

Presentation of the Fast Technical Assistance The Fast Technical Assistance (FTA) is the Climate Technology Centre & Network (CTCN) short time response to requests referring to technology prioritisation, endogenous technologies assessment, policies and measures that are immediate priorities for the requesting country. FTA has duration **up to 2 months** and a total value typically **up to USD 15,000** (it may include a scoping mission, only if strictly necessary). The FTA is implemented by means of an international expert.

Guidelines:

- This Request Submission Form should be completed by the organisation requesting technical assistance from the Climate Technology Centre & Network (CTCN) in collaboration with the National Designated Entity (NDE) of the country in question
- The Form must be signed by the NDE. Please see updated contact list of NDEs here: <http://unfccc.int/ttclear/support/national-designated-entity.html>
- The Form can be submitted as a Word file containing a digital signature or as a signed and scanned PDF file in combination with an un-signed Word file

Requesting country:	Georgia
Fast Request title:	Development of ToR for Performing a Cost Benefit Analysis (CBA) for the Introduction of EU Vehicle Emission Standards in Georgia
NDE	Ministry of Environmental Protection and Agriculture Mr. Grigol Lazrievi, Head of the Climate Change Division, E-mail: g.lazrievi@moe.gov.ge and grigol lazrievi@gmail.com Address: 6 G, Gulua street, Tbilisi, 0114 Georgia.
Request Applicant:	Caucasus Environmental NGO Network CENN Ann Inasaridze project manager E-mail: ann.inasaridze@cenn.org Address: 27 Betlemi street. Tbilisi, Georgia.

Climate objective:

- Adaptation to climate change
- Mitigation of climate change
- Combination of adaptation and mitigation of climate change

Geographical scope:

- Community level
- Sub-national
- National

If the request is at a sub-national level, please describe specific geographical areas (provinces, states, countries, regions, etc.).

Sectors:

Please indicate the main sectors related to the request:

- | | | | |
|---|---|---------------------------------------|--|
| <input type="checkbox"/> Coastal zones | <input type="checkbox"/> Early Warning and Environmental Assessment | <input type="checkbox"/> Human Health | <input type="checkbox"/> Infrastructure and Urban planning |
| <input type="checkbox"/> Marine and Fisheries | <input type="checkbox"/> Water | <input type="checkbox"/> Agriculture | <input type="checkbox"/> Carbon fixation |
| <input type="checkbox"/> Energy Efficiency | <input type="checkbox"/> Forestry | <input type="checkbox"/> Industry | <input type="checkbox"/> Renewable energy |
| <input checked="" type="checkbox"/> Transport | <input type="checkbox"/> Waste management | | |

CONTEXT OF THE ASSIGNMENT (up to half page):

The on-road transport sector is one of the major sources of air pollution and contributor to greenhouse gas emissions in Georgia. Stronger regulations in accordance to the EU directives must be established in the country to protect human health and the environment from negative impact of emissions from transport sector. At the moment, Georgia does not have vehicle emission standards in place, however, fuel quality has improved steadily.

The Sustainable Low Emissions Transport project implemented by CENN (Caucasus Environmental NGO Network) is supported by UN Environment and the Climate and Clean Air Coalition, aiming to support developing countries and countries with economies in transition to put in place sustainable and low emissions transport policies with the ultimate objective of improving public health through the adoption of cleaner fuels and vehicle emission standards.

In 2014, Georgia signed the EU-Georgia Association Agreement with European Union and in 2016, the Ministry of Environment Protection and Agriculture of Georgia developed a Road Map for EU approximation in the environmental and climate action field. Road map requires developing a concept and legislation on eco classes for vehicles, including supporting incentives for import and production of cleaner vehicles. The aim is EU Regulation 715/2007 (Euro 5/6), with consideration for previous Directive [98/69/EC](#).

To achieve these goals CENN, in cooperation with UN Environment, is implementing the following action:

Assess potential economic impact of introducing import restrictions based on EU vehicle emission standards on State budget, business sector and population to select the most appropriate restriction scenario.

The final output will be the elaboration of a draft Technical Regulation - By-Law - for Introducing EU Emission Standards for Light-Duty and Heavy-Duty Road Transport in Georgia and the submission of the draft law to the Ministry of Environmental Protection and Agriculture of Georgia.

See Annex 1 (ToR for the CBA Development)

Alignment with national priorities :

In 2014, Georgia signed the EU-Georgia Association Agreement with European Union and in 2016, the Ministry of Environment Protection and Agriculture of Georgia developed a Road Map for EU

approximation in the environmental and climate action field. Road map requires developing a concept and legislation on eco classes for vehicles, including supporting incentives for import and production of cleaner vehicles.

At the same time, Article 25, Clause 7 of Law of Georgia on *Protection of Atmospheric Air* includes the following obligation for the Government of Georgia:

- To identify vehicles and assess the fleet according to the EU classes;
- To regulate the import not only based on vehicle production year, but also based on EU emission classes; and
- To ensure compliance of emission standards of vehicles manufactured in Georgia with Euro 5 and Euro 6 light duty vehicle classes (both petrol and diesel).

Reference document (please include date of document)	Extract (please include chapter, page number, etc.).
Nationally Determined Contribution (NDC)	“In parallel, three Nationally Appropriate Mitigation Actions (NAMA) are under preparation and, in case of international support, are expected to be implemented prior to 2020. They are expected to be a basis for subsequent larger-scale mitigation actions for the post-2020 period. These NAMA activities include: Vertically Integrated NAMA (V-NAMA) for the Urban Transport Sector.” (p.3)
Technology Needs Assessment	“According to GHG inventory of SNC the transport sector is a major source of air pollution and GHG emissions in Georgia.” (3.3 Current status of Technologies in Selected Subsectors, p. 22)
National Adaptation Plans	NA
Nationally Appropriate Mitigation Actions	
Add others here as relevant	

OBJECTIVE OF THE FTA (up to 5,000 characters):

The output of this assignment is to develop detailed Terms of Reference for a full Cost Benefit Analysis (CBA) study on introducing low emission transport policies and standards in Georgia, in consultation with lead project partners including relevant Ministries, CENN and UN Environment. The ToR for the CBA prepared by the selected expert should be based on country specific requirements and circumstances. The in-country work will be completed in collaboration with the Ministry of Environmental Protection and Agriculture of Georgia, CENN and other stakeholders (with organisational support from CENN).

SCOPE AND ACTIVITIES OF THE PROPOSED FTA (up to one page):

The FTA should clearly contribute to mitigation or adaptation to climate change as described in the context of the assignment.

Within a clearly defined scope, the description of the FTA should be structured into the following:

- *Expected activities*
- *Expected deliverables (following the structure of the activities)*
- *Expected use of the deliverables by the requesting organisation*

Please note that the CTCN facilitates technical assistance and is not a project financing mechanism. All FTAs have one mandatory activity, "Evaluation and communication".

The list of the activities to be undertaken by the expert within this fast technical assistance is as follows:

1. A site visit to include consultations with all relevant stakeholders;
2. Conducting desk study and research based on consultations held with the Ministry of Environmental Protection and Agriculture of Georgia, CENN and other stakeholders (with organisational support from CENN);
3. Preparation of the 1st draft of the TOR document;
4. Second round of consultation with stakeholders;
5. Revision of draft document;
6. Submission of full TORs to the Ministry and CENN for submission through the CTCN pipeline for full CBA support, on consultation with CTCN NDE. The final layout of the TOR will be prepared on the basis of the CTCN Response Plan/TOR template. Alternative options (e.g. Green Climate Fund (GCF) Readiness) may be considered in agreement with request proponent and NDE;
7. Evaluation and communication: the CTCN FTA Closure report will be completed at the end of the FTA (a template will be provided).

Deliverables:

1. 1st draft of TOR document
2. Final TOR document
3. FTA Closure report

GENERAL TIME SCHEDULE OF EXPERT AND ACTIVITY/DELIVERY PLAN:

The activities under this contract must be completed within a period of 2 months.

Monitoring and impact of the assistance:

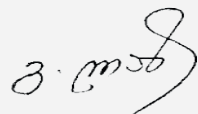
By signing this request, I affirm that processes are in place in the country to monitor and evaluate the technical assistance provided by the CTCN. I understand that these processes will be explicitly identified in the CTCN Response Plan and that they will be used in the country to monitor the implementation of the technical assistance following standard CTCN procedures.

Signature:

NDE name: Grigol Lazrievi

Date: 22 March 2018

Signature:



THE COMPLETED FORM SHALL BE SENT TO THE CTCN@UN.ORG