



2022
Project Implementation Report (PIR)



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San Salvador Urban Development

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A. Basic Data

Project Information	
UNDP PIMS ID	5462
GEF ID	9038
Title	San Salvador Low-emission Urban Development Path
Country(ies)	El Salvador, El Salvador
UNDP-NCE Technical Team	Energy, Infrastructure, Transport and Technology
Management Arrangements	CO Support to NIM
Project Implementing Partner	Government
Joint Agencies	<i>(not set or not applicable)</i>
Project Type	Full Size
Implementation Status	1st PIR
GEF Fiscal Year	FY22
Trust Fund	GEF Trust Fund

Project Description
<p>The Project aims to introduce low-emission urban mobility concepts and energy efficiency management strategies among the municipalities composing the San Salvador Metropolitan Area (AMSS), thereby reducing national dependency on imported oil derivatives and combating energy sector GHG emissions. To this purpose, the Project will strengthen the institutional and legal framework for low-emission mobility solutions (including the Bus Rapid Transit SITRAMSS) and implement a trust fund for EE investment in the public sector (FIDEnergetica). It will develop technical standards and quality criteria as input for regulation and the design of demonstration pilots. Capacity building in the field of urban planning is addressed by fostering international partnerships and inter-sectorial working groups. The expected fuel savings (43,666 GJ annually) will benefit approx. 50,000 individuals (m/f: 40%/60%) and translates into fiscal budget savings of US\$ 1.27 mln annually. EE measures by municipalities will translate into annual electricity savings (3,776 MWh annually) and budget savings of US\$ 640,000. The estimated total GHG emission reductions over a 10-year period are about 67 kton CO₂eq (direct) and 195 kton CO₂e (post-project).</p>

Project Contacts	
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GEF Operational Focal Point	Mr. Miguel Gallardo (mgallardo@marn.gob.sv)
Project Implementing Partner	<i>(not set or not applicable)</i>
Other Partners	<i>(not set or not applicable)</i>

B. Overall ratings

Overall DO Rating	Moderately Satisfactory
Overall IP Rating	Moderately Unsatisfactory
Overall Risk Rating	Substantial

C. Development Objective Progress

It is mandatory for all reported progress to be substantiated by evidence. Please upload evidence files for each objective/outcome via the DO PROGRESS section in the online PIR platform. If there is no evidence to upload, the Project Manager is required to provide an explanation.

Description					
Objective					
To promote a low-emission urban development path in the Metropolitan Area of San Salvador (AMSS).					
Description of Indicator	Baseline Level	Midterm target level	End of project target level	Level at 30 June 2021	Cumulative progress since project start
(A) Annual direct GHG emission reductions due to (i) mobility interventions in AMSS; and (ii) EE measures in municipalities (ton CO ₂ e/yr)	None (0)	not defined	(i) 3,631 tCO ₂ e/yr; (ii) 3,047 tCO ₂ e/yr	<i>(not set or not applicable)</i>	(i) 0 tCO ₂ e/yr (ii) 0 tCO ₂ e/yr No progress is reported for this indicator. In the Inception Workshop, it was concluded that the SITRAMSS will be replaced by the Low Emissions New Mass Transportation System of the AMSS, which is in the design stage by the MOPT, due to the problems that the SITRAMSS had. The CNE, through the DUSAMSS project, is integrated into this effort from June 2022
(B) Energy savings in (i) transport fuel (GJ/yr); and (ii) electricity (MWh/yr)	None (0)	not defined	(i) 43,666 GJ/yr; (ii) 3,776 MWh/yr	<i>(not set or not applicable)</i>	0 GJ/yr 0 MWh/yr No progress is reported for this indicator. In the Inception Workshop, it was

					<p>concluded that the SITRAMSS will be replaced by the Low Emissions New Mass Transportation System of the AMSS, which is in the design stage by the MOPT, due to the problems that the SITRAMSS had, the CNE, through the DUSAMSS project, is integrated into this effort from June 2022.</p> <p>In relation to energy saving measures, the process has been initiated with the municipal administrations for the implementation of Energy Efficiency measures, through studies for the implementation of energy efficiency models in municipal buildings.</p>
(C) Number of policy instruments approved to support low-emission urban development (-)	None (0)	Two (2).	Three (3).	<i>(not set or not applicable)</i>	<p>Zero (0)</p> <p>No progress is reported for this indicator.</p> <p>In the Inception workshop, it was concluded that the SITRAMSS will be replaced by the Low Emissions New Mass Transportation System of the AMSS, which is in the design stage by the MOPT, due to the problems that the SITRAMSS had, the CNE, through the DUSAMSS project, is integrated into this effort from June 2022.</p> <p>With reference to the political instruments in energy matters, the CNE has worked on different legal</p>

					tools that guarantee a transition towards a cleaner national energy matrix, at this moment these tools are in the stage of finalizing proposals, which will be presented to power executive of the country in order to bring these bills to the approval of the legislative power.
(D) Number of people served by improved mobility and EE public buildings and services (m/f).	Baseline to be determined	At least 10,000 people above baseline	At least 55,000 people above baseline.	<i>(not set or not applicable)</i>	Zero (0) Given the problems and delays in the implementation of the project, the recently formed work team is working on the development of ToR for pilot projects, Urban Mobility Plans and energy efficiency measures.
The progress of the objective/outcome can be described as:	On track				
Evidence uploaded:	YES				
Outcome 1					
The policy, legal and institutional framework for integrated low-emission planning in the AMSS has been strengthened.					
Description of Indicator	Baseline Level	Midterm target level	End of project target level	Level at 30 June 2021	Cumulative progress since project start
(1a) Status of Law projects (Legislative Decree) for (i) SITRAMSS (0/1/2) and (ii) FIDEnergetica (0/1/2)	No Law Project for (i) SITRAMSS (0); and (ii) FIDEnergetica Law Project under preparation (0)	(i) SITRAMSS; and (ii) FIDEnergetica Law Projects submitted for review (1; 1)	(i) SITRAMSS; and (ii) FIDEnergetica Law Projects approved by Assembly (2; 2).	<i>(not set or not applicable)</i>	No progress is reported for this indicator. (i) In the Inception workshop, it was concluded that the SITRAMSS will be replaced by the New Mass Transportation System of the AMSS, which is in the design stage by the MOPT, due to the problems that the

					<p>SITRAMSS had, the CNE, through the DUSAMSS project, is integrated into this effort from June 2022.</p> <p>(ii) With referece to FIDEnergetica Law Project, the CNE is working on a law proposal that makes its viable, this proposal is being made by taking up elements of the FIDEnergetica Law Project that was not approved by the previous Legislative period and it is expected to have the draft of said law in December 2022</p>
(1b) Status of financing mechanism for integrated urban development enabling a low-emission development path (0/1/2).	No financing mechanism envisaged (0)	Financing mechanisms discussed in white paper (1)	At least one financing mechanism detailed and endorsed by Government (2)	<i>(not set or not applicable)</i>	<p>No progress is reported for this indicator.</p> <p>Given the problems and delays in the implementation of the project, the recently formed work team is working on the development of ToR for pilot projects, Urban Mobility Plans and energy efficiency measures</p>
(1c) Number of public officers trained on low-emission urban planning (m/f)	None (0)	80 public officers (40m, 40f)	160 public officers (80m, 80f)	<i>(not set or not applicable)</i>	<p>No progress is reported for this indicator, however, has been made contact with the Economic Commission for Latin America and the Caribbean (ECLAC) to requested support to provide training processes in urban planning of low missions, additionally the project team is preparing the Design and Terms of Reference to hire the services of a national or international academic entity to provide training processes in low-emission urban planning</p>
The progress of the	On track				

objective/outcome can be described as:					
Evidence uploaded:	YES				
Outcome 2					
Information and monitoring systems for low-emission development in the AMSS have been strengthened and public awareness increased.					
Description of Indicator	Baseline Level	Midterm target level	End of project target level	Level at 30 June 2021	Cumulative progress since project start
(1d) (i) Monitoring frequency of urban development indicators in the AMSS by OPAMSS (-); (ii) Number of indicators monitored (-)	Baseline as provided in the COAMSS Master Plan	(No mid-term target)	(i) At least bi-annually; (ii) At least three climate change indicators included.	<i>(not set or not applicable)</i>	No progress is reported for this indicator. Given the problems and delays in the implementation of the project, the recently formed work team is working on the development of ToR for pilot projects, Urban Mobility Plans and energy efficiency measures
The progress of the objective/outcome can be described as:	On track				
Evidence uploaded:	YES				
Outcome 3					
Sustainable urban mobility plans and pilots have been designed in selected AMSS municipalities					
Description of Indicator	Baseline Level	Midterm target level	End of project target level	Level at 30 June 2021	Cumulative progress since project start
(2a) Number of municipal mobility plans developed and being implemented (-).	None (0).	Two (2) plans developed.	Four (4) plans developed and being implemented.	<i>(not set or not applicable)</i>	None (0) No progress is reported for this indicator. As part of the activities of the team of

					<p>experts in mobility, efforts were concentrated on:</p> <p>1) Generate conditions to identify initiatives of the National Government and local Governments that allow the implementation of a sustainable mobility scheme. This has been reflected in work meetings to identify current plans and strategies, as well as needs that the project can finance.</p> <p>2) Support the CNE to build the institutional scaffolding so that it can influence a favorable framework so that El Salvador can have a low-emission development focused on mobility</p> <p>In this context, the project team developed a workshop in May 2022 with the participating municipalities in order to obtain inputs to generate the Terms of Reference for sustainable urban mobility plans, which are in the review stage by of the San Salvador Metropolitan Area Planning Office (OPAMSS, for its acronym in Spanish)</p>
(2b) Status of expertise hub for mobility in El Salvador (0/1/2)	No expertise hub (0)	Institutional set-up and partnerships defined (1)	Expertise hub established within host and supported by key stakeholders (2)	<i>(not set or not applicable)</i>	<p>No expertise hub (0)</p> <p>No progress is reported for this indicator.</p> <p>Given the problems and delays in the implementation of the project, the recently formed work team is working on the development of ToR for pilot</p>

					projects, Urban Mobility Plans and energy efficiency measures
(2c) (i) Number of international and national partnerships established with organizations for knowledge exchange, education and professional training on urban mobility (-);	None (0)	One (1)	Three (3)	<i>(not set or not applicable)</i>	<p>One (1)</p> <p>In June 2022, a positive response was obtained from the Economic Commission for Latin America and the Caribbean (ECLAC) to a request for the exchange of knowledge, education and professional training on urban mobility.</p> <p>It is noteworthy that through the project a link has been made for the transfer of experiences and good practices with the Costa Rican Institute of Energy (ICE, for its acronym in Spanish) in relation to technical and legal aspects of electric vehicles and stations. of cargo, this despite the fact that the provision of collaboration between ICE and the CNE has not been formalized.</p>
The progress of the objective/outcome can be described as:	On track				
Evidence uploaded:	YES				
Outcome 4					
Low-emission mobility solutions have been implemented along the SITRAMSS Corridor.					
Description of Indicator	Baseline Level	Midterm target level	End of project target level	Level at 30 June 2021	Cumulative progress since project start
(2d) Capital leveraged for investment in low-emission mobility in AMSS	None (USD 0)	US\$ 2 mln	US\$ 23 mln	<i>(not set or not applicable)</i>	US\$ 66,000.

(US\$)					<p>Given the problems and delays in the implementation of the project, the recently formed work team is working on the development of ToR for pilot projects, Urban Mobility Plans and energy efficiency measures</p> <p>Through the financing of traffic control devices that had a cost of US\$2,986.50, leveraging an investment of US\$66,000 in sustainable urban mobility in the municipal office of Santa Tecla, that represent the 3.3% of goal at the midterm target level, and it is worth mentioning that the technical team was completed until on June 1, 2022</p>
(2e) Average speed of SITRAMSS buses along Phase I corridor (km/hr)	Estimated at about 8 km/hr	(No mid-term target)	Original SITRAMSS design speed 20 km/hr	<i>(not set or not applicable)</i>	<p>None (0)</p> <p>No progress is reported for this indicator.</p> <p>In the Inception workshop, it was concluded that the SITRAMSS will be replaced by the Low Emissions New Mass Transportation System of the AMSS, which is in the design stage by the MOPT, due to the problems that the SITRAMSS had, the CNE, through the DUSAMSS project, is integrated into this effort from June 2022.</p>
The progress of the objective/outcome can be described as:	On track				
Evidence uploaded:	YES				

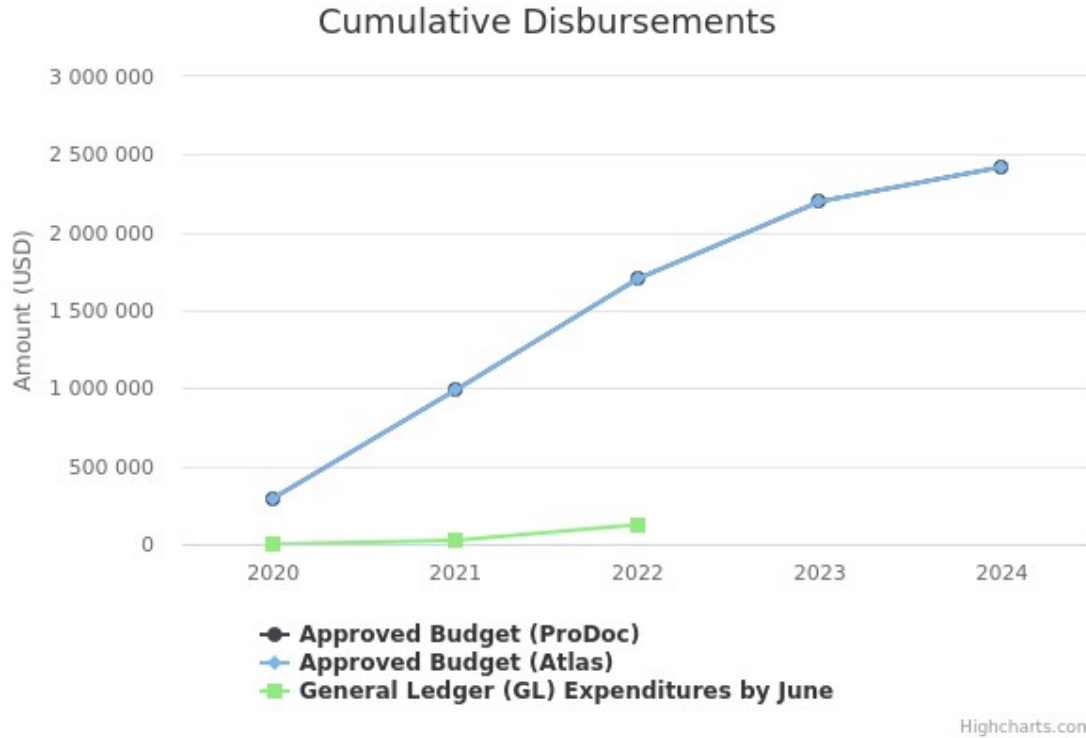
Outcome 5					
Selected AMSS municipalities have adopted an energy-efficient development path.					
Description of Indicator	Baseline Level	Midterm target level	End of project target level	Level at 30 June 2021	Cumulative progress since project start
<p>Component/ Outcome 3.1</p> <p>Selected AMSS municipalities have adopted an energy-efficient development path. (3a) Number of building managers and energy professionals trained and/or certified (m/f) None (0) 60 people trained (30m, 30f) 100 people trained and 30 certified on ISO 50001 (70%m, 30%f). Means of Verification:</p> <p>Project reports and official information (CNE, MARN, OPAMSS);</p> <p>Assessment of implemented projects; site visits and interviews.</p> <p>Risks: 4, 5, 6, 7, 8</p> <p>Assumptions:</p> <p>Sustained commitment of national authorities and sector entities; project activities can be implemented as planned; EE professionals are trained and support project development; public and private investment is mobilized; adequate technical and operational performance of installed systems.</p>	None (0)	60 people trained (30m, 30f)	100 people trained and 30 certified on ISO 50001 (70%m, 30%f).	<i>(not set or not applicable)</i>	<p>None (0)</p> <p>No progress is reported for this indicator</p> <p>However, the National Energy Council (CNE, for its acronym in Spanish) is processing a training process in energy management and carbon footprint standards to be financed with the Euroclimate + initiative, which will be aimed at the public sector, specifically at municipalities. AMSS, this process will be linked to the project as part of the co-financing that the CNE will contribute to the project</p>

(3b) Technical standards and design manual for public lighting developed and implemented (0/1/2).	None (0)	Technical standard and design manual proposed (1)	Technical standard and manual approved and implemented (2).	<i>(not set or not applicable)</i>	None (0) No progress is reported for this indicator. Given the problems and delays in the implementation of the project, the recently formed work team is working on the development of ToR for pilot projects, Urban Mobility Plans and energy efficiency measures
The progress of the objective/outcome can be described as:	On track				
Evidence uploaded:	YES				
Outcome 6					
Energy efficiency measures are being implemented by selected AMSS municipalities					
Description of Indicator	Baseline Level	Midterm target level	End of project target level	Level at 30 June 2021	Cumulative progress since project start
(3c) Volume of public and private capital leveraged for investment EE measures in municipal buildings and services (US\$);	None (US\$ 0)	US\$ 3 million;	US\$ 5 million;	<i>(not set or not applicable)</i>	None (US\$ 0) No progress is reported for this indicator From the technical team of the DUS-AMSS project and as part of the actions to advance towards a route of development and efficient consumption by the four municipalities involved in the project, the preparation of technical-financial feasibility studies is proposed that (i) energetically characterize four municipal buildings of each of the mayor's offices (ii) identify energy

					<p>saving measures; (ii) quantify the economic savings according to the identified actions; and (iv) propose an attractive and viable business model to implement these measures.</p> <p>In June 2022, it has been completed the phases of technical visits to municipalities to adapting the scope of the feasibility studies on energy management, and has been defined commitments that municipalities must assume to guarantee adequate execution of the interventions.</p>
(3d) Electricity saved (MWh/yr).	None (0 MWh).	1,000 (MWh/yr)	(ii) 3,776 (MWh/yr)	<i>(not set or not applicable)</i>	<p>None (0 MWh)</p> <p>No progress is reported for this indicator.</p> <p>From the technical team of the DUS-AMSS project and as part of the actions to advance towards a route of development and efficient consumption by the four municipalities involved in the project, the preparation of technical-financial feasibility studies is proposed that (i) energetically characterize four municipal buildings of each of the mayor's offices (ii) identify energy saving measures; (ii) quantify the economic savings according to the identified actions; and (iv) propose an attractive and viable business model to implement these measures.</p> <p>In June 2022, it has been completed the phases of technical visits to municipalities to adapting the scope</p>

					of the feasibility studies on energy management, and has been defined commitments that municipalities must assume to guarantee adequate execution of the interventions.
The progress of the objective/outcome can be described as:	On track				
Evidence uploaded:	YES				
Outcome 7					
The Project monitoring & evaluation plan has been implemented					
Description of Indicator	Baseline Level	Midterm target level	End of project target level	Level at 30 June 2021	Cumulative progress since project start
(4a) Follow-up on mid-term review (MTR) recommendations to enhance project effectiveness and sustainability (0/1).	No MTR (0)	No MTR (0)	MTR completed and recommendations addressed (1)	<i>(not set or not applicable)</i>	No MTR (0) No progress is reported for this indicator. This will be measured by the project in the midterm review
(4b) Terminal Evaluation document (0/1).	No TE (0).	No TE (0)	TE completed (1)	<i>(not set or not applicable)</i>	No TE (0) No progress is reported for this indicator
The progress of the objective/outcome can be described as:	On track				
Evidence uploaded:	N/A				
Explanation why the evidence was not provided:	At the time of closing the report, the mid-term review and the final evaluation of the GEF have not yet been carried out.				

D. Implementation Progress



Cumulative GL delivery against total approved amount (in prodoc):	5.13%
Cumulative GL delivery against expected delivery as of this year:	7.29%
Cumulative disbursement as of 30 June:	124,121

Key Financing Amounts

PPG Amount	100,000
GEF Grant Amount	2,420,548
Co-financing	34,601,904

Key Project Dates

Project duration	60 months
PIF Approval Date	May 23, 2017
CEO Endorsement Date	Nov 25, 2019
Project Document Signature Date (project start date):	Jul 31, 2020

Date of Inception Workshop	May 27, 2021
First Disbursement Date	Mar 9, 2021
Expected Date of Mid-term Review	Jan 31, 2023
Actual Date of Mid-term Review	<i>(not set or not applicable)</i>
Expected Date of Terminal Evaluation	May 1, 2025
Original Planned Closing Date	Jul 31, 2025
Revised Planned Closing Date	<i>(not set or not applicable)</i>

Dates of Project Steering Committee/Board Meetings during reporting period (30 June 2021 to 1 July 2022)
2021-04-28
2022-02-16

Co-financing

Sources of Co-financing	Name of Co-financier	Type of Co-financing	Co-financing amount confirmed at CEO Endorsement / Approval	Investment mobilized	Materialized co-financing as of Jun 30, 2022
Recipient Government	Ministry of Environment (MARN)	In Kind	500,000	<i>(not set or not applicable)</i>	0
Recipient Government	National Energy Council (CNE)	Equity	5,000,000	<i>(not set or not applicable)</i>	0
Recipient Government	National Energy Council (CNE)	In Kind	7,000,000	Recurrent expenditures	80,000
Recipient Government	Ministry of Public Works, Transport, Housing and Urban Development (MOPTVDU)	Equity	16,630,211	<i>(not set or not applicable)</i>	0
Recipient Government	Ministry of Public Works, Transport, Housing and Urban Development (MOPTVDU)	Equity	541,693	<i>(not set or not applicable)</i>	0
Recipient Government	Ministry of Public Works, Transport, Housing and Urban Development	In Kind	500,000	<i>(not set or not applicable)</i>	0

	(MOPTVDU)				
Recipient Government	Planning Office of the AMSS (OPAMSS)	Equity	1,300,000	<i>(not set or not applicable)</i>	0
Recipient Government	Planning Office of the AMSS (OPAMSS)	Equity	2,500,000	<i>(not set or not applicable)</i>	0
Recipient Government	Municipality of Santa Tecla	In Kind	500,000	<i>(not set or not applicable)</i>	0
GEF Agency	UNDP	Grants	100,000	<i>(not set or not applicable)</i>	0
GEF Agency	UNDP	In Kind	30,000	<i>(not set or not applicable)</i>	0
Σ			34,601,904		80,000

Project Manager: Please provide comments on delays this reporting period in achieving any of the following key project milestones outlined in the above 'Key Project Dates' table. Include comments on COVID-19 related challenges, delays and impact. If there are no delays, please indicated 'not applicable'.

Based on the financial performance and the criteria established to establish the IP rating, there is an execution below 50% of what is established by ProDoc:

5.13% Cumulative GL delivery against total approved amount (in prodoc).

7.29% Cumulative GL delivery against expected delivery as of this year

Therefore, under these arguments, it is classified as Moderately Unsatisfactory.

However, it should be taken into account that the Inception Workshop was held in May 2021, so from then on the operational start of the project can be considered. As well as the First Disbursement Date that was until March 9, 2021

During 2020, due to the sudden confinement and global chaos due to the COVID pandemic, there was no progress until the hiring of the first project manager in February 2020, which is why 2020 appears with low execution.

CO Programme Officer: Please include specific measures to manage the project's implementation performance

During the end of 2021 and during 2022 there was a staff turnover, the first Project Manager and the Financial Assistant resigned for having better opportunities (they improved the salary offered by the project). CNE was proactive and assumed the management of the project until the hiring of the second Project Manager (in June 2022).

It is important to mention this context, because based on this, the following measures have been taken:

- With a multidisciplinary team hired to work with the project partners, an important political lobby has been achieved, which is allowing positioning and educating on the issue of low-emission mobility and energy efficiency.
- This confidence gained, is allowing to negotiate important support to strengthen technical studies within the institutions to generate political conditions (through plans and public policies), which allow El Salvador to generate conditions for the transition of electric mobility, as well as the CNE, as the governing body of the energy issue, can generate research adapted to El Salvador

STAFF TURNOVER

- Project managers
 - o Feb 1, 2021/Nov 30, 2021: Paola de Calvo (9 months)
 - o 1-Dec-2021/31-May-2022: Mario Càceres (ad honorem) (6 months)
 - o June 1, 2022/ to date: Emerson Roque
- Administrative assistant
 - o April-2021/30-June-2021: Karen Maltez (3 months)
 - o 21-Dec-2021/ to date Johami Melendez
- Technical team of experts:
 - o January 5, 2021: Recruitment of specialists for OPAMSS and mayors of Soyapango and San Salvador. (Luisa Gizela Hernandez and Emerson Roque)
 - o January 15, 2021: Recruitment of specialists for the MOP and mayors of Antiguo Cuscatlàn and Santa Tecla (Nadja Vàsquez and Carmen Valladares)
 - o 12-May-2022: Hiring of Technical Advisor for the CNE, Antonio Sandà

NCE RTA: Please include specific measures to manage the project's implementation performance.

(not set or not applicable)

E. Project Governance

Dates of Project Board Meetings during reporting period (1 July 2021 to 30 June 2022). Please also upload all meeting minutes using the FILE LIBRARY button.
2021-04-28
2022-02-16

F. Ratings and Overall Assessments

Role	2022 Development Objective Progress Rating	2022 Implementation Progress Rating
UNDP-NCE Technical Adviser	<i>(not set or not applicable)</i>	<i>(not set or not applicable)</i>
UNDP Country Office Programme Officer	Moderately Satisfactory	Moderately Unsatisfactory

Role	2022 Overall Assessment
UNDP-NCE Technical Adviser	<i>(not set or not applicable)</i>
UNDP Country Office Programme Officer	<p>The Sustainable Urban Development project in the Metropolitan Area of San Salvador represents an innovative process for El Salvador and will contribute to giving way to electric mobility and the promotion of energy efficiency from local governments.</p> <p>So the project has several challenges ahead:</p> <p>(1) Position the conditions to promote electric mobility in El Salvador. Currently there are less than 6 electric vehicles in El Salvador and the legal framework was not prepared to promote low-carbon transportation. This challenge includes generating knowledge in government officials and in multidisciplinary teams.</p> <p>(2) Adapt the project to the new strategic vision of the government as well as other context changes since the project was designed in 2017.</p> <p>Based on these challenges and progress to date, the project is rated as Moderately Satisfactory (MS): Project is on track to achieve its end-of-project targets by project closure with minor shortcomings only.</p> <p>It is considered that after a year of operational execution, from the formation of the team and the completion of the Inception workshop (in February 2021), the conditions have been created for the CNE to position the project in the Ministry of Public Works and Transportation (MOPT), the San Salvador Metropolitan Area Planning Office (OPAMSS) and the local governments of Santa Tecla, Antigua Cuscatlán, San Salvador and Soyapango. This has made it possible to concretize the ideas of pilot projects, learn about the new stakeholder framework (due to updates in government institutions and others), as well as begin to generate a knowledge base on what low-carbon mobility means. It is expected that for the next report, more significant advances will be reflected in the fulfillment of indicators.</p> <p>A factor to take into account in the following year and as a challenge, will be the transition from the new institutionality of the CNE to the new Directorate, which is intended to have little impact on the execution and according to what the government itself envisions.</p>
Project Manager/Coordinator	The implementation of the project and therefore the achievement of its goals, has been difficult to execute and achieve due to several factors, among some

we can highlight:

A) Time lag between the design and the beginning of the execution of the project. This is emphasized because it was conceived in 2017, while the start of its implementation was until August 2020, during this period there were situations that greatly changed the reality in the field, within one of these happened the change in the administration of the executive power in 2019, this had the immediate effect of modifying the structure of the government, which affects governance, since changes were introduced such as the suppression of certain state portfolios and the putting into arena of new state portfolios that until 2019 did not have an administrative and operational structure.

B) Effects on implementation due to the COVID-19 pandemic. Likewise, during the first quarter of 2020, the covid-19 pandemic was decreed worldwide, which had as one of its main effects the restriction of the mobilization of people, in El Salvador this led to the total cessation of government institutions, companies private, Non-Governmental Organizations, etc., for a period of approximately 5 months, these events filled the actions of government and municipal institutions with uncertainty.

C) Electoral processes that modified the political map of the central government and the municipal governments. Similarly, during the month of February 2021, legislative and municipal elections were held, which contributed to fill with greater expectations within the governmental and private spheres, making coordination work with municipal institutions difficult, as well as the new municipal councils. they were skeptical and reluctant to continue with the implementation of the project because it was started in the previous period with a different administration, this has led to delays in the implementation of the project and the fulfillment of its goals.

D) Conformation of the Project Work Team. It should also be noted that the process of forming the project work team was completed until June 2022, which has limited interaction and approaches with the institutions involved in the project, for example, the project was underway during 6 months without the figure of the Project Manager, later the person who held the position resigned at the end of 2021 and this position was filled again in June 2022. The technical team has focused its efforts on generating conditions to identify initiatives National Government and local governments that allow sustainable mobility, which has resulted in work meetings to identify current plans and strategies, as well as needs that the project can finance, has also supported the CNE to build the institutional framework so that it can influence in a favorable framework so that El Salvador can have a low-emission development focused on mobility, ca It should be mentioned that the efforts to have the group of professionals that guarantee the adequate implementation of the project have been multiple and permanent.

E) Lack of coordination and definition of projects by the institutions participating in the project. This item highlights that due to changes in municipal governments there have been some municipal administrations in which it has been difficult to establish good communication, trust and therefore establish their needs within the framework of the project, likewise, The case of MOPT stands out in which changes have been made in its administrative and operational structure, which has generated constant changes in the initiatives that this institution wishes to promote, this has generated that until now there is no clarity about the projects and initiatives in which it will be supported.

F) Lack of definition of the contracting method, contributed to delay the process of generating ToR for the acquisition of services and goods.

Achievements

- A) A committed and motivated technical work team has been formed to achieve the financial execution of the project and the achievement of the project's goal indicators.
- B) During the period of time that the project work team has worked, it has been possible to establish a work strategy that will allow achieving the mid-term goals and thus ensure their achievement at the end of the project.
- C) It has been possible to position the name of the DUSAMSS project and the CNE in the actions of the participating institutions, obtaining as a result that the CNE is taken into account in different coordination instances such as the MOPT Intermodal Transport Committee, which It was created in June 2022 and of which the CNE is part of the permanent participants, likewise it has been possible to establish relationships of trust with the municipalities.
- D) The generation of Terms of Reference that allow the execution of the available funds of the project is underway..
- E) Collaborative relationships have been established with national and international institutions in order to obtain transfers of knowledge, good practices, lessons learned in countries in which low-emission mobility models and energy efficiency have been implemented.

Results

About the assessment of the results obtained in terms of financial execution, achievement of the goals expressed in indicators, they have been low compared to the original programming of the project, however, it can be established that there is a commitment on the part of the work team , and the members of the Project Board so that these are fulfilled both in the Mid-Term stage and at the end of the execution, this commitment is evidenced in the Motivation, participation, organization of roles of the different actors, assumption of commitment on the part of the interested parties, generation of confidence in the institutions and between them, establishment of common objectives and resolution of problems through innovative solutions that the project work team, the CNE and the UNDP have contributed to the inconveniences that have arisen in the path.

Challenges

- A) Strengthen relations of trust and coordination with the institutions and between them, so that they adopt a model of inter-institutional collaboration that facilitates the adoption of arrangements to contribute to the achievement of the goals and objectives of the project.
- B) Strengthening of governance in a polarized environment in order to obtain a solid legal and regulatory framework that guarantees the implementation of low-emission mobility solutions and energy efficiency in the AMSS.
- C) Guarantee the fulfillment of the financial goals and target indicators of the project in a changing political environment.
- D) Adapt the processes and activities of the project to the changing environment in which the project is being developed, to achieve the fulfillment of the financial goals and the project's goal indicators.

	<p>Conclusions</p> <p>A) The occurrence of the COVID-19 pandemic during the year 2020, influenced the low execution and hiring of the technical personnel that was in charge of the implementation of the project.</p> <p>B) The implementation of the project has been complicated due to the political and institutional changes that occurred during the project design period (year 2017) and the beginning of the project (year 2020).</p> <p>C) The rotation of the personnel and the formation of the technical work team until the year 2022 reflects the low execution that the project had during the year 2021 and the first semester of the year 2022.</p> <p>D) The distrust on the part of the municipalities and the low level of technical knowledge of the municipal officials and servants were an obstacle for the implementation of the project during the year 2021.</p> <p>E) It has been possible to demonstrate a low level of inter-institutional coordination and in many cases it has been possible to observe that in institutions with a large number of managements, directions and dependencies there is a high level of institutional coordination, which has made it difficult to establish initiatives to promote with the funds of the project, which is being counteracted through the application of effective communication strategies by the technical team deployed in the institutions</p> <p>F) The commitment and knowledge of the technical team of the project has allowed to establish a roadmap for the implementation of the project in an orderly and agile manner.</p> <p>G) Despite the mitigating factors that the project has had during its initial stage of implementation, it has been possible to verify that there is a roadmap that has reflected the fulfillment of the target indicators and the financial execution for the mid-term and the end of the project. project, which makes it feasible to continue with the implementation of the project.</p> <p>Learned lessons</p> <p>A) The timely identification of risks associated with the implementation of the project, contributes to decision-making so that the execution of actions is not affected.</p> <p>B) The participation of the institutions in coordination spaces makes it possible to streamline the processes of executing funds.</p> <p>C) The follow-up of the commitments and agreements assumed by the institutions participating in the project must be constant and permanent in order to guarantee the execution of funds and the fulfillment of the target indicators.</p> <p>D) The implementation of low-emission mobility measures must be done following citizen participation guidelines, likewise the adoption of these must be widely disclosed in advance in order to avoid inconvenience to the people who will be affected by these interventions.</p>
GEF Operational Focal point	<i>(not set or not applicable)</i>
Project Implementing Partner	<i>(not set or not applicable)</i>

Other Partners	<i>(not set or not applicable)</i>
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G. Minor Amendments

A) Results Framework
Yes
Provide a description of the change(s) to the 'Results framework'
In the Inception Workshop, it was concluded that the SITRAMSS will be replaced by the New mass transit system of the AMSS of low emissions, due to the problems that the SITRAMSS had.
B) Components and cost
No
Provide a description of the change(s) to 'Components and cost'
<i>(not set or not applicable)</i>
C) Institutional and implementation arrangements
Yes
Provide a description of the change(s) to 'Institutional and implementation arrangements'
In the Inception Workshop, it was concluded that the SITRAMSS will be replaced by the New mass transit system of the AMSS of low emissions, which is in the feasibility study stage by the MOPT, due to the problems that the SITRAMSS had.
D) Financial management
No
Provide a description of the change(s) to 'Financial Management'
<i>(not set or not applicable)</i>
E) Implementation schedule
Yes
Provide a description of the change(s) to 'Implementation schedule'
The main delay for the fulfillment of the objective indicators and the effect indicators is due to the fact that the SITRAMSS has ceased its operation, due to legal and operational problems, for which the MOPT is promoting a new mass transportation system for low emissions for the AMSS, which is in the feasibility study stage. Additionally, the MOPT has created the Intermodal Transport Committee in which the CNE participates as a permanent member, the objective of this committee is to monitor the new low-emission mass transport system for the AMSS, as well as public transport initiatives that contribute to reduce the emission of greenhouse gases such as the introduction of electric buses and Natural Gas buses.
F) Executing Entity
Yes

Provide a description of the change(s) to 'Executing Entity'
In November 2022, the National Energy Council will migrate to become the National Directorate for Energy and Hydrocarbons. This change will not affect the normal execution of the activities that the CNE has developed. From this date, everything related to energy policy, including hydrocarbons, will govern.
G) Executing Entity Category
No
Provide a description of the change(s) to 'Executing Entity Category'
<i>(not set or not applicable)</i>
H) Minor project objective change
Yes
Provide a description of the change(s) to 'minor project objective change'
No changes identified
I) Safeguards
Yes
Provide a description of the change(s) to 'Safeguards'
No changes identified
J) Risk Analysis
Yes
Provide a description of the change(s) to 'Risk Analysis'
the risk remains in accordance with the Social and Environmental Screening Procedure (SESP) or the old ESSP tool.
K) Increase of GEF project financing up to 5%
No
Provide a description of the change to GEF project financing up to 5%
<i>(not set or not applicable)</i>
L) Co-financing
Yes
Provide a description of the change(s) to 'Co-financing'
The co-financing of the partners is maintained, however the one offered in the project design has been outdated, which will be updated according to the current reality
M) Location of project activity

No
Provide a description of the change(s) to project location activity
<i>(not set or not applicable)</i>
Other
No
Please provide a description of other types of minor amendments that do not fall under any of the above categories. For example, minor changes to the project's Gender Action Plan and/or gender activities can be captured here.
<i>(not set or not applicable)</i>
Upload any supporting documentation related to responses in this section.
10.06.19-COMUNICADO-Sala-de-lo-Constitucional-SITRAMSS.pdf 6. Admisión de demanda de inconstitucionalidad contra Sitramss.pdf Ministerio de Obras Públicas y de Transporte-SancionSITRAMSS.pdf StudyNewMassTransportationSystemMetropolitanAreaSan_Salvador.pdf

H. Gender

Progress in Advancing Gender Equality and Women's Empowerment

<p>1) Please review the project's Gender Analysis and Action Plan. If the document is not attached or an updated Gender Analysis and/or Gender Action Plan is available please upload the document below or send to the Regional Programme Associate to upload in PIMS+. Please note that all projects approved since 1 July 2014 are required to carry out a gender analysis and all projects approved since 1 July 2018 are required to have a gender analysis and action plan.</p>
<p>Informe de Inicio PDUSAMSS aprobado y consolidado con anexos incluidos.pdf</p>
<p>Atlas Gender Marker Rating</p>
<p>GEN2: gender equality as significant objective</p>
<p>2) Please indicate in which results areas the project is contributing to gender equality (you may select more than one results area, or select not applicable):</p>
<p>Contributing to closing gender gaps in access to and control over resources: No</p>
<p>Improving the participation and decision-making of women in natural resource governance: Yes</p>
<p>Targeting socio-economic benefits and services for women: No</p>
<p>Not applicable: No</p>
<p>3) Please specify results achieved this reporting period that focus on increasing gender equality and the empowerment of women.</p>
<p>Please explain how the results reported addressed the different needs of men or women, changed norms, values, and power structures, and/or contributed to transforming or challenging gender inequalities and discrimination.</p>
<p>During the Inception Workshop, the "Indicative Gender Plan: Recommended Actions for Project Implementation" was reviewed and validated.</p>
<p>4) Please describe how work to advance gender equality and women's empowerment enhanced the project's environmental and/or resilience outcomes.</p>
<p>The gender plan validated in the inception workshop by the institutions participating in the project, this fact Guarantee that the impacts of the Project are evaluated according to gender indicators is being followed.</p> <p>Likewise, during the process of rapprochement with the institutions, gender initiatives have been identified that will allow interventions to be scaled up in the pilot projects and mobility plans, such as the emergency buttons located in different points of the municipality of Antiguo Cuscatlan and the initiative of bus stops without visible obstacles, which contributes to generating a safe environment for women users of urban streets and public transport</p> <p>Additionally the Project Team is made up of 4 women and 2 men.</p>

I. Risk Management

A) Review of Risks outlined in Risk Register and PIMS+ risk tab

CO Programme Officer: Has the Atlas Risk Register been updated during this reporting period?
Yes
NCE RTA:
Please provide an assessment of project risk management (including risks reported in Risk Register and risks included in the project's risk tab in PIMS+) undertaken in the reporting period and summarize the key risk management measures to be taken in the coming year. This text will be pulled into the risk management action plan in this project's risk tab in PIMS+.
<i>(not set or not applicable)</i>

B) Social and Environmental Standards (Safeguards) Risks

For reference, please find below the project's safeguards screening (Social and Environmental Screening Procedure (SESP) or the old ESSP tool); management plans (if any); and its SESP categorization above. Please note that the SESP categorization might have been corrected during a centralized review.
If the project has updated its SESP during implementation, then please upload that file below.
<i>(not set or not applicable)</i>
1) Have any new social and/or environmental risks been identified during the reporting period?
No
If any new social and/or environmental risks have been identified during the reporting period please describe the new risk(s) and the response to it.
<i>(not set or not applicable)</i>
2) Have any existing social and/or environmental risks become more severe and/or has the project's SESP categorization changed during the reporting period? For example, when a low risk increased to moderate, or a moderate risk increased to substantial/high.
No
If any existing social and/or environmental risks have become more severe and/or if the project's SESP categorization has changed during implementation please describe the change(s) and the response to it. Note that any change to the project's SESP categorization should be confirmed by the Project Board and by the NCE PTA (and potentially cleared by the NCE safeguards team).
<i>(not set or not applicable)</i>
3) Have any social and environmental assessments and/or management plans been prepared or updated, and/or has the SESP been updated in the reporting period, as required? For example, an updated Stakeholder Engagement Plan, Environmental and Social Impact

Assessment (ESIA) or Indigenous Peoples Plan.
Yes
If yes, please upload the document(s) above using the FILE LIBRARY button. If no, please explain when the required documents will be prepared.
Stakeholder Assesment Plan was updated.
4) Has the project received complaints related to social and/or environmental impacts (actual or potential) during the reporting period?
No
If yes, please describe the complaint(s) or grievance(s) in detail including the status, significance, who was involved and what action was taken.
<i>(not set or not applicable)</i>
5) Is this project on track with the preparation and/or implementation of all safeguards measures required for compliance with the UNDP SES?
Yes
If no, please explain:
<i>(not set or not applicable)</i>

J. Knowledge Management & Communications

The **Project Manager** must complete the three questions below.

<p>1) Please provide progress on the implementation of the project's Knowledge Management approach approved at CEO Endorsement/Approval. If there is no KM approach/strategy, please comment on how the project is capturing and disseminating best practices and lessons learned.</p>
<p><i>(not set or not applicable)</i></p>
<p>2) Please provide URLs specific to this project in the relevant field below. Please categorize the URLs appropriately (for example: project websites, social media sites, media coverage, etc.)</p>
<p>https://www.undp.org/es/el-salvador/projects/desarrollo-urbano-sostenible-en-el-%C3%A1rea-metropolitana-de-san-salvador</p> <p>https://twitter.com/PNUDSV/status/1499799588710100992?s=20&t=QP3vtpZjJEb02EaiYtMwgw</p> <p>https://twitter.com/CNE_ELSALVADOR/status/1499818683153190912</p>
<p>3) In the PIR platform, please upload any supporting files, including the project's Communications Strategy, photos, videos, stories and other communication/knowledge materials.</p>
<p>Captura de pantalla 1 .png</p> <p>Captura de pantalla 2 .png</p> <p>Captura de pantalla 37 .png</p> <p>Captura de pantalla 60 .png</p> <p>Captura de pantalla.png</p>

K. Stakeholder Engagement

(A) Provide an update on progress, challenges and outcomes related to stakeholder engagement based on the description in the Stakeholder Engagement Plan or equivalent documentation submitted at CEO Endorsement/Approval.

(B) Upload all available documentation of the project's stakeholder engagement, including surveys, FPIC reports and others using the FILE LIBRARY button in the upper right corner of the PIR.

(C) If the project's Stakeholder Engagement Plan has been updated during the reporting period, please upload that file using the FILE LIBRARY button above.

Due to the changes in the government administration in 2019, the structure of the Ministry of Public Works, Transportation, Housing and Urban Development was modified, removing from it the Vice Ministry of Housing and Urban Development, creating the Ministry of Housing, which was registered in the project inception workshop report.

In the new dynamics of the Ministry of Public Works and Transportation, SITRAMSS has stopped being promoted due to various legal and system operation problems, at this time the project of the Low Emissions New Mass Transportation System for the Metropolitan Area of San Salvador is being promoted, which is in execution and for which in June 2022 the Intermodal Public Transport Committee was formed, which is the space in which all aspects relevant to public transport are discussed, it is worth mentioning that in this instance the Vice Ministers of Transport and Public Works.

Approaches have been held with the mayor's offices and OPAMSS, with which various initiatives are being worked on to favor low-emission mobility, as well as incorporating energy efficiency in the management of each of these institutions.

Likewise, approaches are being held with the Universities that have developed research related to the subject of electromobility.

As for the Sector Organizations and National NGOs, there have been no approaches due to impasses due to legal actions undertaken with one of the public transport associations, which at this time has been judicially intervened.

Regarding the Multilateral Banks and Bilateral Agencies, some conversations have been held with CABEL, through the electric mobility table in which the CNE and other government institutions such as MARN and MOPT are integrated.

At the moment there has been no direct contact with members of civil society.

L. Annex - Ratings Definitions

Development Objective Progress Ratings Definitions

(HS) Highly Satisfactory: Project is on track to exceed its end-of-project targets, and is likely to achieve transformational change by project closure. The project can be presented as 'outstanding practice'.

(S) Satisfactory: Project is on track to fully achieve its end-of-project targets by project closure. The project can be presented as 'good practice'.

(MS) Moderately Satisfactory: Project is on track to achieve its end-of-project targets by project closure with minor shortcomings only.

(MU) Moderately Unsatisfactory: Project is off track and is expected to partially achieve its end-of-project targets by project closure with significant shortcomings. Project results might be fully achieved by project closure if adaptive management is undertaken immediately.

(U) Unsatisfactory: Project is off track and is not expected to achieve its end-of-project targets by project closure. Project results might be partially achieved by project closure if major adaptive management is undertaken immediately.

(HU) Highly Unsatisfactory: Project is off track and is not expected to achieve its end-of-project targets without major restructuring.

Implementation Progress Ratings Definitions

(HS) Highly Satisfactory: Implementation is exceeding expectations. Cumulative financial delivery, timing of key implementation milestones, and risk management are fully on track. The project is managed extremely efficiently and effectively. The implementation of the project can be presented as 'outstanding practice'.

(S) Satisfactory: Implementation is proceeding as planned. Cumulative financial delivery, timing of key implementation milestones, and risk management are on track. The project is managed efficiently and effectively. The implementation of the project can be presented as 'good practice'.

(MS) Moderately Satisfactory: Implementation is proceeding as planned with minor deviations. Cumulative financial delivery and management of risks are mostly on track, with minor delays. The project is managed well.

(MU) Moderately Unsatisfactory: Implementation is not proceeding as planned and faces significant implementation issues. Implementation progress could be improved if adaptive management is undertaken immediately. Cumulative financial delivery, timing of key implementation milestones, and/or management of critical risks are significantly off track. The project is not fully or well supported.

(U) Unsatisfactory: Implementation is not proceeding as planned and faces major implementation issues and restructuring may be necessary. Cumulative financial delivery, timing of key implementation milestones, and/or management of critical risks are off track with major issues and/or concerns. The project is not fully or well supported.

(HU) Highly Unsatisfactory: Implementation is seriously under performing and major restructuring is required. Cumulative financial delivery, timing of key implementation milestones (e.g. start of activities), and management of critical risks are severely off track with severe issues and/or concerns. The project is not effectively or efficiently supported.