchange insights and build capacity in managing the transition to electric vehicles.

Overall, the Project's communication initiatives are well-structured, with tailored strategies for different stakeholder groups. These efforts ensure that communication is both relevant and actionable, supporting knowledge sharing, transparency, and stakeholder engagement at all levels.

Rating

The assessment of **Project Implementation & Adaptive Management** is rated **Satisfactory**, as the

execution of most of the eight components supports efficient and effective project outcomes. However, a few areas require corrective action, including re-engaging the MoE, coordinating gender-related efforts with relevant MoT bodies, and ensuring fully trained, dedicated personnel for social and environmental safeguards.

4.4. Sustainability

Financial Risks to Sustainability

Achieving financial sustainability for national fleet electrification relies on robust systems and long-term funding frameworks. A key reform is the introduction of a gross contract system with performance-based components, compensating operators based on service quality rather than ridership. This model incentivizes efficient fleet management, ensuring cost-effectiveness and reducing financial risks.

For instance, Tashkent has introduced 322 e-buses (16% of its fleet) with plans to increase to 1,200 e-buses by 2030, or 50% of the fleet. By using performance-based contracts, Tashkent can better control operational costs, supporting its expansion goals. Samarkand, also adopting this model, is on track to deploy 100 e-buses by year-end, demonstrating the potential for scalability. Project-provided training has equipped local operators to meet contract standards, making these models replicable in other cities.

To support sustainability post-Project, a national platform connects municipalities to climate financing and international partners, like the EBRD, for ongoing support. By integrating performance-based contracts and securing green financing, Uzbekistan can expand its e-bus fleet while managing financial risks, ensuring that fleet electrification goals remain both achievable and resilient.

Socio-economic Risks to Sustainability

The sustainability of the project outcomes is influenced by socio-economic factors, particularly political will and social acceptance. While there is strong governmental commitment to green mobility, ensuring continued political support is essential for long-term success. Shifts in policy or political priorities, particularly regarding subsidies and incentives for electric buses, could pose risks to project sustainability.

Electrifying the transport sector presents a significant opportunity to contribute to Uzbekistan's national mitigation strategy and advance its Nationally Determined Contribution (NDC) targets, which could, in turn, bolster political and social support for the project. By clearly positioning the project within the national mitigation framework, its value to overall emissions reduction goals becomes more evident, enhancing political alignment and public acceptance.

Additionally, resistance from traditional transportation sectors, such as bus operators and workers, could hinder the adoption of electric mobility. To mitigate this, the project has engaged in extensive training and gender-inclusive efforts, but ongoing attention is needed to maintain support across all sectors.

Another social risk relates to ensuring that the benefits of the transition to electric buses are equitably distributed. Continued efforts to involve marginalized groups and local communities are crucial for ensuring that the transition remains inclusive and widely supported.

In summary, while progress has been made, socio-economic risks related to political stability, sectoral resistance, and social inclusivity must be carefully managed to ensure the long-term sustainability of the project outcomes. By integrating the project within the broader national climate strategy, these risks may be further mitigated, helping to secure both political and social buy-in.

Institutional Framework and Governance Risks to Sustainability

The sustainability of the project's outcomes depends on effective institutional and governance structures. Key stakeholders, such as the MoT and local governments, are engaged, but continued coordination is essential for long-term success. Legal frameworks and policies are aligned with green mobility goals, yet further efforts are needed to ensure full engagement from all relevant bodies, particularly the MoE, in monitoring environmental and social safeguards.

The introduction of a performance-based gross contract system for public transport management is a positive step toward ensuring long-term efficiency. However, strengthening cross-ministerial coordination and securing ongoing commitment from all stakeholders is critical for maintaining and scaling the project's benefits after completion.

In conclusion, while progress has been made, enhanced coordination and policy alignment will be crucial to ensure the sustainability and scalability of the project's results.

Environmental Risks to Sustainability

Several environmental risks could impact the sustainability of the Project's outcomes, particularly related to waste management and battery recycling. As the number of electric buses grows, the management of used batteries becomes a critical issue. Inadequate systems for battery recycling or disposal could lead to environmental contamination, undermining the benefits of transitioning to electric vehicles. To ensure sustainability, robust waste management frameworks and efficient recycling processes must be established, along with clear policies on battery disposal and reuse.

Another environmental concern is the potential for pollution from the lifecycle of electric buses if their maintenance and disposal processes are not adequately managed.

Lastly, the environmental impact of the electric vehicle infrastructure, including charging stations, must be considered. If the power grid is not sufficiently supported by renewable energy sources, the overall environmental benefits of electric buses could be compromised. Continued investment in clean energy generation is necessary to ensure that the project delivers lasting environmental benefits.

To mitigate these risks, a comprehensive approach to battery recycling, waste management, and renewable energy integration must be adopted to secure the long-term environmental sustainability of the electric bus systems.

Rating

Overall, the **sustainability** of the project outcomes is **likely**, as the key factors for long-term success—financial stability, socio-economic support, institutional governance, and environmental management—are being actively addressed. The introduction of performance-based contracts, green financing, and the establishment of strong institutional frameworks provide a solid foundation for post-project continuation. While challenges related to political support, social acceptance, and environmental risks such as battery recycling remain, the efforts to manage these risks, along with continued stakeholder engagement and the integration of sustainable practices, significantly enhance the likelihood of sustaining the project outcomes over time.

5. Conclusions and Recommendations

This chapter consolidates the findings from the Mid-Term Review (MTR) of the TAILEV Project, examining both the successes and ongoing challenges faced in advancing low-carbon transport and fostering gender inclusivity in Uzbekistan. By analysing achievements and barriers, this section also provides targeted recommendations for the Project's future phases to ensure a lasting, sustainable impact. The recommendations focus on enhancing project efficacy by prioritizing timely infrastructure development, strengthening environmental and social safeguard capacities, and fostering collaboration with national entities. Additionally, they emphasize the importance of integrating the project within

Uzbekistan’s mitigation strategies and increasing stakeholder engagement to ensure sustained impact and scalability of green transport initiatives.

5.1. Conclusions

The TAILEV Project has made substantial strides in promoting sustainable, low-carbon transport and advancing gender equity in Uzbekistan's public transport sector. These achievements demonstrate not only the feasibility of electric mobility in an urban setting like Tashkent but also provide a replicable model that could inspire similar green transport initiatives in other cities. Key achievements include:

- **Electric bus adoption**: One of the standout successes is the deployment of 109 electric buses, which are currently serving over 90,000 passengers daily in the project area and 320 electric buses serving over 1.2 million passengers daily in Tashkent. This large-scale adoption underscores the practicality of electric vehicles in urban settings, helping to set a precedent for further low-emission transport initiatives across Uzbekistan. The high usage rates reflect both operational success and the public's increasing acceptance of electric mobility, which is crucial for building momentum toward a broader shift in public transport.
- **Gender inclusivity**: The TAILEV Project has also contributed to significant advances in gender equality within Uzbekistan's transport sector. Legislative changes, such as the removal of employment restrictions that previously prevented women from working as bus drivers, have been transformative. With reserved seating, safety measures, and targeted training, the project has taken concrete steps to support female inclusion in technical roles. These actions not only challenge traditional gender roles but also provide a foundation for lasting equity within Uzbekistan's public transport workforce.
- **Foundational planning, feasibility studies, and guidelines**: Another notable achievement has been the completion of essential planning and guidance materials, including feasibility studies, traffic models, and standardized procedures for e-bus procurement and operation. These resources are foundational, not only for the continued expansion of Tashkent's green transport infrastructure but also as templates for similar projects in other Uzbek cities, which can benefit from the standardized approaches developed here.
- **Environmental monitoring**: An environmental monitoring framework has been established to continuously assess the project's impact. By including gender inclusivity within the monitoring team, the project benefits from diverse perspectives, which contribute to a more holistic approach to evaluating environmental and social impacts. This ensures that the project not only promotes sustainability but also aligns with broader social goals.

These achievements are significant milestones, reflecting the TAILEV Project's positive impact on Uzbekistan's transport and gender inclusion goals. However, several barriers remain.

Despite these successes, the TAILEV Project has encountered challenges that highlight areas for improvement. The issues primarily center around the complexities of the National Implementation Modality (NIM), infrastructure delays, and coordination among multiple stakeholders:

NIM modality and project coordination: The full NIM model, under which the MoT leads execution while UNDP provides oversight, has revealed incompatibilities between national regulatory frameworks and UNDP's requirements. Specifically, inconsistencies between the Harmonized Approach to Cash Transfers (HACT) regulations and national labour legislation—particularly the 80% disbursement rule—have led to delays in paying the salaries of PMU staff (seven employees). According to national labour legislation, salaries must be paid on time, and any delay requires compensation of 1.4% of the salary for each day of delay (Articles 253 and 333 of the Labor Code of Uzbekistan). This mismatch has resulted in delays, budget constraints, and challenges in accessing international expertise, particularly in the

inception phase of the Project. These issues underscore the need for more nuanced budget planning during the project design phase. Additionally, a gradual transition to full NIM is essential, with adequate UNDP support until the country is fully capacitated to manage projects independently under NIM.

Delayed infrastructure development: Infrastructure delays, particularly with the GUTC and e-bus deployment, have slowed project momentum. The challenges in coordinating infrastructure responsibilities among stakeholders have underscored the importance of stronger integration between infrastructure and vehicle procurement. A conditionality model with incentives for timely infrastructure completion may help align stakeholder efforts in future projects.

Social and political barriers to achieving full project objective: While political support remains strong, there is resistance from traditional transport stakeholders, who may view the project as a shift away from established norms. Continued engagement with these stakeholders is essential to mitigate opposition and promote broad-based acceptance. Additionally, equitable access to the Project's benefits, particularly for underserved communities, is a critical factor for long-term sustainability and inclusivity.

These challenges emphasize the importance of refining project design, stakeholder alignment, and capacity building to overcome obstacles and ensure sustainable outcomes.

5.2. Recommendations

To address these challenges and further strengthen the TAILEV Project, the following recommendations are proposed:

Actions for the subsequent phase until Project finalization

- **Prioritize timely construction and operation of the GUTC**: The GUTC is central to achieving the Project's objective in terms of enhancing public transport efficiency and reducing emissions. Its completion is essential, and prioritizing construction and operationalization should be the main focus in the coming phase. While the core element of the GUTC is the operation of e-buses, other essential components must also be integrated into the project to ensure long-term sustainability. These include segregated bus lanes, bicycle lanes, improved bus stops and sidewalks, and upgraded traffic signalling. Therefore, it is recommended to incorporate all these elements to fully establish the GUTC. Completing the corridor on schedule will maximize the Project's environmental benefits and contribute significantly to Uzbekistan's broader climate goals.
- **Strengthen gender-related activities through MoT collaboration**: Enhanced collaboration with the MoT's gender-focused bodies, such as the Gender Committee and consultation group, could expand the impact of gender-inclusivity efforts. By working closely with these bodies, the Project can integrate gender considerations more effectively across all Project stages, reinforcing progress toward gender equity in the transport sector.
- **Reestablish environmental oversight and strengthen safeguard capacity through collaboration with the MoE and dedicated project personnel**: Given recent lapses in environmental oversight, stronger collaboration with the MoE is critical. Dedicated resources for environmental safeguards, along with continuous monitoring, would not only ensure compliance but also align the Project with national mitigation strategies. A well-resourced team with dedicated personnel would be essential to manage the complex environmental and social aspects of the project effectively.
- **Refine project metrics to align with core objective**: Adjusting the wording of the Project indicators, especially those tracking e-bus service adoption, will ensure that metrics align closely with the core objective of advancing electric vehicle uptake in Tashkent. By refining these indicators, the Project can better assess and communicate its progress, making outcomes more actionable and measurable.

Corrective actions for future project design, implementation, monitoring, and evaluation

- **Explore options to expand execution support and put in place necessary measures to ensure**

smooth continuity of the project: The transition to full NIM has presented challenges, suggesting that UNDP's role should be phased out gradually and with consideration for evolving complexities. For future projects, the support should be structured to allow for a smoother transition, ensuring that national institutions are adequately prepared for NIM while still benefiting from external oversight and capacity-building functions.

- **Reinforce synergies between infrastructure development and grant-funded vehicle procurement**: Greater coordination between infrastructure and vehicle grant programs can help streamline Project implementation. Although enforcing strict conditions may not be feasible, milestone-based incentives could help synchronize infrastructure development with grant-funded vehicle rollouts, enhancing the Project's overall effectiveness.

Actions to Sustain and Build on Initial Benefits

- **Integrate TAILEV into national mitigation strategies**: Integrating TAILEV into Uzbekistan's broader climate strategies, especially the NDC, will build long-term support. Positioning the project within these frameworks could attract additional resources and funding, amplifying the impact of Uzbekistan's low-emission transport initiatives. A specific cost analysis of transport electrification will further inform future prioritization of climate investments, demonstrating TAILEV's potential as a cost-effective mitigation solution.
- **Incentivize stakeholder inclusivity and gender balance**: Expanding gender-sensitive policies, such as reserved seating and recruitment incentives, will ensure continued engagement from marginalized groups. Sustained efforts in inclusivity will reinforce public buy-in and strengthen the project's social foundation.

Proposals for future directions

- **Scaling the e-bus model nationwide**: The success of Tashkent's e-bus program provides a model for nationwide expansion. By conducting feasibility studies and offering capacity-building support to local governments, the project can establish a phased plan for rolling out e-buses in other cities, thereby broadening Uzbekistan's green mobility framework.
- **Establishing sustainability mechanisms for green transport initiatives**: To ensure that the environmental and social gains of the TAILEV Project persist, establishing a permanent oversight body, such as a national e-mobility council, could provide ongoing support for green transport initiatives. This council would be instrumental in institutionalizing best practices for future projects, promoting continuous improvement in sustainable urban mobility.

In this section, strategic recommendations have been outlined to enhance the impact and sustainability of the TAILEV Project. Key actions for the remaining project phase focus on critical aspects, such as timely infrastructure development, strengthened gender collaboration with the MoT, and renewed environmental oversight. Addressing identified challenges in project design and management, particularly within the NIM framework, is emphasized to streamline coordination and prevent delays. Recommendations also underscore the need for flexible support from UNDP as the project transitions towards full national implementation and highlight the importance of refining metrics to accurately track progress.

Longer-term actions, such as incorporating TAILEV's within Uzbekistan's national mitigation strategies, will ensure alignment with the country's climate goals and open new avenues for political support and funding. Further proposals include replicating the e-bus model in other cities and establishing a national body to oversee green transport efforts. These measures aim to secure TAILEV's outcomes as a

cornerstone of Uzbekistan's commitment to low-carbon urban mobility, while promoting inclusive, gender-sensitive public transport systems for the future.

6. Annexes

A1: MTR ToR (excluding ToR annexes)
A2: MTR evaluative matrix (evaluation criteria with key questions, indicators, sources of data, and methodology)
A3: Interview Guide used for data collection
A4: Ratings Scales
A5: MTR mission itinerary
A6: List of persons interviewed
A7: List of documents reviewed
A8: Co-financing table (previously included in the body of the report)
A9: Signed UNEG Code of Conduct for Evaluators
A10: Signed MTR final report clearance form

- *Annexed in a separate file: Audit trail from received comments on draft MTR report*
- *Annexed in a separate file: Relevant midterm tracking tools (METT, FSC, Capacity scorecard, etc.) or Core Indicators*
- *Annexed in a separate file: GEF Co-financing template (categorizing co-financing amounts by source as 'investment mobilized' or 'recurrent expenditure')*

A1: MTR ToR (excluding ToR annexes)

Mid-Term Review Terms of Reference for the Appointment of

International Consultant for the Mid-Term Evaluation of the GEF-funded project entitled "Tashkent – Accelerating Investment in Low Emission Vehicles"

Project name:	"Tashkent – Accelerating Investment in Low Emission Vehicles"
Post title:	Assurance Services (inter control audit) to UNDP project in Uzbekistan
Type of contract:	Direct Contracting
Country / Duty Station:	Tashkent/Uzbekistan
Expected places of travel (if applicable):	Tashkent, Uzbekistan
Languages required:	English, Russian is desirable
Duration of Contract:	October 11 – December 15

1. Introduction

In accordance with UNDP and GEF M&E policies and procedures, all full- and medium-sized UNDP-supported GEF-financed projects are required to undergo a Mid-Term Evaluation (MTR at the end of the project. This Terms of Reference (ToR) sets out the expectations for the MTR of the full-sized project titled "Tashkent – Accelerating Investment in Low Emission Vehicles""(6417) implemented through the Ministry of Transport of the Republic of Uzbekistan. The project started on 01.12.2021 and is in its *third* year of implementation. The **total budget administered by UNDP is USD 3,869,725, including** GEF Trust Fund USD 3,569,725 and UNDP TRAC resources USD 300,000. The duration of the project is six years (2021-2027).

This ToR sets out the expectations for this MTR. The MTR process must follow the guidance outlined in the document Guidance For Conducting Midterm Reviews of UNDP-Supported, GEF-Financed Projects (https://erc.undp.org/pdf/Guidance_Midterm%20Review%20_EN_2014.pdf).

2. Project Background and Context

The project is designed to accelerate the adoption of electric vehicles in the City of Tashkent that can be replicated in other cities in the Republic of Uzbekistan, significantly reduce greenhouse gas emissions in

the transport sector, and improve urban environmental quality. The project will support: i) the design, implementation and operation of a pilot green urban transport corridor (GUTC) in Tashkent with a fleet of electric buses to be deployed as public transport; ii) the collection and dissemination of information that will provide evidence of the environmental, financial and social benefits of electric buses and GUTCs that are intended to shift the market towards low-carbon e-mobility and accelerate adoption of e-vehicles and GUTCs; iii) measures that are to be developed to ensure the long-term environmental sustainability of e-vehicles and GUTCs; and iv) assistance to the government to establish an institutional framework and adopt a strategy for the promotion of gender-inclusive low-carbon electric mobility and GUTCs.

While the direct lifetime GHG emission reductions from the displacement of CNG and diesel buses to electric buses is 20,700 tCO2eq operating on the pilot Shota Rustaveli GUTC and the Fargona Yuli BRT corridor, the pilot GUTC and fleet of electric buses should catalyze interest amongst the public and private investors in additional GUTCs in Tashkent and other Uzbekistan cities, and in electric vehicles such as electric fleets of taxis and delivery vehicles. This will lead to indirect emissions reductions of 11.4 million tCO2eq top-down and 0.207 million tCO2eq bottom-up. TAILEV will make a positive contribution to SDGs 11 and 13 as well as 3, 5, 8 and 12.

The Project consists of the following components:

• **Component 1: Government establishment of an institutional framework and an adopted strategy for promotion of low-carbon electric mobility and GUTCs.** This outcome will be achieved through information and results generated from the pilot Shota Rustaveli GUTC and the Fargona Yuli BRT corridor and the operations of the e-bus fleets that will, through a newly formed MoT "E-mobility Unit", inform GoU's national policies, standards, regulations, strategies and work plans for transport-related aspects of the Green Economy Strategy, and strengthen capacities of government personnel involved with TAILEV. All documents related to the outputs to achieve this outcome are to include sections with gender analysis and dedicated to the creation or improvement of gender features of GUTC infrastructure and the e-buses, and activities to promote greater participation of women at all stages of TAILEV and beyond from management to regular operating staff level (i.e. drivers, technicians, mechanics). Delivery of outputs and activities in this Outcome will be towards the end of TAILEV at a time when sufficient information has been generated from pilot operations of GUTC and e-bus fleets under Outcomes 2 and 3.

• **Component 2: Implementation of pilot projects to provide evidence of technical, financial and environmental sustainability to plan for scale-up of low-carbon e-mobility and GUTCs.** Without this outcome, there will be an absence of evidence of the environmental, technical and socio-economic viability of electric vehicles and green urban transport in Uzbekistan. As the first activities of TAILEV to de-risk the concept of a green urban transport corridor (GUTC) as a comprehensive transit corridor concept centered around e-buses and electric vehicle technology, this outcome is to be achieved through the development of the pilot Shota Rustaveli GUTC (7.5 km) in Tashkent complete with the pilot operations of a fleet of 10 electric buses as well as an estimated fleet of 20 e-buses operated along the Fargona Yuli BRT (9.1 km). Once operational, experience around these corridors will generate valuable evidence of environmental, technical and socio-economic benefits of GUTCs and e-mobility.

Furthermore, replication of results will contribute to the decreasing of carbon emissions due urban transport activities through deployment of EVs and decreased traffic congestion via increased ridership in the public transport services. While the main GUTC infrastructure will be realized by TMC as a co-finance to the project, the GEF resources will be used for covering soft integrated activities such as feasibility studies, strategy development, institution of codes and standards and awareness campaigns (under different components).

• **Component 3: Creation of conditions to shift market towards low-carbon e-mobility and accelerate adoption of e-vehicles and GUTCs.** As a part of TAILEV de-risking for the concept of GUTC and electric vehicle technologies, this Outcome will be achieved through a process to standardize and codify of e-vehicle usage and GUTC development, to generate knowledge products with information on positive social and environmental benefits of a GUTC, to build capacity of municipal and bus company personnel to manage the GUTC and e-bus fleets, to provide high quality public transport through e-buses, and to infuse a curriculum into higher educational institutions in Uzbekistan consisting of technical knowledge products on e-vehicles and green urban development. This Outcome is also a part of TAILEV scaling-up to catalyze interest and investment in EVs after derisking.

• **Component 4: Developing measures to ensure the long-term environmental sustainability of e-vehicles and GUTCs.** This component will address environmental challenges for an e-vehicle and GUTC programme in Uzbekistan. The measures to be addressed to achieve this outcome include joint actions to improve urban environmental quality based on evidence provided from the GUTC environmental monitoring programme from Output 3.2, and the management of hazardous waste from the scaling-up of EV usage in Uzbekistan. Although Uzbekistan is not expected to encounter the problem of battery recycling within the next 15 years or more, TAILEV is committed to raising awareness and knowledge levels on these issues amongst policy makers and government staff well in advance of an expected influx of downgraded EV batteries whose end-of-life may be 15-20 years from the commencement of the TAILEV Project.

Table. Project budget by components and years

Components/ Years	Year 1	Year 2	Year 3	Year 4	Year 5	**Total**
Component 1	218,620.00	196,650.00	80,400.00	56,850.00	53,400.00	**605,920.00**
Component 2	237,650.00	282,120.00	190,600.00	81,550.00	78,700.00	**870,620.00**
Component 3	237,770.00	329,470.00	678,390.00	62,470.00	59,520.00	**1,367,620.00**

Component 4	101,350.00	109,150.00	82,650.00	81,780.00	84,158.00	**459,088.00**
Total	**795,390.00**	**917,390.00**	**1,032,040.00**	**282,650.00**	**275,778.00**	**3,303,248.00**

The project has a strong focus on enhancing its gender impact, in that sense, the following targets have been set:

- maximizing participation of female personnel in bus operation and maintenance;
- ensuring the introduction of the electric bus fleet in Tashkent sustains improvements in gender-inclusive features;
- ensuring inclusion of gender considerations in all long-term strategies and policy documents designed and introduced under the Project;
- preparing and introducing into practice a long-term gender and development strategy with strong participation of female employees that will define ways to make public transportation system in Tashkent more gender-friendly and improve workplaces for women within all stakeholder organizations and companies involved with the Project;
- dissemination of information on the benefits of improved public transport along the GUTC with a special focus on the health and economic benefits of electric transportation to vulnerable sectors of the urban populations of Uzbek cities (i.e. women, the elderly, children and persons with disabilities);
- TAILEV Project staff undertaking efforts to ensure equal participation and engagement of women and men in the planning, implementation and monitoring of project interventions.

4. MTR APPROACH & METHODOLOGY

The MTR report must provide evidence-based information that is credible, reliable and useful.

The MTR team will review all relevant sources of information including documents prepared during the preparation phase (i.e. PIF, UNDP Initiation Plan, UNDP Social and Environmental Screening Procedure/SESP), the Project Document, project reports including annual PIRs, project budget revisions, national strategic and legal documents, and any other materials that the team considers useful for this evidence-based review. The MTR team will review the baseline GEF focal area Core Indicators/Tracking Tools submitted to the GEF at CEO endorsement, and the midterm GEF focal area Core Indicators/Tracking Tools that must be completed before the MTR field mission begins.

The MTR team is expected to follow a collaborative and participatory approach[1] ensuring close engagement with the Project Team, government counterparts (the GEF Operational Focal Point), the UNDP Country Office(s), the Nature, Climate and Energy (NCE) Regional Technical Advisor, direct beneficiaries, and other key stakeholders.

Engagement of stakeholders is vital to a successful MTR. Stakeholder involvement should include interviews with the following stakeholders

- Implementing Partner: Ministry of Transport responsible for executing this project.
- Responsible Party: JSC "Toshshakhartranskhizmat" or TBC serving as the lead agency for preparing and undertaking a tender to procure e-buses and charging infrastructure and the collection of pre and post-GUTC data on electric buses, and the training and organization of e-bus drivers and maintenance personnel.
- Tashkent City Municipality whose primary roles will be in advising on specific infrastructural developments along the proposed pilot Shota Rustaveli GUTC, securing capital financing for construction of this GUTC, and serving as the lead agency for the planning, engineering, construction and maintenance of Shota Rustaveli GUTC infrastructure. In addition, it will also serve as the coordination body for entities within the TCM who will serve as key players in TAILEV including the Department of Transport of Tashkent City of the Ministry of Transport, the Main Department for Beautification, Committee for Ecology for Tashkent City, and the Public Council of Tashkent;
- The State Committee for Ecology and Environmental Protection (Goscomecology) whose primary roles will be in coordination of programme for the collection of ambient air quality data along the GUTC, and cooperation in policymaking for environmental protection, air quality, battery waste disposal, raising awareness on low-emission vehicles;
- JSC "Regional Electric Networks" whose role during implementation will be the provision of electricity to the charging stations for electric buses;
- ToshkentboshplanLITI whose primary roles during implementation would be to serve as the Chief Advisory body to TCM on the Shota Rustaveli GUTC planning, engineering design, tendering process for selection of general contractor for the GUTC construction;
- JSC "Uzavtosanoat" whose role will be to provide market surveys on the opinions and uses of electric vehicles in Uzbekistan and to facilitate opportunities for their member companies to increase sales of locally manufactured electric vehicles in both domestic and international markets;

[1] For ideas on innovative and participatory Monitoring and Evaluation strategies and techniques, see UNDP Discussion Paper: Innovations in Monitoring & Evaluating Results, 05 Nov 2013.

- Innovation Center at Turin Polytechnic University in Tashkent (capacity building and design of EVs and associated charging stations) whose roles during implementation include the provision of training services for the maintenance and operation of electric buses, charging stations, transit-priority signalling and other equipment;
- Samarkand City Municipality who will utilize lessons learned from Tashkent GUTC which can be used to develop their own GUTC project;
- Namangan City Municipality who will actively use lesson learned from the pilot Shota Rustaveli GUTC (as well as the Fargona Yuli BRT corridor) to accelerate low-emission transport investments in their City, and developing and applying regulations and standards aimed at stimulating and accelerating private investment in low-carbon transport in the City of Namangan;
- Valley Fruits LLC, a private sector entity with a proposed investment in a green zone with e-vehicles and supporting green infrastructure;
- Other stakeholders to be identified during the project including automobile transport enterprises, and manufacturers (for electric buses and vehicles, photovoltaic stations, battery charging batteries).

The MTR team is expected to conduct field missions to *Tashkent,* including the following project sites:

Tashkent Bus Company "Toshshaxartransxizmat" JSC Head Office;

Bus Depo No8;

Shota Rustaveli street in Tashkent (area for pilot project)

Project Unit Office at the Ministry of Transport

The specific design and methodology for the MTR should emerge from consultations between the MTR team and the above-mentioned parties regarding what is appropriate and feasible for meeting the MTR purpose and objectives and answering the evaluation questions, given limitations of budget, time and data. The MTR team must use gender-responsive methodologies and tools and ensure that gender equality and women's empowerment, as well as other cross-cutting issues and SDGs are incorporated into the MTR report.

The final methodological approach including interview schedule, field visits and data to be used in the MTR must be clearly outlined in the Inception Report and be fully discussed and agreed between UNDP, stakeholders and the MTR team.

The final MTR report must describe the full MTR approach taken and the rationale for the approach making explicit the underlying assumptions, challenges, strengths and weaknesses about the methods and approach of the review.

Gender and Human Rights based Approach

Gender analysis must also be incorporated in the MTR to measure how gender aspects have been incorporated in the project design/implementation and to what extent the project contributes to promotion of gender equality and empowerment in the project activities. Interviews must cover and focus on female beneficiaries to see the impact of the projects on their livelihood and socio-economic status. The consultant team is also expected to develop detailed methodology on gender analysis and incorporate it in the inception report.

In addition, the methodology used in the MTR, including data collection and analysis methods should be human rights and gender-sensitive to the greatest extent possible, with evaluation data and findings disaggregated by sex, ethnicity, age, etc. Detailed analysis on disaggregated data will be undertaken as part of MTR from which findings are consolidated to make recommendations and identify lessons learned for enhanced gender-responsive and rights-based approach of the project.

These evaluation approach and methodology should consider different types of groups in the project intervention, including women, minorities, vulnerable groups, and people in hard-to-reach areas.The evaluators are requested to review *UNEG's Guidance in Integrating Human Rights and Gender Equality in Evaluation* during the inception phase[2].

5. DETAILED SCOPE OF THE MTR

The MTR team will assess the following four categories of project progress. See the *Guidance For Conducting Midterm Reviews of UNDP-Supported, GEF-Financed Projects* for extended descriptions.

i. Project Strategy

Project design:

- Review the problem addressed by the project and the underlying assumptions. Review the effect of any incorrect assumptions or changes to the context to achieving the project results as outlined in the Project Document.
- Review the relevance of the project strategy and assess whether it provides the most effective route towards expected/intended results. Were lessons from other relevant projects properly incorporated into the project design?
- Review how the project addresses country priorities. Review country ownership. Was the project concept in line with the national sector development priorities and plans of the country (or of participating countries in the case of multi-country projects)?

[2] Integrating Human Rights and Gender Equality in Evaluation - Towards UNEG Guidance: http://www.uneval.org/papersandpubs/documentdetail.jsp?doc_id=980

- Review decision-making processes: were perspectives of those who would be affected by project decisions, those who could affect the outcomes, and those who could contribute information or other resources to the process, taken into account during project design processes?

- Review the extent to which relevant gender issues were raised in the project design. See Annex 9 of *Guidance For Conducting Midterm Reviews of UNDP-Supported, GEF-Financed Projects* for further guidelines.

    - Were relevant gender issues (e.g. the impact of the project on gender equality in the programme country, involvement of women's groups, engaging women in project activities) raised in the Project Document?

- If there are major areas of concern, recommend areas for improvement.

Results Framework/Logframe:

- Undertake a critical analysis of the project's logframe indicators and targets, assess how "SMART" the midterm and end-of-project targets are (Specific, Measurable, Attainable, Relevant, Time-bound), and suggest specific amendments/revisions to the targets and indicators as necessary.

- Are the project's objectives and outcomes or components clear, practical, and feasible within its time frame?

- Examine if progress so far has led to, or could in the future catalyse beneficial development effects (i.e. income generation, gender equality and women's empowerment, improved governance etc...) that should be included in the project results framework and monitored on an annual basis.

- Ensure broader development and gender aspects of the project are being monitored effectively. Develop and recommend SMART 'development' indicators, including sex-disaggregated indicators and indicators that capture development benefits.

ii. Progress Towards Results

Progress Towards Outcomes Analysis:

- Review the logframe indicators against progress made towards the end-of-project targets using the Progress Towards Results Matrix and following the *Guidance For Conducting Midterm Reviews of UNDP-Supported, GEF-Financed Projects*; colour code progress in a "traffic light system" based on the level of progress achieved; assign a rating on progress for each outcome; make recommendations from the areas marked as "Not on target to be achieved" (red).

Table. Progress Towards Results Matrix (Achievement of outcomes against End-of-project Targets)

Project Strategy	Indicator[3]	Baseline Level[4]	Level in 1st PIR (self-reported)	Midterm Target[5]	End-of-project Target	Midterm Level & Assessment[6]	Achievement Rating[7]	Justification for Rating
Objective:	Indicator (if applicable):							
Outcome 1:	Indicator 1:							
	Indicator 2:							
Outcome 2:	Indicator 3:							
	Indicator 4:							
	Etc.							
Etc.								

Indicator Assessment Key

Green= Achieved	Yellow= On target to be achieved	Red= Not on target to be achieved

In addition to the progress towards outcomes analysis:

- Compare and analyse the GEF Tracking Tool/Core Indicators at the Baseline with the one completed right before the Midterm Review.
- Identify remaining barriers to achieving the project objective in the remainder of the project.
- By reviewing the aspects of the project that have already been successful, identify ways in which the project can further expand these benefits.

iii. Project Implementation and Adaptive Management

Management Arrangements:

[3] Populate with data from the Logframe and scorecards

[4] Populate with data from the Project Document

[5] If available

[6] Colour code this column only

[7] Use the 6 point Progress Towards Results Rating Scale: HS, S, MS, MU, U, HU

- Review overall effectiveness of project management as outlined in the Project Document. Have changes been made and are they effective? Are responsibilities and reporting lines clear? Is decision-making transparent and undertaken in a timely manner? Recommend areas for improvement.
- Review the quality of execution of the Executing Agency/Implementing Partner(s) and recommend areas for improvement.
- Review the quality of support provided by the GEF Partner Agency (UNDP) and recommend areas for improvement.
- Do the Executing Agency/Implementing Partner and/or UNDP and other partners have the capacity to deliver benefits to or involve women? If yes, how?
- What is the gender balance of project staff? What steps have been taken to ensure gender balance in project staff?
- What is the gender balance of the Project Board? What steps have been taken to ensure gender balance in the Project Board?

Work Planning:

- Review any delays in project start-up and implementation, identify the causes and examine if they have been resolved.
- Are work-planning processes results-based? If not, suggest ways to re-orientate work planning to focus on results?
- Examine the use of the project's results framework/ logframe as a management tool and review any changes made to it since project start.

Finance and co-finance:

- Consider the financial management of the project, with specific reference to the cost-effectiveness of interventions.
- Review the changes to fund allocations as a result of budget revisions and assess the appropriateness and relevance of such revisions.
- Does the project have the appropriate financial controls, including reporting and planning, that allow management to make informed decisions regarding the budget and allow for timely flow of funds?
- Informed by the co-financing monitoring table to be filled out by the Commissioning Unit and project team, provide commentary on co-financing: is co-financing being used strategically to help

the objectives of the project? Is the Project Team meeting with all co-financing partners regularly in order to align financing priorities and annual work plans?

Sources of Co-financing	Name of Co-financer	Type of Co-financing	Co-financing amount confirmed at CEO Endorsement (US$)	Actual Amount Contributed at stage of Midterm Review (US$)	Actual % of Expected Amount
		TOTAL			

- Include the separate GEF Co-Financing template (filled out by the Commissioning Unit and project team) which categorizes each co-financing amount as 'investment mobilized' or 'recurrent expenditures'. (This template will be annexed as a separate file.)

Project-level Monitoring and Evaluation Systems:

- Review the monitoring tools currently being used: Do they provide the necessary information? Do they involve key partners? Are they aligned or mainstreamed with national systems? Do they use existing information? Are they efficient? Are they cost-effective? Are additional tools required? How could they be made more participatory and inclusive?

- Examine the financial management of the project monitoring and evaluation budget. Are sufficient resources being allocated to monitoring and evaluation? Are these resources being allocated effectively?

- Review the extent to which relevant gender issues were incorporated in monitoring systems. See Annex 9 of *Guidance For Conducting Midterm Reviews of UNDP-Supported, GEF-Financed Projects* for further guidelines.

Stakeholder Engagement:

- Project management: Has the project developed and leveraged the necessary and appropriate partnerships with direct and tangential stakeholders?

- Participation and country-driven processes: Do local and national government stakeholders support the objectives of the project? Do they continue to have an active role in project decision-making that supports efficient and effective project implementation?

- Participation and public awareness: To what extent has stakeholder involvement and public awareness contributed to the progress towards achievement of project objectives?
- How does the project engage women and girls? Is the project likely to have the same positive and/or negative effects on women and men, girls and boys? Identify, if possible, legal, cultural, or religious constraints on women's participation in the project. What can the project do to enhance its gender benefits?

Social and Environmental Standards (Safeguards)

- Validate the risks identified in the project's most current SESP, and those risks' ratings; are any revisions needed?
- Summarize and assess the revisions made since CEO Endorsement/Approval (if any) to:
    - The project's overall safeguards risk categorization.
    - The identified types of risks[8] (in the SESP).
    - The individual risk ratings (in the SESP) .
- Describe and assess progress made in the implementation of the project's social and environmental management measures as outlined in the SESP submitted at CEO Endorsement/Approval (and prepared during implementation, if any), including any revisions to those measures. Such management measures might include Environmental and Social Management Plans (ESMPs) or other management plans, though can also include aspects of a project's design; refer to Question 6 in the SESP template for a summary of the identified management measures.

A given project should be assessed against the version of UNDP's safeguards policy that was in effect at the time of the project's approval.

Reporting:

- Assess how adaptive management changes have been reported by the project management and shared with the Project Board.
- Assess how well the Project Team and partners undertake and fulfil GEF reporting requirements (i.e. how have they addressed poorly-rated PIRs, if applicable?)

[8] Risks are to be labeled with both the UNDP SES Principles and Standards, and the GEF's "types of risks and potential impacts": Climate Change and Disaster; Disadvantaged or Vulnerable Individuals or Groups; Disability Inclusion; Adverse Gender-Related impact, including Gender-based Violence and Sexual Exploitation; Biodiversity Conservation and the Sustainable Management of Living Natural Resources; Restrictions on Land Use and Involuntary Resettlement; Indigenous Peoples; Cultural Heritage; Resource Efficiency and Pollution Prevention; Labor and Working Conditions; Community Health, Safety and Security.

- Assess how lessons derived from the adaptive management process have been documented, shared with key partners and internalized by partners.

Communications & Knowledge Management:

- Review internal project communication with stakeholders: Is communication regular and effective? Are there key stakeholders left out of communication? Are there feedback mechanisms when communication is received? Does this communication with stakeholders contribute to their awareness of project outcomes and activities and investment in the sustainability of project results?
- Review external project communication: Are proper means of communication established or being established to express the project progress and intended impact to the public (is there a web presence, for example? Or did the project implement appropriate outreach and public awareness campaigns?)
- For reporting purposes, write one half-page paragraph that summarizes the project's progress towards results in terms of contribution to sustainable development benefits, as well as global environmental benefits.
- List knowledge activities/products developed (based on knowledge management approach approved at CEO Endorsement/Approval).

iv. Sustainability

- Validate whether the risks identified in the Project Document, Annual Project Review/PIRs and the ATLAS Risk Register are the most important and whether the risk ratings applied are appropriate and up to date. If not, explain why.
- In addition, assess the following risks to sustainability:

Financial risks to sustainability:

- What is the likelihood of financial and economic resources not being available once the GEF assistance ends (consider potential resources can be from multiple sources, such as the public and private sectors, income generating activities, and other funding that will be adequate financial resources for sustaining project's outcomes)?

Socio-economic risks to sustainability:

- Are there any social or political risks that may jeopardize sustainability of project outcomes? What is the risk that the level of stakeholder ownership (including ownership by governments and other key stakeholders) will be insufficient to allow for the project outcomes/benefits to be sustained? Do the various key stakeholders see that it is in their interest that the project benefits continue to flow? Is

there sufficient public / stakeholder awareness in support of the long-term objectives of the project? Are lessons learned being documented by the Project Team on a continual basis and shared/ transferred to appropriate parties who could learn from the project and potentially replicate and/or scale it in the future?

Institutional Framework and Governance risks to sustainability:

- Do the legal frameworks, policies, governance structures and processes pose risks that may jeopardize sustenance of project benefits? While assessing this parameter, also consider if the required systems/ mechanisms for accountability, transparency, and technical knowledge transfer are in place.

Environmental risks to sustainability:

- Are there any environmental risks that may jeopardize sustenance of project outcomes?

Conclusions & Recommendations

The MTR team will include a section in the MTR report for evidence-based conclusions, in light of the findings.

Additionally, the MTR consultant/team is expected to make recommendations to the Project Team. Recommendations should be succinct suggestions for critical intervention that are specific, measurable, achievable, and relevant. A recommendation table should be put in the report's executive summary. See the *Guidance For Conducting Midterm Reviews of UNDP-Supported, GEF-Financed Projects* for guidance on a recommendation table.

The MTR team should make no more than 15 recommendations total.

Ratings

The MTR team will include its ratings of the project's results and brief descriptions of the associated achievements in a *MTR Ratings & Achievement Summary Table* in the Executive Summary of the MTR report. See Annex E for ratings scales. No rating on Project Strategy and no overall project rating is required.

Table. MTR Ratings & Achievement Summary Table for (*Project Title*)

Measure	MTR Rating	Achievement Description
Project Strategy	N/A	
Progress Towards Results	Objective Achievement Rating: (rate 6 pt. scale)	

	Outcome 1 Achievement Rating: (rate 6 pt. scale)	
	Outcome 2 Achievement Rating: (rate 6 pt. scale)	
	Outcome 3 Achievement Rating: (rate 6 pt. scale)	
	Etc.	
Project Implementation & Adaptive Management	(rate 6 pt. scale)	
Sustainability	(rate 4 pt. scale)	

6. TIMEFRAME

The total duration of the MTR will be approximately *(30)* working days over a time period of *4 month*s starting on October 7 and ending by December 15. The tentative MTR timeframe is as follows:

ACTIVITY	NUMBER OF WORKING DAYS	COMPLETION DATE
Document review and preparing MTR Inception Report (MTR Inception Report due no later than 2 weeks before the MTR mission)	*5 days*	*October 18*
MTR mission: stakeholder meetings, interviews, field visits	*7 days*	*October 31*
Presentation of initial findings- last day of the MTR mission	*1 day*	*November 4*
Preparing draft report (due within 3 weeks of the MTR mission)	*12 days*	*November 22*
Finalization of MTR report/ Incorporating audit trail from feedback on draft report (due within 1 week of receiving UNDP comments on the draft)	*5 days*	*December 9*

Options for site visits should be provided in the Inception Report.

7. MIDTERM REVIEW DELIVERABLES

#	Deliverable	Description	Timing	Responsibilities
1	**MTR Inception Report**	MTR team clarifies objectives and methods of Midterm Review	No later than 2 weeks before the MTR mission: October 18 (draft inception report) October 31 (revised version)	MTR team submits to the Commissioning Unit and project management
2	**Presentation**	Initial Findings	End of MTR mission: November 4	MTR Team presents to project management and the Commissioning Unit
3	**Draft MTR Report**	Full draft report (using guidelines on content outlined in Annex B) with annexes	Within 3 weeks of the MTR mission: November 22	Sent to the Commissioning Unit, reviewed by RTA, Project Coordinating Unit, GEF OFP
4	**Final Report***	Revised report with audit trail detailing how all received comments have (and have not) been addressed in the final MTR report	Within 1 week of receiving UNDP comments on draft: December 10	Sent to the Commissioning Unit

*The final MTR report must be in English. If applicable, the Commissioning Unit may choose to arrange for a translation of the report into a language more widely shared by national stakeholders.

8. MTR ARRANGEMENTS

The principal responsibility for managing the MTR resides with the **UNDP Country Office in Uzbekistan**.

The UNDP Uzbekistan Country Office will contract the evaluators and ensure the timely provision of per diems and travel arrangements within the country for the MTR team. The Project Team will be responsible for liaising with the MTR team to provide all relevant documents, set up stakeholder interviews, and arrange field visits.

MTR team will be expected to conduct a field visit to the project locations in the target project areas:

Tashkent Bus Company "Toshshaxartransxizmat" JSC Head Office;

Bus Depo No8;

Shota Rustaveli street in Tashkent (area for pilot project)

Project Unit Office at the Mininistry of Transport

9. TEAM COMPOSITION

An International Consultant will be responsible for the overall design and writing of the MTR report. The expert will assess emerging trends with respect to regulatory frameworks, budget allocations, capacity building, work with the Project Team in arranging stakeholder meetings, interviews, etc.)

UNDP will sign the contract with the International Consultant in accordance with the approved UNDP procurement procedures for an individual contract. Payment for services will be made from the Project funds with satisfactory discharge of duties and achievement of results. The results of the work shall be approved by the UNDP DRR through SPIU Associate/CO M&E focal point.

- The Consultant will work under the direct supervision of the UNDP DRR, with support from SPIU Associate/CO M&E focal point
- The Consultant is responsible for the quality and timely submission of the deliverables;
- The Consultant ensures timely and rational planning, implementation of activities and achievement of results in accordance with the Terms of Reference;
- The Consultant provides the results of work in accordance with Deliverables;
- The Consultant shall provide reports in electronic form in MS Word format in English.

Prior to approval of the final report, UNDP Programme Manager, in close coordination with SPIU Associate/CO M&E focal point and UNDP DRR will circulate the draft for comments to government counterparts: Project Board key members and UNDP RTA. UNDP and the stakeholders will submit comments and suggestions within 10 working days after receiving the draft. The finalized Final Evaluation Report, addressing all comments received shall be submitted by 4 October 2024.

If any discrepancies have emerged between the findings of the evaluation team and the aforementioned parties, these should be explained in an annex attached to the final report.

The evaluator(s) cannot have participated in the project preparation, formulation and/or implementation (including the writing of the project document), must not have conducted this project's Mid-Term Review and should not have a conflict of interest with the project's related activities.

<u>Education</u>

- A master's degree in environmental science, economics or a closely related field. Sound knowledge of sustainable development and environmental policies.

Experience

- Relevant experience with result-based management evaluation methodologies;
- Experience applying SMART indicators and reconstructing or validating baseline scenarios;
- Competence in adaptive management;
- Experience in evaluating projectsm, particularly with UNDP and GEF Evaluations;
- Experience working in Central Asia countries, especially in Uzbekistan is an advantage;
- Experience in relevant technical areas for at least 10 years;
- Demonstrated understanding of issues related to gender; experience in gender sensitive evaluation and analysis.
- Excellent communication skills;
- Demonstrable analytical skills;
- Project evaluation/review experiences within United Nations system will be considered an asset.

Language

- Fluency in written and spoken English.
- *Uzbek and Russian language skills are highly desirable*

10. ETHICS

The MTR team will be held to the highest ethical standards and is required to sign a code of conduct upon acceptance of the assignment. This MTR will be conducted in accordance with the principles outlined in the UNEG 'Ethical Guidelines for Evaluation'. The MTR team must safeguard the rights and confidentiality of information providers, interviewees and stakeholders through measures to ensure compliance with legal and other relevant codes governing collection of data and reporting on data. The MTR team must also ensure security of collected information before and after the MTR and protocols to ensure anonymity and confidentiality of sources of information where that is expected. The information, knowledge and data gathered in the MTR process must also be solely used for the MTR and not for other uses without the express authorization of UNDP and partners.

11. PAYMENT SCHEDULE

- 20% payment upon satisfactory delivery of the final MTR Inception Report and approval by the Commissioning Unit

- 40% payment upon satisfactory delivery of the draft MTR report to the Commissioning Unit
- 40% payment upon satisfactory delivery of the final MTR report and approval by the Commissioning Unit and RTA (via signatures on the TE Report Clearance Form) and delivery of completed TE Audit Trail

Criteria for issuing the final payment of 40%[9]:

- The final MTR report includes all requirements outlined in the MTR TOR and is in accordance with the MTR guidance.
- The final MTR report is clearly written, logically organized, and is specific for this project (i.e. text has not been cut & pasted from other MTR reports).
- The Audit Trail includes responses to and justification for each comment listed.

12. APPLICATION PROCESS[10]

(Adjust this section if a vetted roster will be used)

Recommended Presentation of Proposal:

a) **Letter of Confirmation of Interest and Availability** using the template[11] provided by UNDP;

b) **CV** and a **Personal History Form** (P11 form[12]);

c) **Brief description of approach to work/technical proposal** of why the individual considers him/herself as the most suitable for the assignment, and a proposed methodology on how they will approach and complete the assignment; (max 1 page)

d) **Financial Proposal** that indicates the all-inclusive fixed total contract price and all other travel related costs (such as flight ticket, per diem, etc), supported by a breakdown of costs, as per template attached to the Letter of Confirmation of Interest template. If an applicant is employed by an organization/company/institution, and he/she expects his/her employer to charge a

[9] The Commissioning Unit is obligated to issue payments to the MTR team as soon as the terms under the ToR are fulfilled. If there is an ongoing discussion regarding the quality and completeness of the final deliverables that cannot be resolved between the Commissioning Unit and the MTR team, the Regional M&E Advisor and Vertical Fund Directorate will be consulted. If needed, the Commissioning Unit's senior management, Procurement Services Unit and Legal Support Office will be notified as well so that a decision can be made about whether or not to withhold payment of any amounts that may be due to the evaluator(s), suspend or terminate the contract and/or remove the individual contractor from any applicable rosters. See the UNDP Individual Contract Policy for further details: https://popp.undp.org/_layouts/15/WopiFrame.aspx?sourcedoc=/UNDP_POPP_DOCUMENT_LIBRARY/Public/PSU_Individual%20Contract_Individual%20Contract%20Policy.docx&action=default

[10] Engagement of the consultants should be done in line with guidelines for hiring consultants in the POPP: https://popp.undp.org/SitePages/POPPRoot.aspx

[11] https://intranet.undp.org/unit/bom/pso/Support%20documents%20on%20IC%20Guidelines/Template%20for%20Confirmation%20of%20Interest%20and%20Submission%20of%20Financial%20Proposal.docx

[12] http://www.undp.org/content/dam/undp/library/corporate/Careers/P11_Personal_history_form.doc

management fee in the process of releasing him/her to UNDP under Reimbursable Loan Agreement (RLA), the applicant must indicate at this point, and ensure that all such costs are duly incorporated in the financial proposal submitted to UNDP.

All application materials should be submitted to the address (fill address) in a sealed envelope indicating the following reference "Consultant for (*project title*) Midterm Review" or by email at the following address ONLY: (fill email) by ***(time and date).*** Incomplete applications will be excluded from further consideration.

Criteria for Evaluation of Proposal: Only those applications which are responsive and compliant will be evaluated. Offers will be evaluated according to the Combined Scoring method – where the educational background and experience on similar assignments will be weighted at 70% and the price proposal will weigh as 30% of the total scoring. The applicant receiving the Highest Combined Score that has also accepted UNDP's General Terms and Conditions will be awarded the contract.

A2: MTR evaluative matrix (evaluation criteria with key questions, indicators, sources of data, and methodology)

valuative Questions	Indicators	Sources	Methodology
PROJECT STRATEGY			
Project Design			
Are the problems and underlying assumptions addressed by the project still relevant?	Validity and completeness/gaps in problem analysis, barriers analysis and assumptions in ProDoc	Project Documents Studies and Analyses Key Informants	Desk Review Secondary Literature Key Informant Interviews (KIIs)
Were lessons from other relevant projects properly incorporated into the project design?	Barrier's analysis and assumptions in ProDoc Alignment with past similar work	Project Documents Studies and Analyses Key Informants	Desk Review Secondary Literature KII
Is the project concept in line with national priorities?	Alignment with Government policies, strategies & plans.	ProDoc Government policies, strategies & plans	Desk Review KIIs
Were key stakeholders & decision makers consulted during design and their perspectives addressed?	Stakeholder consultations during Project Preparation Grant (PPG) and of actual consultations	ProDoc PPG Report Key Informants	Desk Review KIIs
How were relevant gender issues considered during the project design?	Coverage of gender issues in the project strategy Gender disaggregated indicators and baseline data in the Results Framework	ProDoc PPG SESP Results Framework Budget	Desk Review
Are there any major areas of concern or areas for improvement regarding the original project design?	Concerns raised to UNDP, Project or Government Overall assessment of the project based on analysis of the progress towards results, project implementation and adaptive management and sustainability.	Progress Reports Key Informants Minutes of meetings MYR findings	Desk Review KIIs Analysis and synthesis of all MTR Findings
Results Framework/Logframe			
Is the Project Results Framework logical comprehensive and realistic and are the indicators and targets SMART and relevant to planned outcomes with complete baselines?	Completeness and coherence of Results Framework Alignment of Results Framework with Project Strategy narrative Ability to measure progress towards outcomes (i.e., quality of indicators, baselines, and targets) Systematic monitoring of indicators	ProDoc Results Framework Progress Reports/PIRs SMART patrolling reports Other monitoring reports Tracking tools Other project reports Project Team	Desk Review KIIs Field visits

Are the Project's objectives and outcomes or components clear, practical, and feasible within its time frame?	Level of progress on delivery of outcomes and objectives Implementation challenges reported Progress reports and/or project partners	ProDoc Progress reports/PIRs Other reports Project Team UNDP staff MEWR staff	Desk Review KIIs Field visits
Are there any benefits of the project, which are not reflected in the logframe or captured by the indicators and in the progress reporting?	Presence of unexpected positive outcomes and impacts	Progress reports/PIRs Project Team UNDP staff MoT staff TBC staff TCM staff Other Stakeholders	Desk Review KIIs Field visits
Is project monitoring adequately capturing gender and broader development aspects?	Meaningful indicators for gender and development integrated in Results Framework and effectively monitored	Results Framework Progress Reports/PIRs Monitoring reports Tracking tools	Desk Review
PROGRESS TOWARDS RESULTS			
What has been the progress towards planned targets for the outcome and objective indicators in the Results Framework?	Indicator achievement versus milestones and targets (mid-term and completion).	ProDoc Results Framework Progress Reports/PIRs Other monitoring reports Tracking tools	Desk review Assessment using Progress Towards Results Matrix and following UNDP-GEF Guidance for MTRs
What changes have taken place since the start of the project in relation to the four components?	Current status compared to baseline	Progress Reports/PIRs Monitoring reports Tracking tools	Desk review
What are the main barriers affecting the project's ability to achieve its intended results (outcomes and objectives)?	Analysis of other MTR findings Obstacles identified by key stakeholders	Progress reports/PIRs Project Team UNDP staff MoT staff TBC staff TCM staff Other Stakeholders	Desk review KIIs Field visits
What are the main successes and achievements of the project, and how can the project further expand these benefits?	Results, which are on or above target Unplanned benefits/results as reported by key stakeholders and/or in project progress reports and reasons for these	Progress reports/PIRs Project Team UNDP staff MoT staff TBC staff TCM staff Other Stakeholders	Desk review KIIs Field visits

PROJECT IMPLEMENTATION AND ADAPTIVE MANAGEMENT			
Management Arrangements			
How effective and efficient has project management and execution been: Has the project met its annual work plan, related procurement, and expense disbursement targets?	Clarity, transparency, and timeliness of decision-making and reporting processes (e.g., reporting lines, Project Board structure, TORs, frequency of meetings) Nature and rationale for any significant changes made to project strategy and/or implementation Realism in reporting and focus on risks and mitigation in reporting. Level of execution of project budget	Progress reports/PIRs Project Board meeting minutes Other monitoring reports Project Team UNDP project managers MoT	Desk review KIIs Field visits
How effective has UNDP been at providing support and guidance to the Project Team and MEWR?	Nature and frequency of UNDP oversight. Types of guidance provided and clarity of guidance Responsiveness to requests from Project Team or MEWR (funds disbursement, technical support, political support to overcome challenges, etc.)	Project Reports Meeting Minutes Project Staff UNDP Staff MEWR Staff	Desk Review KIIs
What is the gender balance of the project staff?	Allocation of staff by gender.	Project Reports Meeting Minutes	Desk Review
What has or is being done to ensure gender balance?	Gender plan	Project Reports Meeting Minutes Project Staff	Desk Review KIIs
What is the gender balance of the project board?	Allocation of board by gender.	Project Reports Meeting Minutes	Desk Review
What has or is being done to ensure gender balance?	Gender plan	Project Reports Meeting Minutes Board Members	Desk Review KIIs
Work Planning			

Has implementation been timely?	Delays in start-up and implementation Reason for any delays Rate of progress towards planned targets	ProDoc Annual Workplans and Budgets Progress reports/PIRs Project Board Meeting Minutes Project Team UNDP and MoT staff	Desk Review KIIs

Are work-planning processes results-based?	Annual workplans that are clearly linked to outcomes	Annual Workplans and Budgets	Desk Review
Is the Project's Results Framework used as an effective management tool?	Number and nature of reviews/updates to Results Framework in response to changes in implementation context Alignment between Results Framework and Annual Workplans	ProDoc Results Framework Annual Workplans and Budgets Project Team	Desk Review KIIs
Finance and Co-finance			
Are project activities implemented in a cost-effective manner?	Use of implementing partners and stakeholders' own resources and capacities Strategic use of co-financing Appropriateness of budget allocations to different planned outputs	Annual workplans and budgets Audit reports Progress reports/PIRs Project Board Meeting minutes Project Team UNDP and Partner staff	Desk Review KIIs
Does the project have the appropriate financial controls, including reporting and planning, that allow management to make informed decisions regarding the budget and allow for timely flow of funds?	Variance between planned and actual expenditure explained satisfactorily Budget revisions are appropriate and relevant No significant audit findings on financial management and expenditures Budgets are clear and easy to understand	Annual workplans and budgets Audit reports Project Team UNDP staff	Desk Review KIIs
Is co-financing being used strategically to help the objectives of the project?	Co-financing complements/contributes to existing plans and priorities of the partners Alignment and effective use of cofinancing ensured through annual work planning and budgeting processes	Financial statements Annual workplans and budgets Progress reports/PIRs Project Team UNDP staff MoT staff Cofinance Partners	Desk Review KIIs Complete cofinancing monitoring table with inputs from the Project Team, MoT and UNDP
Project-level monitoring and evaluation systems			

Is the monitoring system appropriate, effective, and participatory?	Nature and quality of monitoring processes Alignment of monitoring systems with good practice and national systems Project partners / staff involved in monitoring Types, quality and use of monitoring data to inform project implementation & management	Monitoring processes & tracking tools Progress reports/PIRs Baseline information Project Team UNDP staff MoT staff	Desk Review KIIs
Are sufficient financial resources allocated to M&E and are these used effectively or are additional tools and resources required?	Adequacy of resources allocated to M&E Effectiveness of M&E tools and processes	Financial statements Annual workplans and budgets Project Team UNDP staff MoT staff	Desk Review KIIs
How are Gender issues included in the monitoring systems	Disaggregation by gender Targets by gender Presence of gender sensitive indicators	Monitoring processes & tracking tools Progress reports/PIRs Baseline information	Desk Review
Stakeholder Engagement			
Has the project developed and leveraged the necessary and appropriate partnerships with direct & tangential stakeholders	National & local government stakeholders are actively engaging with the project and support of project objectives Number of partnerships/collaborations with RESCOs/ NGOs on relevant issues Extent of public participation and awareness about the project.	Progress reports/PIRs PE Project Team UNDP staff MEWR staff ADB/GIZ UNDP CP GEF SGP EBRD ClimAdapt	Desk Review KIIs
Do local and national government stakeholders support the objectives of the project and do they continue to have an active role in project decision-making that supports efficient and effective project implementation?	National & local government stakeholders are actively engaging with the project and support of project objectives Number of partnerships/collaborations with other stakeholders on relevant issues Extent of public participation and awareness about the project	Progress reports/PIRs Project Team UNDP staff MoT staff Other Stakeholders	Desk Review KIIs

To what extent has stakeholder involvement and public awareness contributed to the progress towards achievement of Project objectives?	Stakeholder and public consultations implementation	Progress reports/PIRs Project Team UNDP and MEWR staff Partners and Communities	Desk Review KIIs
How does the Project engage women and girls and is the Project likely to have the same positive and/or negative effects on all?	ProDoc Gender Action Plan	ProDoc Minutes of meetings Key Informants	Desk Review KIIs
Are there legal, cultural, or religious constraints on women's participation in the Project?	Barriers/constraints analysis in the ProDoc	Project Documents Studies and Analyses Key Informants	Desk Review KIIs
Social and Environmental Standards (Safeguard)			
Are the project risks still valid or do any rating need revision?	Validity and completeness/gaps in risk analysis and assumptions in ProDoc	Social and Environmental Screening Procedure (SESP) Project Documents Studies and Analyses Key Informants	Desk Review KIIs Field Visits
What revisions have been made since CEO Endorsement/Approval to: The project's overall safeguards risk categorization The types of risks. The individual risk ratings	Changes in risk factors since CEO approval.	CEO Endorsement SESP Project Documents MTR Analysis	Desk Review

What progress made in the implementation of the project's Environmental and Social Management Plan (ESMP) measures	Analysis of ESMP	ESMP Project Documents	Desk Review
Reporting			
Is project reporting sufficient, appropriate, and adding value to project delivery?	Adaptive management changes reported to the Project Board (major ones presented to Board for approval) Quality of PIR and Quarterly progress reporting including PIR ratings and response to PIR ratings Documentation, internalization and sharing of project lessons	Progress reports/PIRs Project Board meeting minutes Project Team UNDP staff MoT staff	Desk Review KIIs
Communications and Knowledge Management			
Is there effective communication with internal and external project communication with different stakeholder groups?	Communication strategy Frequency and clarity of communication with different stakeholder groups at national and subnational levels, including within MoT Mechanisms of external communication Public outreach and awareness generation and their effectiveness	Prodoc Progress reports/PIRs Project Board meeting minutes Communication materials Website Project Team UNDP and MoT staff Other stakeholders	Desk Review KIIs Field visits

SUSTAINABILITY			
Does the Project have a satisfactory risk assessment and management system in place?	Relevance and significance of risks recorded in ProDoc, UNDP Social and Environment Screening and the UNDP Risk Management Module Gaps in identified risks particularly over subsidies and financial resources. Appropriateness of risk mitigation and management measures and effectiveness of implementation.	ProDoc PIRs Risk log from ATLAS Risk Management Module Project Team UNDP staff MoT staff Other stakeholders	Desk Review KIIs Field visits
Financial Risks to Sustainability			
How will Project results including systems and processes put in place by the Project be sustained financially after the end of the project and scaled up and replicated?	Potential sources of government finance to sustain and further build on project results.	Progress reports/PIRs ATLAS Risk Log Project Team UNDP staff MoT staff Other stakeholders	Desk Review KIIs Field visits
Socio-economic Risks to Sustainability			
Are there any social or political risks that may jeopardize sustainability of Project outcomes?	Degree of key stakeholder ownership of project objective and outcomes	Progress reports/PIRs ATLAS Risk Log Project Team UNDP staff MoT staff Other stakeholders	Desk Review KIIs Field visits
Institutional Framework and Governance Risks to Sustainability			
Do the legal frameworks, policies, governance structures and processes support post-project continuation of the results achieved, processes initiated, and systems put in place by the project?	Supportiveness of the legal framework Appropriateness and supportiveness of governance structures and processes Status of institutional capacity by the end of the project Potential for developing influential project champions Potential for mainstreaming project strategies into government planning processes at national and subnational levels	Progress reports/PIRs ATLAS Risk Log Project Team UNDP staff MoT staff Other stakeholders	Desk Review KIIs Field visits
Environmental Risks to Sustainability			
Are there any environmental factors that could undermine and reverse the project's	Likelihood of natural hazards Climate change impacts	Progress reports/PIRs ATLAS Risk Log Project Team UNDP staff	Desk Review KIIs Field visits

outcomes and results, including factors that have been identified by Project stakeholders?		MoT staff Other stakeholders	

A3: Interview Guide used for data collection

Project Strategy

Involvement in the Project:

1. Can you describe your role and involvement in the TAILEV project so far?

Challenges in Implementation:

2. What are the major challenges you have encountered in implementing the project? Could these challenges be addressed by adjusting the project design or strategy? If so, how?

Results Framework and Progress:

3. How would you assess the project's progress towards its intended outcomes so far? Are the project's goals clear, and is there alignment between activities and outcomes?

Progress Towards Results

Support and Assistance:

4. What type of support and assistance have you received from the TAILEV project team? How has this support helped you move towards achieving the project's outcomes?

Impact of Assistance:

5. How has the support provided by the project influenced your work and the progress in your area? Can you give specific examples of significant improvements or changes?

Remaining Barriers to Achieving Objectives:

6. In your opinion, what are the remaining barriers to achieving the project's overall objectives? What solutions could be explored to address these barriers?

Project Implementation and Adaptive Management

Tangible Benefits and Results:

7. What are the most tangible benefits or outcomes that the TAILEV project has provided in your sector/area so far?

Challenges in Promoting Sustainable Urban Transport:

8. What challenges have you encountered in promoting sustainable urban transport solutions in your sector? How have these been addressed through project implementation or management strategies?

Staffing and Resources:

9. Have you experienced any constraints regarding the availability of staff or resources to support project implementation? How has this affected the work planning and management arrangements?

Financial Management and Co-financing:

10. How would you assess the financial management of the TAILEV project? Has the allocation of financial resources been efficient and transparent? Are there any concerns related to financial management that need to be addressed?
11. How has co-financing contributed to the project's implementation? Have financial contributions from partners been timely and sufficient? What challenges have you faced in this regard?

Inclusion of Vulnerable Groups, Gender, and Safeguards:

12. How does the TAILEV project address the needs and concerns of different vulnerable groups, including women, minorities, and people in hard-to-reach areas?
13. Has the project incorporated gender-sensitive approaches in its design and implementation? Are there specific interventions to ensure the inclusion of women in decision-making and

project benefits?

14. What improvements could be made to further enhance gender equity and the inclusion of marginalized communities in the project?

Coordination and Communication:

15. How would you evaluate the coordination and communication mechanisms within the project? Have these facilitated stakeholder engagement and timely reporting?

Monitoring, Evaluation, and Reporting:

16. Are there effective systems in place for project-level monitoring and evaluation? How has the reporting been in terms of quality and frequency?

Sustainability

Technical and Managerial Support:

17. Is the technical support and management of the project activities sufficient to meet the sustainability goals of the project? What improvements could be made?

Delays and Schedule Challenges:

18. Have there been any planned activities that have been delayed or difficult to complete according to the original schedule? Have these delays affected progress towards sustainability or the achievement of expected results?

Financial and Socio-Economic Risks:

19. What financial or socio-economic risks could affect the long-term sustainability of the Project? How are these risks being managed?

Institutional and Environmental Risks:

20. What institutional or environmental risks might jeopardize the sustainability of the Project's outcomes? What kind of support is most needed to mitigate these risks?

Interview Guide used for data collection In Russian

Стратегия проекта

Участие в проекте:

1. Можете ли вы описать свою роль и участие в проекте TAILEV на данный момент?

Проблемы в реализации:

2. С какими основными проблемами вы столкнулись при реализации проекта? Можно ли решить эти проблемы, скорректировав дизайн или стратегию проекта? Если да, то как?

Рамка результатов и прогресс:

3. Как бы вы оценили прогресс проекта в достижении намеченных результатов на данный момент? Ясны ли цели проекта и есть ли соответствие между мероприятиями и результатами?

Прогресс в достижении результатов

Поддержка и помощь:

4. Какую поддержку и помощь вы получили от команды проекта TAILEV? Как эта поддержка помогла вам продвинуться к достижению результатов проекта?

Влияние помощи:

5. Как поддержка, предоставленная проектом, повлияла на вашу работу и прогресс в вашей области? Можете ли вы привести конкретные примеры существенных улучшений или изменений?

Остающиеся препятствия на пути к достижению целей:

6. По вашему мнению, какие оставшиеся препятствия на пути к достижению общих целей проекта? Какие решения можно было бы изучить для устранения этих барьеров?

Реализация проекта и адаптивное управление

Ощутимые преимущества и результаты:

7. Каковы наиболее ощутимые преимущества или результаты, которые проект TAILEV предоставил в вашем секторе/области на данный момент?

Проблемы в продвижении устойчивого городского транспорта:

8. С какими проблемами вы столкнулись при продвижении решений устойчивого городского транспорта в вашем секторе? Как они были решены с помощью стратегий реализации проекта или управления?

Персонал и ресурсы:

9. Испытывали ли вы какие-либо ограничения в отношении наличия персонала или ресурсов для поддержки реализации проекта? Как это повлияло на планирование работы и механизмы управления?

Финансовый менеджмент и софинансирование:

10. Как бы вы оценили финансовое управление проектом TAILEV? Было ли распределение финансовых ресурсов эффективным и прозрачным? Есть ли какие-либо проблемы, связанные с финансовым управлением, которые необходимо решить?

11. Как софинансирование способствовало реализации проекта? Были ли финансовые взносы от партнеров своевременными и достаточными? С какими проблемами вы столкнулись в этой связи?

Включение уязвимых групп, гендер и гарантии:

12. Как проект TAILEV решает потребности и проблемы различных уязвимых групп, включая женщин, меньшинства и людей в труднодоступных районах?

13. Включил ли проект гендерно-чувствительные подходы в свою разработку и реализацию? Существуют ли конкретные вмешательства для обеспечения включения женщин в процесс принятия решений и выгоды проекта?

14. Какие улучшения можно было бы сделать для дальнейшего повышения гендерного равенства и включения маргинализированных сообществ в проект?

Координация и коммуникация:

15. Как бы вы оценили механизмы координации и коммуникации в рамках проекта? Способствовали ли они вовлечению заинтересованных сторон и своевременной отчетности?

Мониторинг, оценка и отчетность:

16. Существуют ли эффективные системы для мониторинга и оценкина уровне проекта? Какова отчетность с точки зрения качества и частоты?

Устойчивость

Техническая и управленческая поддержка:

17. Достаточны ли техническая поддержка и управление деятельностью проекта для достижения целей устойчивого развития проекта? Какие улучшения можно было бы сделать?

Задержки и проблемы с графиком:

18. Были ли какие-либо запланированные мероприятия, которые были отложены или их было трудно завершить в соответствии с первоначальным графиком? Повлияли ли эти задержки на прогресс в достижении устойчивости или достижении ожидаемых результатов?

Финансовые и социально-экономические риски:

19. Какие финансовые или социально-экономические риски могут повлиять на долгосрочную устойчивость проекта? Как эти риски управляются?

Институциональные и экологические риски:

20. Какие институциональные или экологические риски могут поставить под угрозу устойчивость результатов проекта? Какая поддержка больше всего необходима для смягчения этих рисков?

A4: Ratings Scales

Ratings for Progress Towards Results: (one rating for each outcome and for the objective)		
6	Highly Satisfactory (HS)	The objective/outcome is expected to achieve or exceed all its end-of-project targets, without major shortcomings. The progress towards the objective/outcome can be presented as "good practice".
5	Satisfactory (S)	The objective/outcome is expected to achieve most of its end-of-project targets, with only minor shortcomings.
4	Moderately Satisfactory (MS)	The objective/outcome is expected to achieve most of its end-of-project targets but with significant shortcomings.
3	Moderately Unsatisfactory (HU)	The objective/outcome is expected to achieve its end-of-project targets with major shortcomings.
2	Unsatisfactory (U)	The objective/outcome is expected not to achieve most of its end-of-project targets.
1	Highly Unsatisfactory (HU)	The objective/outcome has failed to achieve its midterm targets and is not expected to achieve any of its end-of-project targets.
Ratings for Project Implementation & Adaptive Management: (one overall rating)		
6	Highly Satisfactory (HS)	Implementation of all components – management arrangements, work planning, finance and co-finance, project-level monitoring and evaluation systems, stakeholder engagement, social and environmental safeguards, reporting, and communications and knowledge management – is leading to efficient and effective project implementation and adaptive management. The project can be presented as "good practice".
5	Satisfactory (S)	Implementation of most of the seven components is leading to efficient and effective project implementation and adaptive management except for only few that are subject to remedial action.
4	Moderately Satisfactory (MS)	Implementation of some of the seven components is leading to efficient and effective project implementation and adaptive management, with some components requiring remedial action.
3	Moderately Unsatisfactory (MU)	Implementation of some of the seven components is not leading to efficient and effective project implementation and adaptive, with most components requiring remedial action.
2	Unsatisfactory (U)	Implementation of most of the seven components is not leading to efficient and effective project implementation and adaptive management.
1	Highly Unsatisfactory (HU)	Implementation of none of the seven components is leading to efficient and effective project implementation and adaptive management.
Ratings for Sustainability: (one overall rating)		
4	Likely (L)	Negligible risks to sustainability, with key outcomes on track to be achieved by the project's closure and expected to continue into the foreseeable future
3	Moderately Likely (ML)	Moderate risks, but expectations that at least some outcomes will be sustained due to the progress towards results on outcomes at the Midterm Review
2	Moderately Unlikely (MU)	Significant risk that key outcomes will not carry on after project closure, although some outputs and activities should carry on

1	Unlikely (U)	Severe risks that project outcomes as well as key outputs will not be sustained

A5: MTR mission itinerary

Day 1 **October 28** *(Monday)*		
10.00 -11.30	M1	Meeting with Mr. Nodir Khudayberdiev, Ministry of Transport/Project Manager for TAILEV Presentation on Project Progress: • Green Urban Transport Corridor Concept • E-Bus operation • Lessons learned Project's contribution
11.30-12.00	M2	Meeting with Mr. Mirakbar Ikramov, Ministry of Transport/Head of Department for Public Transport Development
12.00-12.40	M3	Meeting with Ms. Umida Khaydarova, Ministry of Transport/Head HR Department/Gender Safeguard Officer at the Ministry
12.40-14.00	-	Lunch/Break
14.00-15.00	M4	Meeting with Ms. Zulfiya Gofurova, JSC "Toshshakhartranskhizmat" - TBC / Head of branch for perspective development and financial analysis and Ms. Zachinyaeva Elina - Chief specialist
15.00-16.00	M5	Meeting with project staff: Mr. Bakhrom Gafurdjanov, Administrative-Finance Asisstant of the project TAILEV. Mr. Bobur Siradjev, Urban Planning Specialist of the project TAILEV
Day 2 **October 29** *(Tuesday***)**		
11.00-12.00	M6	Mr. Murad Abidov, Director of the Project Office under the Tashkent city Administration
12.00-12.30	M7	Mr. Gayratullo Makhmudov, JSC "Toshshakhartranskhizmat", Chief Power Engineer
12.40-14.00	FV1	Field visit to Bus depot
14.00-15.00	-	Lunch/Break
15.00-16.00	M8	Ms. Aziza Sharofova, Chief Specialist of the Department of Atmospheric Air Protection, Ministry of Ecology, Environmental Protection and Climate Change of the Republic of Uzbekistan (Ministry of Ecology)
16.30-17.30	M9	Ms. Azizakhon Khodjaeva, Chief Gender Specialist for PMU TAILEV

Day 3 **October 30** *(Wednesday)*		
10:00-11:00	M10	Meeting with Mr. Nodir Khudayberdiev, Ministry of Transport/Project Manager for TAILEV
11:00-12:30	M11	Mr. Umerov Firket, Head of the research laboratory on electric vehicles and their infrastructure, Turin Polytechnic University in Tashkent Mr. Asanov Seyran
12:30-13:30	-	Lunch/Break
13:30-14:15	FV2	Field visit to Shota Rustaveli pilot
14.30-15.30	M12	Online meeting with International consultant of the project for electric busses - Josep Enric Garcia Alemany
15.30-16:30	M13	Meeting with project staff: Mr. Bakhrom Gafurdjanov, Administrative-Finance Asisstant of the project TAILEV Mr. Nodir Khudayberdiev, Ministry of Transport/Project Manager for TAILEV
16.30-17:30	M14	Meeting with Mr. Nodir Khudayberdiev, Ministry of Transport/Project Manager for TAILEV or TAILEV
Day 4 **October 31** *(Thursday)*		
10:00-13:00	M15	Meeting with Mr. Nodir Khudayberdiev, Ministry of Transport/Project Manager for TAILEV
13:00 -14.00	-	Lunch/Break
14:30-15:30	M16	Meeting at UNDP CO Mr. Anas Qarman, DRR Mr. Bakhadur Paluaniyazov, ECA cluster lead Mr. Isomiddin Akramov, Programme analyst, ECA Ms. Mukhabbat Turkmenova, SPIU
18:00-19:00	M17	Online meeting with Ms. Jana Koperniech, UNDP BPPS Technical Advisor
Day 5 **November 1** *(Friday)*		
14:30-16:30	M18	Meeting with Mr. Nurmukhammad Khoshimov, Samarkand City Municipality/Investment, Industry and Trade Department/Project Manager for Samarkand E-bus Project

Additional meetings		
18:00-19:30 24 October	M19	Online meeting with Jakhongir Talipov, GEF Operational Focal Point

M – Meeting; FV – Field Visit

A6: List of persons interviewed

#	Name, Surname/ Company Name	Organization/Position/Role in the Project	Contact email/tel
		Project Team and Key Personnel	
1.	Nodir Khudayberdiev	Ministry of Transport/Project Manager for TAILEV	+998909654448
2.	Bobur Siradjev	Ministry of Transport/Urban Planning Specialist for TAILEV	
3.	Aziza Khodjaeva	Ministry of Transport/Gender Safeguard Officer for TAILEV	
4.	Ikrom Shodiev	TAILEV's Technical group under JSC "Toshshakhartranskhizmat"/Chief Technical Advisor	
5.	Abdugani Kakhkharov	TAILEV's Technical group under JSC "Toshshakhartranskhizmat"/Public Transport Specialist	
6.	Nigora Muminova	TAILEV's Technical group under JSC "Toshshakhartranskhizmat"/Procurement Specialist	
7.	Bakhrom Gafurdjanov	TAILEV's Administrative-Finance Asisstant of the project	
		International Consultant	
8.	Josep Enric Garcia Alemany	International consultant of the project for electric busses	
		UNDP Country Office	
9.	Anas Qarman	DRR, UNDP Uzbekistan	
10.	Bakhadur Paluaniyazov	ECA Cluster Lead, UNDP Uzbekistan	
11.	Isomiddin Akramov	Programme analyst, ECA, UNDP Uzbekistan	
12.	Mukhabbat Turkmenova	SPIU, UNDP Uzbekistan	
		Regional Technical Adviser	
13.	Jana Koperniech	RTA, UNDP Regional Office in Istanbul	
		GEF Operational Focal Point	
14.	Jakhongir Talipov	Ministry of Ecology - GEF Operational Focal Point	
		Implementing Partner: Ministry of Transport	
15.	Mirakbar Ikramov	Ministry of Transport/Head of Department for Public Transport Development	
16.	Umida Khaydarova	Ministry of Transport/Head HR Department/Gender Safeguard Officer at the Ministry	
17.	Abdunabi Khimmatov	Ministry of Transport/Head Finance and Tariff Department	
		Responsible Party: JSC "Toshshakhartranskhizmat" - TBC	

18.	Zulfiya Gofurova	JSC "Toshshakhartranskhizmat" - TBC / Head of branch for perspective development	
19.	Zachinyaeva Elina	Chief specialist and financial analysis	
		Tashkent City Municipality	
20.	Murad Abidov	Director of the Project Office under the Tashkent city Administration	
		Ministry of Ecology, Environmental Protection and Climate Change (Ministry of Ecology)	
21.	Aziza Sharofova	Chief Specialist of the Department of Atmospheric Air Protection, Ministry of Ecology	
		Innovation Center at Turin Polytechnic University in Tashkent	
22.	Firket Umerov	Head of the research laboratory on electric vehicles and their infrastructure	
23.	Seyran Asanov	Research associate	
		Samarkand City Municipality	
24.	Nurmukhammad Khoshimov	Investment, Industry and Trade Department/Project Manager for Samarkand E-bus Project	

A7: List of documents reviewed

#	Item (electronic versions preferred if available)	TAILEV relevant folders/documents
1.	PIF	PIF (folder)
2.	UNDP Initiation Plan	Initiation Plan (folder)
3.	UNDP Project Document	6417_TAILEV ProDoc_Cleared_Nov 2021 (1)_signed.pdf
4.	UNDP Social and Environmental Screening Procedure (SESP)	SESP.pdf ESMF.pdf
5.	Project Inception Report	Inception Report_17.02.2023 Minutes_of_the_Inception Report_Signed.pdf
6.	All Project Implementation Reports (PIR's)	2023-GEF-PIR-PIMS6417-GEFID10282 (final) 2023 -> File list of evidence by Indicators 2024-GEF-PIR-PIMS6417-GEFID10282 final 2024 ->File list of evidence by Indicators
7.	Quarterly progress reports and work plans of the various implementation task teams	Quarterly progress reports 2023 (Folder) Quarterly progress reports 2024 (Folder)
8.	Audit reports	PromAudit-UNDP SpotCheck Report MinTransUz.pdf
9.	Finalized GEF focal area Tracking Tools/Core Indicators at CEO endorsement and midterm	GEF_Tracking_Tools_Core_Indicator.pdf
10.	Oversight mission reports	Output Verification_TAILEV PMU office in MoT_RB_Feb 23 (1) Akiko visit to bus depot

11.	All monitoring reports prepared by the project	Monitoring reports by the project (folder)
12.	Financial and Administration guidelines used by Project Team	Financial guidlines (Folder)
13.	Project operational guidelines, manuals and systems	
14.	UNDP country/countries programme document(s)	Second/First/Annual session of (year) (undp.org)
15.	Minutes of the Board Meetings and other meetings (i.e. Project Appraisal Committee meetings)	1st_PBmeeting_Minutes signed 2nd_PBmeeting_Minutes_signed (full case)
16.	Project site location maps	Project site location
17.	Any additional documents, as relevant.	Co-Financing folder

A8: Co-financing table (included in the body of the report)

A9: Signed UNEG Code of Conduct for Evaluators

Evaluators/Consultants:

1. Must present information that is complete and fair in its assessment of strengths and weaknesses so that decisions or actions taken are well founded.
2. Must disclose the full set of evaluation findings along with information on their limitations and have this accessible to all affected by the evaluation with expressed legal rights to receive results.
3. Should protect the anonymity and confidentiality of individual informants. They should provide maximum notice, minimize demands on time, and respect people's right not to engage. Evaluators must respect people's right to provide information in confidence, and must ensure that sensitive information cannot be traced to its source. Evaluators are not expected to evaluate individuals, and must balance an evaluation of management functions with this general principle.
4. Sometimes uncover evidence of wrongdoing while conducting evaluations. Such cases must be reported discreetly to the appropriate investigative body. Evaluators should consult with other relevant oversight entities when there is any doubt about if and how issues should be reported.
5. Should be sensitive to beliefs, manners and customs and act with integrity and honesty in their relations with all stakeholders. In line with the UN Universal Declaration of Human Rights, evaluators must be sensitive to and address issues of discrimination and gender equality. They should avoid offending the dignity and self-respect of those persons with whom they come in contact in the course of the evaluation. Knowing that evaluation might negatively affect the interests of some stakeholders, evaluators should conduct the evaluation and communicate its purpose and results in a way that clearly respects the stakeholders' dignity and self-worth.
6. Are responsible for their performance and their product(s). They are responsible for the clear, accurate and fair written and/or oral presentation of study limitations, findings and recommendations.
7. Should reflect sound accounting procedures and be prudent in using the resources of the evaluation.

MTR Consultant Agreement Form

Agreement to abide by the Code of Conduct for Evaluation in the UN System:

Name of Consultant: Natasa Markovska Name of Consultancy Organization (where relevant):

I confirm that I have received and understood and will abide by the United Nations Code of Conduct for Evaluation.

Signed at Skopje *(Place)* on 4 December 2024 *(Date)*

Signature: 

Name of Consultant: Nargiza Kholmatova Name of Consultancy Organization (where relevant):

I confirm that I have received and understood and will abide by the United Nations Code of Conduct for Evaluation.

Signed at Tashkent *(Place)* on xx December 2024 *(Date)*

Signature:

A10: Signed MTR final report clearance form

Midterm Review Report Reviewed and Cleared By:

Commissioning Unit

Akiko Fujii

Name: _____

Signed by:

Signature: _____ 73C2CE814DBC43D... Date: 10-Dec-2024

UNDP-GEF Regional Technical Advisor

Jana Koperniech

Name: _____

Signed by:

Signature: Jana Koperniech ED6C241FBA2C467... Date: 06-12-2024