Management response template

**UNDP management response template**

**[**Bhutan Sustainable

Low-emission Urban Transport

Systems**]** Date: December 2020

Prepared by: Nawaraj Chhetri Position: Portfolio Analyst Unit/Bureau: Environment and Livelihood

Cleared by: Juergen Position: Deputy Resident Representative Unit/Bureau: Environment and Livelihood

Input into and update in ERC: Ugyen Dorji Position: RBM Specialist Unit/Bureau: Assurance

**Key Recommendations**

|  |
| --- |
| **Evaluation recommendation 1.** **Identify the training need of transport policy maker and transport staff/officials, create a well-defined training programme for officials and identify the officials to be trained.**  |
| **Management response:**  Fully agree with the proposed recommendation. While the need for rigorous trainings within transport staffs was observed particularly with the Road Safety and Transport Authority, the management owing to the pandemic put forward the priority for opting for more online platforms and enhancing the productiveness of the training program disbursed. In addition, the Training Needs Assessment will identify the capacity gaps and include stakeholders such as policy makers, taxi drivers and the dealers.   |
| **Key action(s)** | **Completion date** | **Responsible unit(s)** | **Tracking\*** |
| **Comments** | **Status****(initiated, completed or no due date)** |
| The PMU to conduct the training needs assessment and prioritise the capacity building programs based on the requirements  | 30th May , 2021 | PMU and VTIs (MolHR) | Not initiated |  |
| Identify webinars and facilitate online training courses in partnership with the PMU. | 30th September, 2021 | UNDP  | Not initiated |  |

|  |
| --- |
| **Evaluation recommendation 2.** **The PMU can help MoIC in creating a coordination committee for sustainable urban mobility constituting of representatives from key government agencies and donor agencies active in Bhutan.** |
| Management response: The recommendation is duly noted. The project has established a technical working committee to support the PMU in areas related to technical issues. In order to improve sustainability, and to bring about transformational reforms in the EV sector, it is recommended to have a unit established under the Ministry or to establish cross sectoral inter disciplinary EV task force. The task force should be represented by relevant Ministries, development partners and donor agencies.  |
| **Key action(s)** | **Completion date** | **Responsible unit(s)** | **Tracking** |
| **Comments** | **Status (initiated, completed or no due date)** |
| The PMU to initiate the discussion and look into establishment of EV task force or setting up a unit under the relevant Ministry  | 30th March, 2021 | PMU | Initiated |  |

|  |
| --- |
| **Evaluation recommendation 3.** **Ensure the perception survey conducted towards the end of the project records the willingness of taxi drivers to switch to EV cars** |
| Management response: The recommendation is duly noted. It’s implementation is planned and will be actioned. The initial perception survey was conducted to contemplate the level of awareness and willingness to purchase EV among the public. The end of the perception survey shall help the PMU to look onto the achievement the project has made in changing the mindset and misconception within the general public on EV and in increasing the uptake of the Electric Vehicles. |
| **Key action(s)** | **Completion date** | **Responsible unit(s)** | **Tracking** |
| **Comments** | **Status (initiated, completed or no due date)** |
| There will be specific questionnaire included in the survey to assess the willingness of drivers to switch to EVs and will continue with the awareness and advocacy programs to sensitize on the benefits of EV | 1st August, 2021 | PMU/UNDP | Not initiated |  |

|  |
| --- |
| **Evaluation recommendation 4.****Strategize and include innovation in training and information on technical, safety and financial aspects of LEV for taxi drivers** |
| Management response Recommendation is duly noted, it’s implementation is planned and will be actioned. It is more evident from the lessons learnt; it is necessary to recognise digital platforms to conduct trainings wherever possible. This will enable to move away from the traditional approach of training programs. The PMU will work with the Ministry of labour and Human Resources to work on the curriculum as well as conducting trainings at the Vocational Training Institute, which not only builds the local capacity but will help in mitigating the current risks of not conducting the trainings. . |
| **Key action(s)** | **Completion date** | **Responsible unit(s)** | **Tracking** |
| **Comments** | **Status (initiated, completed or no due date)** |
| Identify the Master trainer from the Vocational Institutes in collaboration with the MoLHR | 31th August, 2021 | PMU and MolHR | Initiated |  |
| Collaboration with MoLHR and TVET on the development of curriculum on the EV technology shall be carried out to start courses on EV technology in the VTIs.  | 15th February, 2021 | PMU, Technical Training Institutes and MoLHR | Initiated |  |
| Basic training on EV technology and management of battery system and EVSE handling shall be imparted to all the beneficiaries of the project including the EV dealers and other EV owners. | 30th March, 2021 | PMU and VTIs | Not Initiated |  |
| Training to the fire ambulance department (RBP) shall be provided on the safety handling of the EV battery during the time of EV accidents.  | 15th June, 2021 | PMU | Not Initiated |  |

|  |
| --- |
| **Evaluation recommendation 6.****Reconnecting with FIs/banks, bankers, insurance companies and taxi association to ensure their participation in the project.** |
| Management response: Agree with the recommendation. Since the uptake of EVs are driven by the financial support from the banks and insurance companies, the management have been working closely with the financial institutions and the Royal Monetary authority for the approval of lowering the Loan to value ratio and the tenure. The PMU will be working with the Taxi Association to avail Group Loan Scheme to minimise the risks of defaulters. It is felt necessary to include the Insurance companies early to develop and provide insurance packages to EV drivers. This will not only help build the confidence of the financial institutions to secure their loan but will help individuals to insure their loan payment in case a driver faces any challenges in the future.  |
| **Key action(s)** | **Completion date** | **Responsible unit(s)** | **Tracking** |
| **Comments** | **Status (initiated, completed or no due date)** |
| Continue with the collaboration with the FIs and insurance companies  | 31ST March, 2021 | PMU/PMO | Initiated |  |

|  |
| --- |
| **Evaluation recommendation 6.****The project is advised to apply for 12-18-month extension.** |
| Management response: Recommendation is duly noted, it’s implementation to be explored with the donor. The concern regarding the loss of time and the delay in the implementation of some of the activities due to the pandemic was raised during the Project Board meetings and the board suggested the PMU to apply for a 12-18 months extension based on the requirement perceived. |
| **Key action(s)** | **Completion date** | **Responsible unit(s)** | **Tracking** |
| **Comments** | **Status (initiated, completed or no due date)** |
| Considering the time lost and delay in majority of activities due to the pandemic, an application for 12-18 months depending upon the requirement shall be processed for approval. | 10th March, 2021 | PMU and UNDP | Not initiated |  |

|  |
| --- |
| **Evaluation recommendation 7.****Enhance the capacity of the Project Management Unit (PMU)** |
| Management response: Agree with the recommendation. The inadequate manpower under the project management unit was appraised in the sixth board meeting to which the board endorsed the approval to recruit a communication officer. There was a need to work on the technical aspects and proper advocacies to demystify some of the misconceptions related to the EV technologies. |
| **Key action(s)** | **Completion date** | **Responsible unit(s)** | **Tracking** |
| **Comments** | **Status (initiated, completed or no due date)** |
| Following this report, the PMU presented to the PB, and UNDP facilitated and approved the recruitment of additional staff | 30th June, 2021 | PMU and UNDP | Initiated |  |

|  |
| --- |
| **Evaluation recommendation 8.****Ensure commitment from taxi drivers and prepare a backup plan to ensure deployment of EVs.** |
| Management response: Partially agree with the recommendation. In account of the lower participation from the taxi sector in the subsidy program, the Board recommended to look into the possibility of availing the subsidy to interested public takers to meet the project targets. |
| **Key action(s)** | **Completion date** | **Responsible unit(s)** | **Tracking** |
| **Comments** | **Status (initiated, completed or no due date)** |
| Develop an alternate plan to allot the subsidy to high mobility sectors such as food delivery, government inspection authorities or civil servants in case if there are less drivers signing for taxis  | 30th June, 2021 | UNDP, PMU and Project Board | Not initiated |  |

|  |
| --- |
| **Evaluation recommendation 9.**A feasibility study to explore possibility of manufacturing EV components using local resources to make Bhutan a player in the EV industry could be commissioned as part of the project.Study and propose taxation policy for PHEVs and HEVs depending on their performance to promote LEVs in addition to EVs. |
| Management response: The recommendation is duly noted. The management foresee the need to conduct a pre-feasibility study for the manufacturing of the EV components to ascertain the viability of establishing such plants |
| **Key action(s)** | **Completion date** | **Responsible unit(s)** | **Tracking** |
| **Comments** | **Status (initiated, completed or no due date)** |
| To support the PMU to conduct the Pre-feasibility study on the opportunity for the country to manufacture EV components in collaboration with relevant stakeholders.Work with the PMU on the functionality of the existing taxation system and propose viable taxation brackets based on the type and performance of the hybrid cars and not just upon its cylinder capacity. | 1st September, 202115th June, 2021 | UNDP, PMU and Project BoardPMU and MOF | Not InitiatedInitiated |  |