

Country	Ethiopia
Request ID#	
Title	Financing strategy for Transit Oriented Development (TOD) – Addis Ababa Light Rail Transit (LRT)
NDE	Ms. Yamelakesira Tamene Bekele, Director Technology Transfer and Technical Support Ministry of Environment, Forest and Climate Change Commission (EFCCC) Tel : +251-921320915, +251-115880547 Fax : +251-115580578 Email : yamelakesira516@gmail.com Address : P.O.Box 12760, Addis Ababa, Ethiopia
Proponent	Mr. Shewangizaw Kifle Chief Officer Infrastructure Asset Management Department/ERC Climate Finance Project – Project Manager Ethiopian Railway Corporation(ERC) Tel : +251-911226816, +251-114702190 Fax : +251-114702044 Email : kidusshk@gmail.com Address : P.O. Box 27558/1000 Addis Ababa, Ethiopia

Summary of the CTCN technical assistance

In Addis Ababa, the demand for public transportation has been significantly growing while the capacity of this infrastructure is lacking. To solve this problem, the government of Ethiopia developed a 35-km Light Rail Transit (LRT) system with Ethiopian Railways Corporation (ERC) and then the Transit-Oriented Development (TOD) Strategy for further development was also investigated. Ethiopia has been working on many different urban development plans including TOD and city master plans; however, lack of financial strategy and project categorization inhibited implementation of these plans.

The ERC is the main proponent for this CTCN Technical Assistance (TA) which will be performed over 12 months period and would comprise of four major activities. The implementation of master plan requires massive investments while the public financial resources are limited. The ERC pursues to develop a detailed funding plan utilizing the TA, for these selected TOD areas where private sector funding can be raised through a public-private partnership (PPP).

The TA will engage national and municipal stakeholders to assess the public demands on the transportation and determine the scope of the TOD project in financeable size and then propose the initial project design and viable financing structure. The output will also include a concept paper for submitting a proposal to Green Climate Fund (GCF).



Agreement:

(If possible, please use electronic signatures in Microsoft Word file format)

**National Designated Entity to the UNFCCC
Technology Mechanism**

Name:

Title:

Date:

Signature:

Yamelakesira Tamene Bekele
Technology Transfer and Technical
Support Directorate Director



Proponent (signature of the Proponent is optional)

Name: **Sentayehu Weldemichael (Ph.D.)**

Title: **Chief Executive Officer**

Date:

Signature:

National Designated Entity to the UNFCCC Technology Mechanism (providing *pro bono* support)

Name: Mr. Min Pyo Kim

Title: Director

Date: 13/05/2019

Signature:

UNFCCC Climate Technology Centre and Network (CTCN)

For

Name: Jukka Uosukainen

Rajiv Garg

Title: CTCN Director

Technology Manager

Date: 24/05/2019

Signature:

1. Background and context

Ethiopia is the second most populous nation in Africa with about 102 million people and the economic growth is fastest in the region. The mean annual growth rate in Growth Domestic Product (GDP) for the past decade was 10.3%¹ which has propelled Ethiopia among the so-called “African Lions”. However, the country is still one of the least development countries with a GDP per capita of 783 in USD².

Along with the economic growth, Addis Ababa, the capital of Ethiopia, is now facing rapid urban growth. According to the 2007 National Census, the city of Addis Ababa had a population of 2.7 million. The Central Statistical Agency estimated the population of 3.2 million in 2016, and it is expected to reach 4.7 million by 2030³. In this context, demand on public transportation and infrastructure has increased while the provision of these is still lacking. For this reason, Non-Motorized Transport (NMT), particularly walking, accounts for approximately 62% of total daily trips in Addis Ababa, according to a study in 2012⁴.

To manage the situation, the Government of Ethiopia, through the ERC, has developed a 35-km LRT system which started operations in September 2015. In addition, TOD strategy for further development rooted in the LRT system has been studied by ARUP in 2016, mainly focusing on the master plan and feasibility.

Hence, a detailed funding plan for these selected TOD areas up to a point where private sector funding can be raised through a public-private partnership arrangement is requested by the ERC. The funding plan will include the preparation of a concept paper for submission to the GCF after the Government of Ethiopia receives an accreditation.

2. Problem statement

The fast growth in urban population and number of vehicles of Addis Ababa and other emerging cities has increased greenhouse gas (GHG) emission from the transportation sector. In 2010, total GHG emissions from the transport sector in Ethiopia (excluding aviation) were estimated at 5 MtCO_{2eq}, accounting for 3% of domestic GHG emissions⁵. In a business-as-usual (BAU) scenario, increasing urbanization and economic growth in Ethiopia will lead to a rapid rise in transport-related GHG emissions. The Climate Resilient Green Economy Strategy – the government’s action plan to achieve middle-income status by 2025 – assumes a growth rate of tonne-km of freight transport up to 13.7% per year in addition to an increase in passenger-kilometres traveled of 8.3-9.1% per year over the next 15 years. The fast-growth in traffic population will also deteriorate the situation. Urban population is already experiencing a lack of public infrastructure leading to limited access to public transportation services.

The Government of Ethiopia plans to implement TOD to facilitate sustainable urban development

¹ World Bank, Ethiopia Overview (www.worldbank.org/en/country/ethiopia/overview)

² Ibid.

³ UN-Habitat (2017), The State of Addis Ababa 2017 – The Addis Ababa We Want

⁴ UN-Habitat (2012), Provision for Non-Motorized Transport in Addis Ababa and recommendations for improvements

⁵ <https://www4.unfccc.int/sites/ndcstaging/PublishedDocuments/Ethiopia%20First/INDC-Ethiopia-100615.pdf>



through transportation system with low carbon emission. TOD areas are designed in a pedestrian-oriented manner and derive housing, transportation, and jobs together within a limited radius around the station of public transport. However, a substantial requirement of investment on TOD implementation and low fare level due to economic circumstances (e.g., regional income level and inflation) are challenging. In 2015, Ethiopian accredited entity of GCF has given up and dropped the GCF Funding proposal “Sustainable Mobility in Major and Emerging Urban centers of Ethiopia Programme” during the preparation stage due to the lack of clear target of mitigation impact and specific project structure. Considering the shortfall in public financial resource and unique funding characteristics, suitable and well-designed financing instruments to fund TOD development needs to be explored.

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3. Logical Framework for the CTCN Technical Assistance:

(Guidance: Please note that multiple activities lead to one Output, and multiple Outputs lead to one Outcome. There can be several Outputs, but only one Outcome description capturing the CTCN technical assistance. Deliverables are the products or services to be delivered to the NDE/Proponent/CTCN based on the Activities and the Outputs.)

<p>Objective: Please provide a one sentence description of the Objective of the technical assistance. The objective of the CTCN technical assistance reflects what the assistance aims to produce and impact.</p> <p>The objective of the TA is to support the climate vulnerable areas of Ethiopia through assisting the Government of Ethiopia to devise a suitable financing instrument to fund the incremental cost of urban infrastructure and leverage sources of private capital required for the realization of the TOD.</p> <p>Outcome: The main outcomes of the TA will be including i) Engagement of national and municipal stakeholders; ii) Assessment of demand on the public transport infrastructure and review of the previous TOD plans; iii) Project identification and preliminary design, and; iv) Formulation of financing structure and development of general concept document</p>	<p style="text-align: center;">Month</p> <table border="1" style="width: 100%; text-align: center;"> <tr> <td>11</td><td>12</td><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td><td>10</td> </tr> </table>	11	12	1	2	3	4	5	6	7	8	9	10
11	12	1	2	3	4	5	6	7	8	9	10		
<p>Output 1: Engagement of national level and district level stakeholders</p>													
<p>Activity 1.1: National and district level inception workshop This activity will launch a national and district level inception workshop to ensure a mutual understanding of proposed activities, method for implementation and expected outputs from the TA. The main objectives of the workshop are to i) create a common understanding and support of the project along with its vision, goals, objectives and implementation plans; ii) exchange knowledge and experiences on climate project in terms of financial strategy and local context; iii) develop a shared vision of the broader opportunities and benefits emerging from the project implementation and outreach, and; iv) receive suggestions from participants for a successful implementation of the project.</p>	<table border="1" style="width: 100%; height: 100%;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> </table>												
<p>Deliverable 1: i) A report on the stakeholders' consultation and engagement (including major key points discussed during the inception workshop)</p>	<table border="1" style="width: 100%; height: 100%;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> </table>												
<p>Output 2: Assessment of demand on public infrastructure and review of the previous TOD plans</p>													



<p>Activity 2.1: Collection of necessary data for strategy formulation This activity will be conducted through a literature review on previous studies, interviews of public officials and analysis on the information such as transport statistics. Local transportation specialist will be hired and involved in this activity. Information will be gathered from many sources to avoid an effect of statistical bias in the collected data. This activity will identify the current circumstance of the transportation infrastructure of Addis Ababa and its demands.</p>	
<p>Activity 2.2: Field study and public consultation This activity will perform a field study and surveys on the local residential environment and the status of urban areas of Addis Ababa. The consultation with the relevant stakeholders will be focused on the assessment of demand on public infrastructure for transportation.</p>	
<p>Activity 2.3: Review of transportation plan under the umbrella of TOD This activity will review previous transportation plan in TOD which was established by ERC. This activity will identify the status of transportation plan and compare other master plans that were conducted by different stakeholders rather than ERC. All relevant data will be aligned and reviewed together at this activity.</p>	
<p>Deliverable 2: i) A report on assessment of public transport documents and review of the previous TOD plans</p>	
<p>Output 3: Climate project identification and preliminary design for four main stations in TOD</p>	
<p>Activity 3.1: Project identification and preliminary design Based on the findings from Output 2, preliminary project design will be developed by a transportation engineering firm. This activity will be a prerequisite for initial cost analysis and formulation of financing structure for further implementation of the project.</p>	
<p>Activity 3.2: Initial cost analysis of the project This activity will estimate the amount of cost for project including initial development, engineering, procurement, construction, and operation & maintenance with a basis of the preliminary project design.</p>	
<p>Activity 3.3: Evaluating potential impacts on climate change mitigation and adaptation This activity will specify the mitigation and adaptation impact, considering the relevant and applicable assessment factors below:</p> <ul style="list-style-type: none"> • Expected mitigation of tonnes of carbon dioxide equivalent (tCO2eq) • Gender consideration 	



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<p>Deliverables 3: i) Report on project identification and preliminary design</p>			
<p>Output 4: Formulation of financing structure and development of general concept document</p>			
<p>Activity 4.1: Case study on financing structure for public private partnership (PPP) This activity will provide a separate report containing several examples of the PPP structures that were developed in other countries. This case study will cover the various PPP structures which are not limited to the financing structure of the project identified in previous activities. This activity will strengthen the proponent of the TA to build their own suitable financing method. Also, the report can be used as education and benchmarking materials.</p>			
<p>Activity 4.2: Development of general concept documents for development aid agencies, international climate funds and private investors In order to introduce the project to different stakeholders, this activity will prepare a project concept document. Since participation of proposal for GCF funding is crucial to engage private investors, the activity will develop a rationale for GCF involvement. A GCF concept note will be developed with the preferable Accredited Entity (AE) to consult on the project concept and to develop private engagement strategy.</p>			
<p>Deliverables 4: i) A report on case study on financing structure for PPP ii) Project concept documents including GCF concept note</p>			
<p>Output 5: Final closure report</p>			
<p>Activity 5.1: Final closure report This activity will comprise all activities conducted by the partners at the end of the assignment and summarize the progress, outcomes, and challenges as a final closure report.</p>			
<p>Deliverables 5: i) Final closure report</p>			



4. Resources required and itemized budget:

The budget for the TA is 141,775USD.

Activities and Outputs	Input: Human Resources (Title, role, estimated number of days)	Input: Travel (Purpose, national vs. international, number of days)	Inputs: Meetings/events (Meeting title, number of participants, number of days)	Input: Equipment/Material (Item, purpose, buy/rent, quantity)	Estimated cost <i>Please accumulate the costing at Activity and Output level and provide an estimated costing range for each activity and the total Response Plan</i>
Output 1: Engagement of national level and district level stakeholders Activity 1.1: National and district level inception workshop					8,861
Output 2: Assessment of demand on public infrastructure and review of the previous TOD plans Activity 2.1: Collection of necessary data for strategy formulation Activity 2.2: Field study and public consultation Activity 2.3: Review of transportation plan under the umbrella of TOD plan					13,292
Output 3: Project identification and preliminary design Activity 3.1: Project identification and preliminary design Activity 3.2: Initial cost analysis of the project Activity 3.3: Evaluating potential impacts on climate change mitigation and adaptation					53,167
Output 4: Formulation of financing structure and development of general concept document Activity 4.1: Case study on financing structure for public private partnership (PPP) Activity 4.2: Development of general concept document to present to development aid agencies and private investors					48,732
Output 5: Final report Activity 5.1: Final closure report					17,723
Estimated range of costing for the entire Response Plan					141,775



5. Profile and experience of experts

Experts required	Brief description of required profile
Team Leader	Minimum 7-years post MSc (or equivalent experience) in a relevant discipline; Expertise in climate change, climate finance, high-level negotiations, transportation technology; Excellent command of oral and written English
Project Administrator	Minimum 5-years post BSc (or equivalent experience) in a relevant discipline; Broad knowledge of climate change, low-carbon transport, project management, climate finance; Excellent command of oral and written English
Financing Specialist	Minimum 5-years post BSc (or equivalent experience) in a relevant discipline; Expertise in climate finance, public private partnership (PPP) structuring, financial analysis, development economy; Excellent command of oral and written English
Public Infrastructure specialist	Minimum 5-years post BSc (or equivalent experience) in a relevant discipline; Expertise in low-carbon transport, public infrastructure, urban planning, sustainable development; Excellent command of oral and written English
Local specialist	Minimum 5-years post BSc (or equivalent experience) in a relevant discipline; Broad knowledge of climate change, local environment and conditions, local geography; Excellent command of oral and written English
Communication Manager	Minimum 3-years post BSc (or equivalent experience) in a relevant discipline; Broad knowledge of local environment and conditions, communication skills; Excellent command of oral and written English



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6. Intended contribution to impact over time

The TA will contribute to the urban development and mobility enhancement of Addis Ababa by assisting the financial arrangement for the implementation of the TOD plan. Since its objective is to formulate financing structure, the TA will provide a preliminary design of a public transportation. This will be a key factor to promote sustainable city development in accordance with increasing demand on urban transportation systems.

The direct beneficiaries of the TA will be vulnerable people living in Addis Ababa with severe problems due to unorganized public transportation. Around 120,000 passengers who daily take the LRT will be benefited from the project. The increase in utilization of public transportation is expected to expand transportation market, attracting private investors; system and IT solution provider that connected to transportation business.

This project has the potential for GHG mitigation. In 2010, total emission from the transport sector in Ethiopia was estimated at 5 MtCO_{2eq}, accounting for 3% of domestic GHG emissions. With the TOD implementation, this will contribute to mitigation of GHG emission and alleviating health risks through lowering the level of air pollution from private vehicles and traffic congestions.

7. Relevance to NDCs and other national priorities

The government of Ethiopia conducted the Technology Need Assessment (TNA) in 2007. In accordance with the TNA, improvement of urban road transport infrastructure and efficient traffic control systems can reduce fuel consumption caused by unnecessary traffic congestions. This problem has been reflected in the Intended Nationally Determined Contribution (INDC) of Ethiopia.

In accordance with the INDC, The Government of Ethiopia intends to limit its GHG emissions to 145 Mt CO_{2eq} or lower by 2030. This constitutes a 255 MtCO_{2eq} (60%) reduction from the projected BAU emissions in 2030. Ethiopia also intends to undertake adaptation initiatives to reduce the vulnerability of its population, environment, and economy to the adverse effects of climate change based on its Climate Resilient Green Economy Strategy (CRGE). The CRGE is Ethiopia's strategy for addressing both climate change adaptation and mitigation objectives. The implementation of the CRGE would ensure a resilient economic development pathway with decreasing GHG emissions per capita by more than 64%. The CRGE is also integrated into the Second Growth and Transformation Plan (the national development plan). In the long-term, Ethiopia intends to achieve its vision of becoming carbon-neutral, with the mid-term goal of attaining middle income status.

The Government's commitment to transform Ethiopia to a low carbon society is apparent as the CRGE's strategy is also integrated into the country's main economic development plan, the Growth and Transformation Plan (GTP II). The CRGE strategy action points are furthermore underlying the INDC submitted to the UNFCCC earlier this year.⁶ Ethiopia aims to attain rapid economic growth with mitigating environmental impact through international partnerships, targeting both financial cooperation, and capacity building.

⁶ <http://www4.unfccc.int/submissions/INDC/Published%20Documents/Ethiopia/1/INDC-Ethiopia-100615.pdf>



While the transport sector is currently responsible for 3% of total GHG emissions, this emission in the sector is expected to increase rapidly (11.2 % p.a.) than emissions in other sectors. The steep increase of emissions from the transport sector is driven by the increase in the number of private vehicles due to the rapid urbanization and increasing income level.⁷ The CRGE strategy, furthermore, expects a 9% annual increase of urban passenger kilometres (PKM) over time.

The urban mobility in Ethiopia is characterized by a lack of appropriate public transport that results in a strong increase in private vehicle stocks (16% p.a.) as well as suppressed mobility of low-income capita (44% of urban trips made are short non-motorized trips). The suppressed mobility thereby hinders economic participation of urban low-income dwellers as well as gender equality.

To address the lack of public transport, Ethiopia has the ambition to implement integrated public transportation systems. Integrated public transportation systems are complemented and enabled by TOD. TOD symbolizes an urban planning transition towards mixed-use, compact, and polycentric cities and TOD based urban planning results in shorter distances traveled and reduces related GHG emission. With the implementation of the TA, the city will be supported for the capital-intensive paradigm shift to low carbon urban mobility which will contribute to achieving the goal of INDC in terms of infrastructure and system improvement.

8. Linkages to relevant parallel on-going activities:

The ERC conducted the TOD master plan in 2015 for Addis Ababa city development based on the LRT line. This previous TOD master plan is designed as a key independent document that summarizes the main findings of the previous status quo analysis and development framework as a background to the master plan's intervention proposals. This TOD masterplan was focused on unpacking the development strategies from the city's proposed four stations, and it gives only the development scenarios that did not include specific resourcing strategy for further implementation.

In 2016, the Ethiopia government carried out another city master plan for the improvement of urban transportation through the World Bank. The World Bank approved \$300 million International Development Association (IDA) credit to improve mobility along selected corridors in Addis Ababa and the effectiveness of road safety compliance systems. This plan involved expanding the current traffic signal and control systems in Addis Ababa, improving the conditions on streets for pedestrians, modernizing the operations of public buses, building the operational and managerial capacity and efficiency of urban transport agencies and establishing a secure database for driver and vehicle licensing at the country level. The Transport Systems Improvement Project is comprised of the following components: Traffic Management and Road Safety in the City of Addis Ababa (\$190.10 million), improvement of Integrated Urban Planning and Transport System (\$2.80 million), and Road Safety Interventions and Institutional Strengthening of Selected Federal Transport Institutions (\$107.10 million).

Addis Ababa city council transportation bureau prepared the project for building a multi-complex transportation terminal on Meganagna station as a demonstration in accordance with the city master plan. However, this project was not fully integrated with ERC TOD project, excluding specific financing and implementation plan.

In 2017, the World Bank approved a \$100 million IDA credit in support of the Government of

⁷ <http://www.undp.org/content/dam/ethiopia/docs/Ethiopia%20CRGE.pdf>



Ethiopia's efforts to foster economic development and growth, reduce GHG, and improve resilience to climate change. Moreover, an additional \$175 million credit was also approved to create more jobs by attracting investments and improving the competitiveness of enterprises in industrial parks and their linked domestic enterprises.

The TA will integrate and reorganize the master plan above into specific project level. Each project will be connected to each other and fulfill the target result of the masterplan. However, working on both TOD and city master plan is difficult due to limitation of resource. For this reason the TA will focus on assisting Ethiopia to deliver the integrated project from existing master plans that targets the same problem. The TA is therefore requested to support these ongoing master plans and enable further developing the financeable project through a bottom-up approach.

9. Anticipated follow up activities after this technical assistance is completed:

The TA will provide four main deliverables through follow-up activities that are critical to an improved public transportation system TOD. In particular, the TA will produce the followings:

- Report on project identification and preliminary design will contain the conceptual design information and description of the integrated project in the context of TOD and master plan of the city. This project identification will describe how the system can be applied for the current public transportation in Addis Ababa. This will allow to evaluate the feasibility, cost, and adverse events of the identified project for future implementation. This activity will be carried out to seek for potential financing to implementation.
- A report on case study of financing structure for PPP conducted in other countries will be used to strengthen the proponent of TA to build their own suitable financing method. Also, the report can be used as education and benchmarking materials
- Preparation of project concept documents including a GCF concept note will be carried out for further implementation process. The scale and number of the projects will be determined by consultation with the NDE of Ethiopia. In parallel, consultation with funding organizations will be organized to seek funding opportunities for the related pilot project. The proponent of TA will use the general project concept document and GCF concept note to scale up the project by the deployment of the technologies with support from international funding agencies and bilateral donors.

If the TA is successful in connecting project implementation, it will leverage the potential of large-scale funding for other projects with consideration of the TOD. By the end of the TA, it will be possible to make better projections of the total potential environmental and economic impacts of the project and these can be used as solid reference for further materials for the other climate funds and donors.

10. Gender and co-benefits:

Imbedded in design of the activities:	This TA project will be designed in a way that will empower the social activities of women. The potential adaptation impact in terms of gender will be considered in activity 3.3 in output 3.
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Gender and co-benefits intended as result of the activities:	As a result, accessibility to public transportation for women who do not own a vehicle will be increased. Due to the expansion of their mobility, the commercial activity and social participation of women in Addis Ababa can be expected to be more active.
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11. Main in-country stakeholders in implementation of the technical assistance activities:

In country stakeholder	Role in implementation of the technical assistance
Environment, Forest & Climate Change Commission	NDE, main direct beneficiary of the TA and main counterpart in the implementation of the TA.
Ministry of Transport Ethiopian Railway Corporation	Main beneficiaries of the technical assistance; Provision of learning experience for project development and making financial strategy for projects in TOD. Partner in public transportation system (LRT line) and provider of traffic data and TOD
Addis Ababa City Administration	Partner in public transportation system (Bus line) and provider of traffic data and City Masterplan
Ministry of Finance	AE of GCF in Ethiopia

12. SDG Contributions:

Goal	Sustainable Development Goal	Direct contribution from CTCN TA (1 sentence for top 1-3 SDGs)
1	End poverty in all its forms everywhere	
2	End hunger, achieve food security and improved nutrition, and promote sustainable agriculture	
3	Ensure healthy lives and promote well-being for all at all ages	With this TA, the poor and vulnerable can access to convenient public transportation. The transportation system will reduce the diesel vehicle in the long-term and reduce the greenhouse gas and toxic gas emissions, which can have a positive impact on the health of residents.
4	Ensure inclusive and equitable quality education and promote life-long learning opportunities for all	
5	Achieve gender equality and empower all women and girls	
6	Ensure availability and sustainable management of water and sanitation for all	
7	Ensure access to affordable, reliable, sustainable, and modern energy for all (consider adding targets for 7)	
	7.1 - By 2030, ensure universal access to affordable, reliable and modern energy services	
	7.2 - By 2030, increase substantially the share of renewable energy in the global energy mix	
	7.3 - By 2030, double the global rate of improvement in energy efficiency	
	7.a - By 2030, enhance international cooperation to facilitate access to clean energy research and technology, including renewable energy, energy efficiency and advanced and cleaner fossil-fuel technology, and promote investment in energy infrastructure and clean energy technology	



	7.b - By 2030, expand infrastructure and upgrade technology for supplying modern and sustainable energy services for all in developing countries, in particular least developed countries, small island developing States, and land-locked developing countries, in accordance with their respective programmes of support	
8	Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all	The project contributes to revitalize rural communities and economy.
9	Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation	
10	Reduce inequality within and among countries	The project will give to the people in the outskirts of Addis Ababa more equal access to the public transport and urban infrastructure.
11	Make cities and human settlements inclusive, safe, resilient and sustainable	The TA will contribute the TOD of Addis Ababa, which will make the public transport of the city more inclusive and sustainable.
12	Ensure sustainable consumption and production patterns	
13	Take urgent action to combat climate change and its impacts	
	13.1 - Strengthen resilience and adaptive capacity to climate-related hazards and natural disasters in all countries	The TA will strength climate resilience of vulnerable people living in the Addis Ababa with inconvenient and environmental problems due to lack of public transportation
	13.2 - Integrate climate change measures into national policies, strategies and planning	
	13.3 - Improve education, awareness-raising and human and institutional capacity on climate change mitigation, adaptation, impact reduction and early warning	
	13.a - Implement the commitment undertaken by developed-country parties to the United Nations Framework Convention on Climate Change to a goal of mobilizing jointly \$100 billion annually by 2020 from all sources to address the needs of developing countries in the context of meaningful mitigation actions and transparency on implementation and fully operationalize the Green Climate Fund through its capitalization as soon as possible	
	13.b - Promote mechanisms for raising capacity for effective climate change-related planning and management in least developed countries and small island developing States, including focusing on women, youth and local and marginalized communities	
14	Conserve and sustainably use the oceans, seas and marine resources for sustainable development	
15	Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss	
16	Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels	
17	Strengthen the means of implementation and revitalize the global partnership for sustainable development	

13. Classification of technical assistance:

<i>Please tick off the relevant boxes below</i>	<i>Primary</i>	<i>Secondary</i>
<input type="checkbox"/> 1. Decision-making tools and/or information provision	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> 2. Sectoral roadmaps and strategies	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> 3. Recommendations for law, policy and regulations	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> 4. Financing facilitation	<input checked="" type="checkbox"/>	<input type="checkbox"/>



<input type="checkbox"/> 5. Private sector engagement and market creation	<input type="checkbox"/>	✓
<input type="checkbox"/> 6. Research and development of technologies	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> 7. Feasibility of technology options	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> 8. Piloting and deployment of technologies in local conditions	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> 9. Technology identification and prioritisation	<input type="checkbox"/>	<input type="checkbox"/>

14. Monitoring and Evaluation process

Upon contracting of the implementing partners to implement this Response Plan, the lead implementer will produce a monitoring and evaluation plan for the technical assistance. The monitoring and evaluation plan must include specific, measurable, achievable, relevant, and time-bound indicators that will be used to monitor and evaluate the timeliness and appropriateness of the implementation. The CTCN Technology Manager responsible for the technical assistance will monitor the timeliness and appropriateness of the Response Plan implementation. Upon completion of all activities and outputs, evaluation forms will be completed by the (i) NDE about overall satisfaction level with the technical assistance service provided; (ii) the Lead Implementer about the knowledge and learning gained through delivery of technical assistance; and (iii) the CTCN Director about timeliness and appropriateness of the delivery of the activities and outputs.

