Concept Note

Low carbon buses for the Bus Rapid Transit (BRT) system in Vientiane Capital

Lao People's Democratic Republic (the) |

10 November 2019

GREEN CLIMATE FUND

Simplified Approval Process
Concept Note

Project/Programme title:	Low carbon buses for the Bus Rapid Transit (BRT) system in Vientiane Capital
Country(ies):	Lao People's Democratic Republic (the)
National Designated Authority(ies) (NDA):	Ministry of Natural Resources and Environment
Executing Entities:	The People's Democratic Republic of Lao (LAO PDR); Ministry of Public Works and Transport (MPWT), Urban Transport Management Division
Accredited Entity(ies) (AE):	* Undefined
Date of first submission/ version number:	*10/11/2019 V.1*
Date of current submission/ version number	*10/11/2019 V.1*

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Eligibility for SAP is determined by the review of the concept note and the ESS screening.

A. Project / Programme Information (max. 1 page)					
A.1. Project or programme	☒ Project ☐ Programme	**A.2. Public or private sector**	☒ Public sector ☐ Private sector	**A.3 RFP**	Not applicable
A.4. Indicate the result areas for the project/programme	Mitigation: Reduced emissions from: ☐ Energy access and power generation: 0% ☒ Low emission transport: 100% ☐ Buildings, cities and industries and appliances: 0% ☐ Forestry and land use: 0% Adaptation: Increased resilience of: ☐ Most vulnerable people and communities: 0% ☐ Health and well-being, and food and water security: 0% ☐ Infrastructure and built environment: 0% ☐ Ecosystem and ecosystem services: 0%				
A.5. Impact potential	A.5.1. Estimated mitigation impact (tCO2eq over project lifespan)	93,070 tCO2eq			
	A.5.2. Estimated adaptation impact (number of direct beneficiaries)	direct beneficiaries			
	A.5.3. Estimated adaptation impact (number of indirect beneficiaries)	indirect beneficiaries			
	A.5.4. Estimated adaptation impact (% of total population)	% of the country's total population			
A.6. Financing information					
A.6.1. Indicative GCF funding requested (max 10M)	Amount: 10,000,000 Currency: USD Financial Instrument: Grants				
A.6.2. Indicative co-financing	Amount: 29,500,000 Currency: USD Financial Instrument: Other (Instrument Description: Senior Loans and others) Institution: EUROPEAN INVERSTMENT BANK AND O OTHERS				
A.6.3. Indicative total project cost (GCF + co-finance)	Amount: 39,500,000 Currency: USD				
A.6. Estimated duration of project/ programme:	disbursement period: 0 repayment period, if applicable:	**A.7.2. Estimated project/ Programme lifespan**	192		
A.8. Is funding from the Project Preparation Facility needed?	☐ Yes ☒ No	**A.9. Is the Environmental and Social Safeguards Category C or I-3?**	☒ Yes ☐ No		
A.10. Provide rationale for the ESS categorization (100 words)	Activities for which GCF funding is requested fall under ESS Category C "minimal or no adverse environmental and/or social risks and/or impacts". GCF support consists of the procurement of low carbon vehicles instead of diesel buses in absence of GCF intervention, and related capacity building. Low carbon vehicles will not result in additional land acquisition or				

	restriction on land use and will have an appropriate mechanism in place for end-of-life batteries. The presence of appropriate disposal channels or alternative uses for used batteries is one of the two outputs of this GCF project.		
A.11. Has the CN been shared with the NDA?	☒ Yes ☐ No	**A.12. Confidentiality**	☐ Confidential ☒ Not confidential
A.13. Project/Programme rationale, objectives and approach of programme/project (max 100 words)	The project will contribute to reduce carbon emissions and improve air quality under a new sustainable transportation system being implemented in Vientiane Capital. The project involves introducing electric vehicles in the Bus Rapid Transit (BRT) network, building capacity of government entities and raising awareness of the general public on the benefits of low carbon public transport, as well as setting up a management plan for the sound disposal / recycling of used batteries from the electric buses. Total project cost is USD 39.5M of which USD 10M is requested from GCF for incremental capital expenditures of low carbon vehicles and associated capacity building.		

B. Project / Programme details

B.1. Context and Baseline (500 words)

Lao PDR is a landlocked Least Developed Country (LDC) of about 236,800 km2 and 6.7 million inhabitants. The country's total greenhouse gas (GHG) emissions were only 51,000 Gg CO2e in the year 2000. Nonetheless, through its Nationally Determined Contribution (NDC) Lao set ambitious targets to reduce emissions, including an objective of -158,000 tCO2e/y by 2025 for the public transport sector, subject to the provision of international financial support. Low carbon public transport and increased use of renewable energy sources are listed as priorities in Lao PDR's Green Climate Fund Country Programme.

Transport sector - In Vientiane Capital, traffic congestion is increasing, and gasoline motorcycles are the primary mode of transport, accounting for 67% of daily trips, while public transport only accounts for 0.6% of daily trips. The number of registered private vehicles increased more than 10 per cent annually since 2009, placing urban areas on an unsustainable transport development path. This contributes to air and noise pollution, and is amplified by the limited options for public transport, mainly private internal combustion engine vehicles, particularly tuk-tuks, taxi trucks and private taxis. To address these issues, the Government has decided to implement a new sustainable transportation system including a Bus Rapid Transit network that will develop 148.5 km of new routes including 12.9 km of dedicated corridors. In the current situation - without GCF financing - the procurement of BRT buses should meet the diesel EURO IV standard.

Energy sector - Lao PDR has ample renewable energy potential and meets its own electricity needs largely through hydropower. This has enabled the country to provide access to electricity for 96% of the population. There are over 50 plants in operation with a total installed capacity of 7,082 megawatts (MW). Another 50 are under design/construction and expected to be operating by 2021. By then installed hydropower capacity will be 13,062 MW. Of that total, around 85 per cent will be exported to neighbouring countries.

The GCF project - In light of the above, there is potential for climate, economic, environmental and social benefits through procuring and operating low carbon vehicles in the BRT instead of diesel

EURO IV vehicles. Cleaner buses, in the context of low carbon energy production, will reduce GHG emissions and will have positive impact on air quality through reductions of NO_x and $PM_{2.5}$ emissions, on noise pollution, and on public health. The project is aligned with the National Green Growth Strategy and with the Clean Energy Promotion Policy in Transportation, which promote the use of electric vehicles.

Barriers - The project faces a financing barrier due to associated incremental upfront capital expenses compared to diesel equivalent. In 2015, the government signed a 20 Million USD loan agreement with the European Investment Bank, including 16.8M for the procurement of EURO IV diesel buses. However, additional financing is needed to shift from diesel and cover the incremental costs of low carbon vehicles. The project also faces a technology barrier due to the limited country experience in e-bus operationalization.

GCF involvement allows to overcome these barriers through grant financing which will bridge the financing gap between low carbon and fossil fuel powered vehicles, and provide adequate technical and managerial assistance for successful e-BRT implementation.

B.2. Project / Programme description (1000 words)

The project has 2 main outputs: 1) The bus rapid transit network in Vientiane Capital operates using low carbon buses; and, 2) A management plan is in place for the handling and recycling / sound disposal of used batteries. The expected outcome is the increased use of low carbon transport in Vientiane Capital. The longer-term impact is a reduction of greenhouse gas emissions and local air pollution through increased access to low emission transport.

Output 1 encompasses the below activities which will build upon the BRT detailed design including the pre-feasibility study on low carbon buses:

1.1) Draft tender documentation for the low carbon buses and charging equipment,
1.2) Awarding low carbon BRT vehicles supply contract and completing delivery,
1.3) Awarding charging equipment contract and completing delivery, and
1.4) Starting low carbon BRT services operation.

Output 2 will be achieved through:

2.1) Designing a comprehensive management plan for the handling and sound disposal / recycling of used batteries from the e-buses,
2.2) Preparing guidance materials and providing training on battery management to identified stakeholders.

The BRT system will use 12m electric buses and develop six new routes including an airport route. The service plan requires a base fleet of 97 buses. The fleet was derived from the frequency required to move the estimated demand per route and the estimated cycle time of the route. It is estimated that a 10% reserve fleet will be needed to ensure a high regularity of operations. The project is consistent with ‘Third Generation' BRT service design, with services operating on the BRT corridor for part of their route, and in mixed traffic for other parts of their route. Headways on each route were set based roughly on the number of buses that are needed to comfortably serve the maximum passenger load on the critical link (i.e., the link with the highest demand) for each route, following standard practice. The BRT ridership is estimated to reach around 30,000 passengers daily.

The project results have high potential for transformation at national level. The draft “Clean Energy Promotion Policy in Transportation, Development Plan 2025, Strategy 2030 and Vision 2050” promotes the use of clean energy in the transportation sector, particularly in public transport including buses and taxis. The project is the first sustainable urban public transport initiative in the country and will therefore serve as a flagship initiative to illustrate the Government of Lao PDR's ambition to transition towards a pollution-free state, reducing the use of fossil fuels for transport, promoting clean energy as the country's potential for enhancing eco-friendly development. The country has abundant renewable energy potential and has no domestic petroleum resources. Besides, Lao PDR shares a border with China which is a world leader in e-mobility, especially in the production of low carbon buses. At regional level, potential for replication is high as several Southeast Asia capital cities such as Yangoon and Hanoi intend to implement similar low carbon vehicles schemes which could significantly benefit from the proposed project's experience. China is operating very large fleets of electric and low carbon buses therefore costs and benefits of such projects are already thoroughly documented.

The European Investment Bank (EIB) is well placed to be the Accredited Entity for the activities proposed for GCF support, as the EIB signed a loan agreement with the Government of Lao PDR on November 30th 2015 for the procurement of BRT buses that would meet a minimum EURO IV emissions standard, associated consulting services and contingencies. EIB is accredited to the GCF having demonstrated its capacity to effectively meet GCF project management procedures and has developed an approved project, FP038 (GEREEF Next). The Executing Entities are the People's Democratic Republic of Lao and the Urban Transport Management Division of the Ministry of Public Works and Transport (MPWT). Pursuant to the Funded Activity Agreement (FAA) between GCF and EIB, the AE will execute a grant agreement with the Lao PDR Government through the Ministry of Finance and a project agreement with MPWT.

Key operational risks identified, probability and mitigation measures are summarized in the below table:

Risk	Probability	Mitigation measure
Lower BRT ridership than anticipated levels	Medium	Original 2014 BRT operations plan dated have been updated in 2019 by a team of experts with extensive experience with BRT systems design in developing countries. Marketing and awareness raising activities have already been included in the overall BRT project.
Vested interests that undermine the project implementation	Low	Existing public transport operators, and stakeholders such as shopkeepers around the routes have been continuously engaged through the design process of the BRT network.
Insufficient capacity to operate low carbon buses	Low	Adequate capacity on operations and maintenance of e-buses and charging infrastructure will be ensured as part of this project.

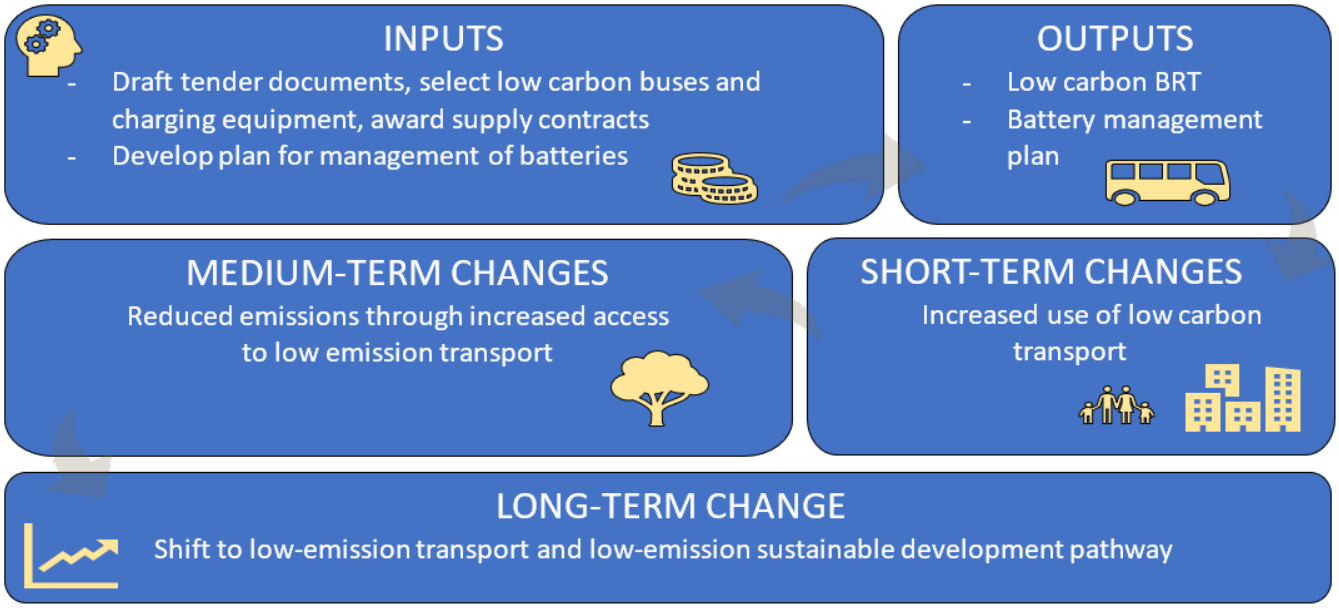
B.3. Expected project results aligned with the GCF investment criteria (500 words)

Impact potential

The introduction of electric buses will reduce greenhouse gases emissions by 5,817 tCO_2e per annum and by 93,070 tCO2e over the project's 16-year lifetime. Emissions are determined based on the energy consumption according to the IPCC 2006 methodology. The most important indirect emissions are due to electricity production including transmission and distribution losses. Indirect emissions are included technically as WTW (Well-to-Wheel) as not only electricity causes upstream emissions but also fossil fuels extraction, refinery and transport.

Paradigm shift potential

Figure below depicts the project's Theory of Change:



Sustainable development potential

The project will contribute to achieve UN's Sustainable Development Goal #11 “Sustainable cities and communities”, Goal #9: Build resilient infrastructure, promote sustainable industrialization and foster innovation, and Goal #13 “Climate action”. Positive externalities will be generated including poverty reducstion, as the project will create a new public transport system offering affordable fares to commuters, reduced traffic from private internal combustion engine (ICE) vehicles (cars, motorbikes), reduced noise/air pollution and GHG emissions, etc. The co-benefit which will be reported is the improvement of air quality in Vientiane.

Needs of recipients

Although Lao PDR's GDP growth averaged 7.7% over the last decade, the country remains classified as Least Developed Country due to its economic vulnerability index being below threshold. The government is seeking to maintain macroeconomic stability by taking actions to improve domestic revenue collection, controlling expenditure, and strengthening public debt management. Debt level is rising and reached 60% of GDP in 2018. Besides, considering the level of aggregate historical GHG emissions, Least Developed Countries have very limited responsibility for climate change. Hence and in accordance with its NDC, the country is requesting support from international sources to implement climate change mitigation measures.

Country ownership

GHG emissions reductions in transport and increased use of public transport are highlighted as key interventions in the NDC while low carbon public transport is listed as one of the 4 priorities of the

Green Climate Fund's Country Programme with regard to mitigation. In the power sector, the GCF Country programme and the NDC recommend increased use of renewable sources of energy, especially hydroelectricity.

Efficiency and effectiveness

The cost per tonne of carbon dioxide equivalent of the GCF intervention is 107USD/tCO_2e. The ratio of co-financing mobilized relative to the GCF contribution to the total project is 2.95:1. The BRT system will produce a public good that would not be provided under free market conditions. Best practices in the sector will be applied considering that the shift to electric vehicles in the bus sector is expected to increase from <20% in 2019 to close to 70% in 2040, which is the fastest segment among the global fleet, far ahead of passenger cars (Bloomberg's New Energy).

C. Indicative financing / Cost information (max. 2 pages)

C.1. Financing by components

Please provide an estimate of the total cost per component and disaggregate by source of financing.

Component	Output	Indicative cost (USD)	GCF financing		Co-financing			
			Amount (USD)	Financial Instrument	Type	Amount (USD)	Financial Instrument	Name of Institutions
BRT low carbon buses	1	26,550,000	9,750,000	Grant	Public	16,800,000	Loan	European Investment Bank
BRT low carbon buses	1	6,450,000	0	Other	Public	6,450,000	Other	Proposed co-financing from AE (TBC)
Charging equipment, grid connection	1	4,250,000	0	Other	Public	4,250,000	Other	Proposed co-financing from AE (TBC)
Battery Management Plan and Training	2	250,000	250,000	Grant		0	Other	
Contingencies	1	2,000,000	0	Other	Public	2,000,000	Other	Proposed co-financing from AE (TBC)
Indicative total cost (USD)		39,500,000	10,000,000		29,500,000			

For private sector proposal, provide an overview (diagram) of the proposed financing structure.

C.2. Justification of GCF Funding Request (300 words)

The project is 75% financed by the Government through loans/grant from international financing institutions. According to the International Monetary Fund (2019), high public debt and deficits are a challenge for the country. Debt level rose to 60.6% of GDP in 2018, and the fiscal deficit is around 4.7% of GDP. Public debt is to a large extent owned by foreign investors and on lesser and lesser

concessional terms, which exposes the country to risk of exchange rate volatility and increases pressure on debt service.

Besides, in accordance with the principle of “common but differentiated responsibilities” stated in Article 4 of the UNFCCC, the availability of adequate, accessible and predictable finance is required to assist LDCs in lifting out of poverty without relying on fossil fuels and high-emissions pathways, and will be critical to staying within the 1.5°C goal of the Paris Agreement. Lao's NDC set ambitious targets to reduce emissions in the transport sector, subject to the provision of international financial support. Low carbon public transport and increased use of renewable energy sources are also listed as priorities in the Country's Green Climate Fund Country Programme.

In this context, the requested USD 10M grant from the GCF will bridge the investment gap with diesel EURO IV buses which is the minimum fuel specification requirement and enable the procurement and operation of low carbon vehicles for the BRT system, thereby reducing GHG emissions and local pollutants ($PM_{2.5}$, NO_x), as well as serving as flagship initiative in the transition of the local transport sector from ICE private vehicles towards e-mobility, without imposing undue additional burden on the people of Lao. In addition, GCF financing will contribute to displace the use of imported carcinogenic diesel fuel through the sustainable use of local renewable energy sources and will provide technical/managerial assistance for successful implementation.

C.3. Exit Strategy and Sustainability (300 words)

The sustainability of the project will be ensured mainly through Output 2, which focuses on sound management of batteries. Moreover, the project will invest in sustainable and suitable technologies in the local context. First, low carbon vehicles have longer lifetime than diesel equivalent due to minor vibrations. Second, buses will utilize electricity from renewable sources. The ownership of community members will be established through a city-scale awareness campaign and marketing to promote e-BRT ridership.

Monitoring and evaluation will be undertaken at outputs, outcome and impact levels to ensure that benefits are realized. Indicator for Output 1 will be the number of low carbon buses in operation. For Output 2, indicator will be the final version of the battery management plan and the number of participants in the training sessions. At the outcome level, indicator will be the number of female and male passengers using low carbon transport as a result of the Fund support. At impact level, indicator will be the reduction of GHG emissions through increased access to low emission transport, to be measured in tCO_2e. The co-benefit is the improvement of air quality. The indicator will be NOx emissions of buses expressed in g/km. The Accredited Entity will hold the overall responsibility for monitoring, evaluation and reporting to the GCF. The Urban Transport Management Division will be in charge of collecting and disseminating the results indicators with technical support from the AE.

Replicability - As of 2019, 170 cities worldwide operate BRT systems, 55 cities are planning to expand their existing network, while 121 cities are planning or constructing a BRT network. In the ASEAN region at least 7 BRT projects are under development.

C.4 Stakeholders engagement in the project or programme (300 words)

Drawing upon the country's NDC and thorough consultations with stakeholders at national and sub-national levels between 2018 and 2019, the NDA (Department of Climate Change Ministry of Natural

Resources and Environment) published the GCF Country Programme in February 2019, which comprises sustainable low carbon public transport as a national level priority in the field of mitigation.

The opportunity to use GCF support to shift from diesel EURO IV standard buses to low carbon vehicles was presented to approximately 50 government officials, state-owned enterprise, private companies and development partners as part of the EV Promotion Consultation Workshop in Vientiane on Dec, 7th 2018. Several consultations with stakeholders were held in 2019 during the preparation of the GCF Concept Note, including between NDA, EIB, the Government and BRT design consultants, as well as EDL, the electricity company. The latter established a working group with the design consultants to study the feasibility of connecting the bus depots to the electricity grid and ensure adequate/stable power supply to the project throughout its lifetime.

For the preparation of the SAP funding proposal, the AE will continue to consult with stakeholders by circulating the draft version and collecting/incorporating feedback.

Consultations with stakeholders on the new sustainable transportation system in Vientiane Capital including the BRT network started in April 2013, following a mapping exercise with participation of public, private and civil society representatives. Series of participatory workshops were held between April 2013 and January 2014 to introduce the background and goals of the system to the main stakeholders, construct a shared assessment with the community leaders, and obtain preliminary ideas and proposals. A Social/Gender Action Plan was developed in June 2014 for the following components: i) Pilot public transport services and facilities, ii) Traffic Management, and iii) Capacity development for project implementation, operation and maintenance.

D. Annexes

- ☒ ESS screening check list (Annex 1)
- ☐ Map indicating the location of the project/programme (as applicable)
- ☐ Evaluation Report of previous project (as applicable)

Annex 1: Environmental and Social Screening Checklist

Part A: Risk Factors

Please indicate your answers to the questions below and provide an explanation on the response selected. In cases when the TBD response has been selected please explain briefly why you are not able to determine now and when in the project cycle the question will be addressed.

If the criteria is not applicable to the project you may write N/A in the justification box.

Exclusion criteria	YES	NO
Will the activities involve associated facilities and require further due diligence of such associated facilities?	☐	☒
The project is limited to a shift from diesel vehicles to low carbon vehicles and will not lead to the construction of associated facilities.		
Will the activities involve trans-boundary impacts including those that would require further due diligence and notification to affected states?	☐	☒
The project is located within the boundaries of Vientiane Capital.		
Will the activities adversely affect working conditions and health and safety of workers or potentially employ vulnerable categories of workers including women and children?	☐	☒
The project is expected to improve working conditions and health and safety of workers due to noise reduction and improved air quality, compared to baseline scenario.		
Will the activities potentially generate hazardous waste and pollutants including pesticides and contaminate lands that would require further studies on management, minimization and control and compliance to the country and applicable international environmental quality standards?	☐	☒
The project will generate battery wastes but their management, minimization, control, and compliance to the country and applicable international environmental quality standards is well-documented. The design and implementation of a sustainable management plan for used batteries is one of the three outputs of this project		
Will the activities involve the construction, maintenance, and rehabilitation of critical infrastructure (like dams, water impoundments, coastal and river bank infrastructure) that would require further technical assessment and safety studies?	☐	☒
The project is limited to a shift from diesel vehicles to low carbon vehicles.		
Will the activities potentially involve resettlement and dispossession, land acquisition, and economic displacement of persons and communities?	☐	☒
The project is located in urban areas and will utilize existing roads and infrastructure. Low carbon vehicles will not result in additional land acquisition or restriction on land use.		
Will the activities be located in or in the vicinity of protected areas and areas of ecological significance including critical habitats, key biodiversity areas and internationally recognized conservation sites?	☐	☒
The project is located in urban areas.		
Will the activities affect indigenous peoples that would require further due diligence, free, prior and informed consent (FPIC) and	☐	☒

documentation of development plans?		
The project is located in urban areas.		
Will the activities be located in areas that are considered to have archaeological (prehistoric), paleontological, historical, cultural, artistic, and religious values or contains features considered as critical cultural heritage?	☐	☒
The project is located in urban areas and will utilize existing roads and infrastructure.		

Part B: Specific environmental and social risks and impacts

Assessment and Management of Environmental and Social Risks and Impacts	YES	NO	TBD
Has the E&S risk category of the project been provided in the concept note?	☒	☐	
Has the rationale for the categorization of the project been provided in the relevant sections of the concept note?	☒	☐	
Are there any additional environmental, health and safety requirements under the national laws and regulations and relevant international treaties and agreements?	☐	☒	☐
The project is expected to improve environmental, health and safety conditions through reduction of noise and air quality improvement.			
Are the identification of risks and impacts based on recent or up-to-date information?	☒	☐	☐
Identification of risks and impacts are based on information collected in 2019.			
Labour and Working Conditions	YES	NO	TBD
Will the activities potentially have impacts on the working conditions, particularly the terms of employment, worker's organization, non-discrimination, equal opportunity, child labour, and forced labour of direct, contracted and third-party workers?	☒	☐	☐
The project is expected to improve working conditions and health and safety of workers due to noise reduction and improved air quality, compared to baseline scenario			
Will the activities pose occupational health and safety risks to workers including supply chain workers?	☐	☒	☐
The project is expected to improve working conditions and health and safety of workers due to noise reduction and improved air quality, compared to baseline scenario.			
Resource Efficiency and Pollution Prevention	YES	NO	TBD
Will the activities generate (1) emissions to air; (2) discharges to water; (3) activity-related greenhouse gas (GHG) emissions, (4) noise and vibration; and (5) wastes?	☒	☐	☐
The project will reduce emission to air, greenhouse gases, noise and vibration compared to baseline scenario. The project will not lead to water discharge. The project will generate battery waste and have appropriate mechanisms for sound disposal/recycling.			
Will the activities utilize significant amount of natural resources including water and energy?	☒	☐	☐

The project will utilize electricity from the Lao grid which comprises a mix of renewable energy and fossil fuel-based power plants.			
Will there be a need to develop detailed measures to reduce pollution and promote sustainable use of resources?	☒	☐	☐
The project will develop and implement appropriate mechanisms for end-of-life batteries from e-buses.			
Community Health, Safety, and Security	**YES**	**NO**	**TBD**
Will the activities potentially generate risks and impacts to the health and safety of the affected communities?	☐	☒	☐
The project will improve air quality and reduce noise levels in the city.			
Will there be a need for an emergency preparedness and response plan that also outlines how the affected communities will be assisted in times of emergency?	☐	☒	☐
The project will not generate potential negative impacts to the communities. The project is limited to a shift from diesel vehicles to low carbon vehicles.			
Will there be risks posed by the security arrangements and potential conflicts at the project site to the workers and affected community?	☐	☒	☐
The project is expected to improve working conditions and health and safety of workers due to noise reduction and improved air quality, compared to baseline scenario.			
Land Acquisition and Involuntary Resettlement	**YES**	**NO**	**TBD**
Will the activities likely involve land acquisition and/or physical or economic displacement?	☐	☒	☐
Low carbon vehicles will not result in additional land acquisition or restriction on land use			
Biodiversity Conservation and Sustainable Management of Living Natural Resources	**YES**	**NO**	**TBD**
Will the activities potentially introduce invasive alien species of flora and fauna affecting the biodiversity of the area?	☐	☒	☐
The project is limited to a shift from diesel vehicles to low carbon vehicles.			
Will the activities have potential impacts on or be dependent on ecosystem services including production of living natural resources (eg.agriculture, animal husbandry, fisheries, forestry)?	☐	☒	☐
The project is limited to a shift from diesel vehicles to low carbon vehicles.			
Indigenous Peoples	**YES**	**NO**	**TBD**
Will the activities potentially have any indirect impacts on indigenous peoples, ethnic minorities, or vulnerable and marginalized groups?	☐	☒	☐
The project is located in urban areas and is limited to a shift from diesel vehicles to low carbon vehicles.			
Cultural Heritage	**YES**	**NO**	**TBD**
Will the activities restrict access to the cultural heritage sites and properties?	☐	☒	☐
The project is located in urban areas and will utilize existing roads and infrastructure.			
Will there be a need to prepare a chance-find procedure in case of the discovery of cultural heritage	☐	☒	☐

assets?			
The project is located in urban areas and will utilize existing roads and infrastructure			
Stakeholder engagement and grievance redress	**Yes**	**NO**	**TBD**
Will the activities include a continuing stakeholder engagement procress and a grievance redress mechanism and integrated into the management/implementation plans?	☐	☒	☐
The project will not generate potential negative impacts to the communities. The project is limited to a shift from diesel vehicles to low carbon vehicles.			

Part C: Sign Off

Sign-off: *Specify the name and designation of the person responsible for the environmental and social screening and any other approvals as may be required in the accredited entity's own management system.*

NA