



ECONOMIC COMMISSION FOR EUROPE

TERMS OF REFERENCE

Evaluation of the UNECE ITC support to governments in climate change mitigation: lessons from the use of ForFITS tool that links policy choices and CO₂ emission scenarios for inland transport

I. Purpose

The purpose of this evaluation is to review the support of UNECE ITC to member States on climate change mitigation, in particular through the For Future Inland Transport Systems (ForFITS) tool. This evaluation will assess the relevance, effectiveness, efficiency, sustainability and impact of the ForFITS tool in supporting member States to mitigate CO₂ emissions from the transport sector. The results of the evaluation are expected to provide a long-term vision for the further development of the tool in order to further strengthen its impact on policy recommendation, adoption and evaluation by the beneficiaries (at the national or metropolitan levels).

II. Scope

Following the first phase of the ForFITS tool development, an evaluation¹ to assess the development and post-implementation of the ForFITS tool was conducted at the end of 2013 and published in March 2014. The present evaluation will focus on the work done during the second phase of the project from 2014-2018, assessing how the ForFITS model has been used by internal and external stakeholders including the gender-split, where available. The contribution of the model results towards GHG emissions mitigation will also be assessed by the evaluator).

The evaluation should be gender responsive. It is expected that the evaluator will look into gender equality while delivering the assignment and provide some finding and recommendation.

III. Background

The transport sector is a major contributor to greenhouse gas (GHG) emissions, and mitigating the impact of GHG emissions continues to be a consideration in the development of government policies on transportation. The transport sector accounts for more than 20% of the CO₂ emissions from fuel combustion, and its share is expected to rise in the coming decades. Inland transport represents more than 75% of the CO₂ emissions of the transport sector (IEA World Energy balances, 2018). Mitigating GHG emissions has been set as a priority to achieve climate goals as defined by the Conferences of Parties (COP) process of the UNFCCC international negotiation framework from its inception in 1995.

Policies and technologies that mitigate GHG emissions from the transport sector can also bring significant benefits such as improvement in air quality, cost reductions and increased competitiveness. Quantifying GHG mitigation potential is key to delivering on climate goals and assessing policy impacts before and after their implementation. ForFITS aimed at providing a modelling framework to quantify the impact of transport policies on GHG emissions, and projecting future GHG emissions at the national or international levels.

The ForFITS tool was developed by the UNECE during 2011-2014 with the financial support of the United Nations Development Account (UNDA). The main aim of the tool is to enhance international cooperation and planning towards sustainable transport policies, with a particular ambition to facilitating climate change mitigation by quantifying CO₂ emissions for the whole transport sector. Seven pilot cases

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in the UN Regional Commissions were assessed during the model development process, and ForFITS is currently available free of charge on the UNECE website.²

After the UNDA funding expired in 2014, ForFITS has been used in several national and local contexts, providing insights on GHG emissions mitigation potential for different sets of scenarios for the forthcoming decades up to 2030. The use of ForFITS is based on the Strategic Framework of the UNECE transport subprogramme for 2016/2017 (ECE/TRANS/2014/25) and 2018-2019 (ECE/TRANS/2016/30). ForFITS has been used as part of cross-sectoral activities within UNECE's Environmental Performance Reviews performed by the Environment Division with the support of Sustainable Transport Division staff. ForFITS has also been used in the context of Transport, Health and Environment Pan-European Programme (THE PEP), in a joint effort from the World Health Organization (WHO) Europe and UNECE's Environment and Sustainable Transport Divisions. In addition, the UNECE has provided support to external users of ForFITS from various universities and research institutions.

IV. Issues

The evaluation will answer the following questions:

Relevance

1. How relevant were the activities to the specific needs and priorities of the beneficiary countries/cities in the area of the GHG emissions mitigation?
2. To what extent were the activities related to the UNECE mandate as expressed in the programme of work?
3. To what extent were the activities consistent with global and regional priorities and the programme of work of the UN Regional Commissions?
4. To what extent were the activities intervention relevant for meeting the objective of the UNECE Subprogramme 2 "Transport" and beyond?
5. To what extent was the model understood and applied by the beneficiary countries as outlined by the model developed?

Effectiveness

6. To what extent were the expected accomplishments of the activities achieved?
7. What were the challenges/ obstacles to achieving the activities objective and expected accomplishments?

Efficiency

8. Did the activities achieve its objectives within the anticipated budget and allocation of resources?
9. Were the resources (financial and human) appropriate to the deployment of the tool?
10. Were the activities implemented according to the planned timeframe?
11. Was the support from the ForFITS Secretariat in providing modelling expertise sufficient?

Sustainability

12. To what extent have the results of the tool been used in the beneficiary countries?
13. How is the stakeholders' engagement likely to continue in the beneficiary countries?
14. Have all the tool capabilities been used by the beneficiary countries? If not all capabilities have been used, please provide a brief overview of how the tool has been used (what variables have been changed, which case-specific data have been used)?
15. Is the tool still up-to-date and competitive with comparable state-of-the-art modelling frameworks?
16. What would be the priority development areas to further improve the tool's capabilities?

Impact

² www.unece.org/trans/theme_forfits.html

17. Has ForFITS use and/or results led to new policies or policy changes in the beneficiary countries / cities?
18. Has the tool been applied by other international organization to perform their own projections?
19. Is there any evidence that GHG emission have been reduced thanks to the use of ForFITS?

V. Methodology

The evaluation will be conducted on the basis of:

1. A **desk review** of all the relevant documents obtained from ForFITS activities files including:

- Programmes and materials (presentations, background documents) developed for national and regional workshops as well as lists of participants;
- Project documents from the first and second phases, together with relevant evaluations conducted of the first phase
- Reports of workshops;
- Project webpage; and
- Modelling results and reports produced from the tool's output.

2. An electronic **questionnaire** will be developed by the consultant to assess the views of ForFITS users and developers, both internally and externally. Other stakeholders might be also be invited to answer the questionnaire in order to assess the perception of ForFITS from outsiders and expert that have no in-depth knowledge of the ForFITS tool. Potential names to be added to the list of interviewees would be provided by the UNECE project manager.

3. This questionnaire will be followed by **selected interviews** (methodology to be determined by the evaluator in consultation with UNECE). The interviews will take place via phone and Skype, or face-to-face when possible.

The report will summarize the findings, conclusions and recommendations of the evaluation. An executive summary (max. 2 pages) will summarize the methodology of the evaluation, key findings, conclusions and recommendations.

All material needed for the evaluation, will be provided to the consultant: ForFITS activities documents and reports, meeting reports and publications, list of involved experts that can be interviewed by telephone. UNECE will provide support and further explanation to the evaluator as needed.

The evaluation will be conducted in accordance with the UNECE Evaluation Policy.

VI. Evaluation Schedule

1. Launch of the evaluation (15 September 2018)
2. Desk review of all documents provided by UNECE to the evaluator (1 October 2018)
3. Delivery of inception report including design of survey (10 October 2018)
4. Feedback on inception report by the project manager (15 October 2018)
5. Launching the survey (20 October 2018)
6. Conducting in-person and telephone interviews (1 November – 10 November 2018)
7. Analysis of collected information (15 - 25 November 2018)
8. Draft report (30 November 2018)
9. Comments back to the evaluator after review by the project manager and the PMU (10 December 2018)
10. Final report (20 December 2018).

VII. Resources

An independent consultant will be engaged for a period of 30 days to conduct the evaluation, within a budget of USD\$ 10,000. Mr. François Cuenot, the project manager, will manage the evaluation in consultation with the Vehicle Regulation and Transport Innovation Section Chief, Mr. Walter Nissler. The Programme Management Unit (PMU) will provide guidance to the Project Manager and evaluator as needed on the evaluation design, methodology and quality assurance of the final draft report.

VIII. Intended use / Next steps

The evaluation results will be used in the planning and implementation of future evolutions of the ForFITS tool, to maximise its use and benefits towards climate change mitigation. Enlarging the scope of ForFITS beyond climate change might also represent an opportunity for future ForFITS applications. The outcomes of the evaluation will also contribute to the broader lessons learned of the post UNDA-funding and how UNDA projects can be sustained once the funds stop, and how to deploy long-term resources and mandate to similar projects.

IX. Criteria for Evaluators

Evaluators should have:

- an advanced university degree or equivalent background in relevant disciplines, with specialized training in areas such as evaluation, project management, social statistics, advanced statistical research and analysis.
- relevant professional experience in design and management of evaluation processes with multiple stakeholders, survey design and implementation, and project planning, monitoring and management.
- demonstrated methodological knowledge of evaluations, including quantitative and qualitative data collection and analysis for end-of-cycle project evaluations.

Evaluators should declare any conflict of interest to UNECE before embarking on an evaluation project, and at any point where such conflict occurs.
