

GEF - PROJECT IMPLEMENTATION REPORT (PIR)

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UNEP GEF PIR Fiscal Year 2024
Reporting from 1 July 2023 to 30 June 2024

1 PROJECT IDENTIFICATION

1.1 Project Details

GEF ID: 10274	Umoja WBS: SB-017817
SMA IPMR ID: 84922	Grant ID: S1-32GFL-000680
Project Short Title: Seychelles e-mobility	
Project Title: Support the Shift to Electric Mobility in the Seychelles	
Duration months planned:	48
Duration months age:	30
Project Type:	Medium Sized Project (MSP)
Parent Programme if child project:	10114
Project Scope:	National
Region:	Africa
Countries:	Seychelles
GEF Focal Area(s):	Climate Change Mitigation
GEF financing amount:	\$ 423,716.00
Co-financing amount:	\$ 1,886,000.00
Date of CEO Endorsement/Approval:	2021-06-08
UNEP Project Approval Date:	2021-10-15
Start of Implementation (PCA entering into force):	2021-10-15
Date of Inception Workshop, if available:	2022-11-03
Date of First Disbursement:	2021-11-10
Total disbursement as of 30 June 2024:	\$ 158,400.00
Total expenditure as of 30 June:	\$ 79,517.00
Midterm undertaken?:	n/a
Actual Mid-Term Date, if taken:	

Expected Mid-Term Date, if not taken:	
Completion Date Planned - Original PCA:	2025-12-31
Completion Date Revised - Current PCA:	
Expected Terminal Evaluation Date:	2026-06-30
Expected Financial Closure Date:	2027-01-31

1.2 Project Description

Objective: To mitigate GHG emissions by accelerating the introduction of electric mobility in Seychelles through demonstration in public transportation, capacity building, and preparation of upscaling and replication through development of adequate electric mobility policies and financing concepts.

Component 1: Institutionalization of low-carbon electric mobility

Expected Outcome 1: The government has established a coordinated institutional framework and adopts a gender sensitive strategy for the promotion of low-carbon electric mobility in Seychelles

Component 2: Short term barrier removal through low-carbon electric mobility demonstrations

Expected Outcome 2: The e-bus demonstration provides evidence of technical, financial, and environmental sustainability enabling SPTC to plan for scale-up of Seychelles' e- bus fleet.

Component 3: Preparing for scale-up and replication of low-carbon electric mobility

Expected Outcome 3: The government creates conditions for removing existing barriers by developing plans and financing concepts, and by submitting policies and regulations for adoption to accelerate the introduction of EVs in Seychelles

Component 4: Long-term environmental sustainability of low-carbon electric mobility

Expected Outcome 4: Measures are developed by the government to ensure the long-term environmental sustainability of low-carbon electric mobility

Executing Agency: Ministry of Transport (Department of Land Transport)

1.3 Project Contacts

Division(s) Implementing the project	Climate Change Division
Name of co-implementing Agency	
Executing Agency (ies)	Ministry of Transport (Department of Land Transport)
names of Other Project Partners	UNEP Sustainable Mobility Unit
UNEP Portfolio Manager(s)	Asher Lessels
UNEP Task Manager(s)	Julien Lheureux
UNEP Budget/Finance Officer	Fatma Twahir
UNEP Support Assistants	Kerubo Mosei
Manager/Representative	Patrick Andre
Project Manager	Elvis Octave
Finance Manager	Irene Croisee
Communications Lead, if relevant	N/A

2 Overview of Project Status

2.1 UNEP PoW & UN

UNEP Current Subprogramme(s):	Thematic: Climate action subprogramme
UNEP previous Subprogramme(s):	N/A
PoW Indicator(s):	<ul style="list-style-type: none"> Climate : (i) Number of national, subnational and private-sector actors that adopt climate change mitigation and/or adaptation and disaster risk reduction strategies and policies with UNEP support.
UNSDCF/UNDAF linkages	United Nations Strategic Partnership Agreement (UNSPA) 2018 – 2022
Link to relevant SDG Goals	<ul style="list-style-type: none"> Goal 11: Make cities and human settlements inclusive, safe, resilient and sustainable Goal 13: Take urgent action to combat climate change and its impacts
Link to relevant SDG Targets:	<ul style="list-style-type: none"> 11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons 11.6 By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management 13.2 Integrate climate change measures into national policies, strategies and planning

2.2. GEF Core and Sub Indicators

GEF core or sub indicators targeted by the project as defined at CEO Endorsement/Approval, as well as results

Indicators	Targets - Expected Value			Materialized to date
	Mid-term	End-of-project	Total Target	
6- Greenhouse gas emissions mitigated		Total direct: 23,117 Indirect: 86,901 (By year 2036)	Total direct: 23,117 Indirect: 86,901 (By year 2036)	The project will only be in a position to report against this indicator towards the end of year 2025.
11- People benefitting from GEF-financed investments		Total: 991 (Women: 387 Men: 604)	Total: 991 (Women: 387 Men: 604)	Women: 21Men: 37Total: 58

Implementation Status 2023: 2nd PIR

2.3. Implementation Status and Risks

	PIR#	Rating towards outcomes (section 3.1)	Rating towards outputs (section 3.2)	Risk rating (section 4.2)
FY 2024	2nd PIR	S	S	M
FY 2023	1st PIR	S	MS	L
FY 2022				
FY 2021				
FY 2020				
FY 2019				
FY 2018				
FY 2017				
FY 2016				
FY 2015				

Summary of status

Progress towards outcomes:

While it is still too early to measure any substantial progress against the achievement of the project's Outcome and its associated end-of-project target, now that the procurement challenges flagged in the previous PIR have been overcome, no major obstacle has materialized so far, so it is still considered likely the project will achieve its expected outcomes by the time it reaches technical completion in December 2025. As such, the development objective rating towards achieving outcomes is considered **"Satisfactory"**.

Progress towards outputs:

Project implementation has encountered delays due to the lengthy procurement process to hire the international experts, but after the DOT received the approval of the national Procurement Oversight Unit for deviation from the normal procurement process the DOT has managed to recruit the experts and the contracts were signed in April 2024. Despite the delays it is expected that the project implementation will be completed before the end of the project timeline (31 December 2025).

The international experts hired were quick to react and immediately started with the activities in accordance with the RFP, their first in-country mission was between the 27th to 31st of May 2024, where we held the first consultative stakeholders workshop for the (1) development of the national gender-sensitive electric mobility strategy (Component 1), (2) workshop with SPTC to develop a monitoring framework for the e-bus pilot (Component 2), and (3) stakeholders workshop for the development of the EPR schemes and guidelines for the EOL and circulatory of lithium EV batteries (Component 4). The experts have already issued the workshops report.

It is to be noted that gender-sensitive measures in line with the Gender Action Plan and Gender representation guidelines have been taken into consideration in all the project activities and we got the participation of a significant number of women in all the workshops. It is also good to point out the active engagement and enthusiasm from all the participants coming from all sectors, that is, from the public sector, private sector, NGOs and the Academia.

During the reporting period and as part of Component 1, the CTA and other stakeholders have benefitted with knowledge sharing, networking and capacity building either in person or through online workshops and webinars under the EV Global Programme, most remarkable was the in-person Africa Workshop on used EVs and EV lithium batteries held in Nairobi Kenya in April 2024 and the Second Africa E-Mobility Forum and Trainings on ebus procurement, planning, and operation held in Dakar, Senegal in May 2024. The CTA has shared the report for both workshops.

Under component 4, the project in partnership with IRENA to carry out assessment to develop a Transport Electrification Technology Plan and grid assessment for integration of a higher shares of renewable to support EVs charging continues. The project with IRENA compliments the GEF/UNEP project and there is the agreement to share all data and report.

Apart from IRENA, Seychelles continues to seek for additional support from other partners to assist with the rapid scale-up of e-mobility in the country, the type of support is both on the technical and regulatory development sides. The support will help to close the gaps to meet the country requirements.

Finally, due to the delays incurred the Department of Transport with the approval and support of UNEP carried out a project workplan and budget revision 1 to factor in the changes to the timelines and components of the original project documents. The most notable change to the workplan was for Component 2, whereby the 2 outputs of the original design were merged into 1, focusing on the e-bus pilot. This revision was formally approved by UNEP on 27 February 2024.

Based on the above, the project's implementation progress towards delivering outputs is rated "**Satisfactory**".

Overall risk rating:

The only risk associated with full implementation of the project is that there is the possibility that SPTC would not receive the pilot ebuses (Component 2) before the project timeline comes to an end in December 2025. For this reason, the project risk level has been rated as "**Moderate**". Yet, the Government of Seychelles continues with its effort to secure the ebuses either through a promised donation from the Chinese Government for 20 ebuses or procurement of a couple of ebuses under the Indian Exim Bank line of credit as part of the SPTC fleet replacement plan.

2.4 Co Finance

Planned Co-finance:	\$ 1,886,000
Actual to date:	200,089
Progress	<p>Justify progress in terms of materialization of expected co-finance. State any relevant challenges:</p> <p>The Seychelles Government committed to Support the project implementation with co-financing contribution through the: (1) Ministry of Agriculture, Climate Change of Environment for the worth of USD 748,000 in the form of in-kind contribution, (2) The Ministry of Transport for the amount of USD 748,000 in the form of in-kind contribution, (3) the Ministry of Transport and SPTC for the amount of USD 120,000 in the form of public investment contribution to cover 60% of the purchase price of the demonstration bus, and (4) the Ministry of Transport and SPTC for the amount of USD 250,000 in the form of recurrent expenditures to support the demonstration project. Other form of co-finance comes from UNEP SMU for the amount of USD 20,000 as in-kind contribution ensuring coordination of the project with other partners.</p> <p>The total committed amount of co-financing is USD 1,886,000. As of end June 2024, the co-financing stands at, the Ministry of Transport USD 70,755, MACCE USD 28,800, SPTC USD 35,000 and USD 10,000 from the SMU. Cofinance contributions during the period under review included; Staff participation in Project activities including Project Steering Committee meetings, workshops, data collection, participation in EV Global activities; Hosting and venue for workshops; support in the tender process for hiring of the international expert, routine communication with stakeholders, office space for the CTA including stationary, payment of utilities including internet and hosting the international experts. Cofinance contributions during the period under review included; Staff participation in Project activities including Project Steering Committee meetings, workshops, data collection, participation in EV Global activities; Hosting and venue for workshops; support in the tender process for hiring of the international expert, routine communication with stakeholders, office space for the CTA including stationary, payment of utilities including internet and hosting the international experts. There has not been any public investment made so far.</p>

2.5. Stakeholder

Date of project steering committee meeting	2024-04-18
Stakeholder engagement (will be uploaded to GEF Portal)	<p>The Department of Transport (DOT) held the 6th PSC meeting and the first for the year on the 18th April 2024. Though there was no quorum for the meeting we still proceeded with the members in attendance and the CTA shared the minutes of meeting and presentation materials with the other members. The DOT is facing challenges to get all members of the committee in attendance on any given date, though we get a full-house confirmation for participation. The members of the PSC are all from the public sectors and not all members are able to attend the meetings as they are engaged in other activities or committees due to the shortage of staff in the public sector. The meeting minutes are however disseminated to the PSC members after the meetings.</p> <p>The Strategy Development Team and experts from CENEX held the first in-person workshop for the development of the national gender-</p>

	<p>sensitive electric mobility strategy on the 28th May 2024. The consultive stakeholders workshop had the participation of 23 participants out of 25 that were invited. The participants came from different sectors including governmental, private, NGO, and Academia. On the 29th of May, the experts and DOT held a workshop with SPTC Management and Board Members for the development of the monitoring framework for the e-bus pilot. More stakeholders for the development of the EPR scheme and EOL and circulatory of EVs Lithium batteries were engaged on 31st May. The PMU through the CTA is also highly engaged with the Ministry of Agriculture, Climate Change and Environment more specifically for capacity building as the Ministry is coordinating and supporting the NDC Partnership.</p> <p>The Seychelles Petroleum Company is working on a project to install 2 public charging station at 2 main fueling station and they are involving the PMU through the CTA for guidance and support. The DoT is also engaging with the Programme Development and Coordination Section from the Ministry of Environment and national experts developing a project proposal to launch a pilot using EV batteries as energy storage from renewable, the financing is readily available under the TWENEX program we just need to submit the proposal to access the financing.</p> <p>The Seychelles Government signed the Global MOU on ZEMHDEV in April 2024 and in June the CTA, on behalf of the Ministry of Transport attended the GLOBAL MOU summit in Spain. Through the MOU, Seychelles automatically qualified for technical assistance under the ZEV Rapid Response Facility. The Country has submitted requests for support to develop a comprehensive curriculum for EV repair, maintenance and inspection and the proposal is already with the board for approval. The Country continues to pursue the opportunity to seek as much assistance especially on the policy and regulatory side to close existing the gap between the UNEP/GEF project.</p> <p>Through the GLOBAL MOU and partnership with UNEP the global network continues to promote knowledge sharing on best practices and capacity building. The DOT, in partnership with the Public Utilities Company and IRENA continue with the activities to carry out a full scale grid assessment for integration of higher shares of renewable energy into the grid to support with EV charging and to develop a Transport Electrification Technology Plan for different scenarios. The project with IRENA started in February 2024 after the validation of the scope for the project. The DOT is in discussion with SWIFT Ashok Leyland from India after they expressed their interest to connect on the Seychelles e-mobility project. A meeting is expected later this year to explore the kind of support the Country will require. Lastly, the Seychelles Government and the Chinese Government is finalising the agreement under the governmental bilateral corporation for the donation of 20 ebuses and a delegation from the Ministry of Transport will be visiting China upon invitation between the 27th August to 9th September in regards to the ebuses.</p>
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2.6. Gender

Does the project have a gender action plan?	Yes
Gender mainstreaming (will be uploaded to GEF Portal):	<p>Gender inclusion measures are being taken in all project activities in line with the Gender Action Plan and approved Gender Representation Guidelines. Women are under represented in some sectors and whenever their is a project activity the Project encourages female representation but it is not always possible. For the period under review there wase equal participation of both gender in the EV Global Programme events. In April 2024, Mrs. Michelle Azemia from the Ministry of Agriculture, Climate Change and Environment (MACCE), participated in the Africa Workshop on used EVs and used lithium battery EOL and Circulatory which was held at the UN Headquarters, Nairobi, Kenya and in May 2024, Mr. Ryen Samson from SPTC participated in the Second Africa e-mobility Forum in Dakar, Senegal. The established Project Steering Committee consists of 60% women and 40% men. The Strategy Development Team held its first workshop on the 28th of May 2024, and there was the participation of 38% female members and 62% male members, the members on the team comes from all sectors of the economy, private, NGOs, governmental and academia. The DOT held a second workshop on the 31st May 2024 with local stakeholders for the development of the EPR schemes and guidelines for EV lithium battery management, 27% women and 73% men participated in the workshop.</p> <p>The CTA will continue to implement and monitor the gender mainstreaming activities outlined in the project’s Gender Action Plan, and report on them in the next July-December 2024 Half-Yearly Progress Report and in the 2025 PIR. Particular attention will be given to the mainstreaming of gender within the national e-mobility strategy to be developed under Output 1.2.</p>

2.7. ESSM

Moderate/High risk projects (in terms of Environmental and social safeguards)	<p>Was the project classified as moderate/high risk CEO Endorsement/Approval Stage?</p> <p>No</p> <p>If yes, what specific safeguard risks were identified in the SRIF/ESERN?</p>
New social and/or environmental risks	<p>Have any new social and/or environmental risks been identified during the reporting period?</p> <p>No</p> <p>If yes, describe the new risks or changes?</p>
Complaints and grievances related to social and/or environmental impacts	<p>Has the project received complaints related to social and/or environmental impacts (actual or potential) during the reporting period?</p> <p>No</p> <p>If yes, please describe the complaint(s) or grievance(s) in detail, including the status, significance, who was involved and what actions</p>

	<p>were taken? Not applicable</p>
Environmental and social safeguards management	<p>This project was rated as a low-risk project in the Safeguard Risk Identification Form. No environmental or social challenges have emerged so far, since this project is essentially technical assistance. The project management unit will continue to monitor these aspects as project implementation gains momentum over the next few months.</p>

2.8. KM/Learning

Knowledge activities and products	<p>Due to the delays experienced to recruit the international experts, strategy development, development of the monitoring framework for the ebus pilot and development of the EPR and EOL guidelines for EV lithium battery have just started and therefore there is no knowledge product to be shared at this point.</p> <p>During the reporting period there were only 2 in-person events organised by the EV Global Programme. The United Nations Environment Programme (UNEP), Sustainability Unit, through the Global Electric Mobility Programme organized the Africa Workshop on Used Electric Vehicles, Battery End-of-Life & Circularity that took place on the 24th to 25th April 2024 at the United Nations Headquarters in Nairobi. Mr. Elvis Octave, the Chief Technical Advisor from the Ministry of Transport and Ms. Michelle Azemia, the Quality and Standards Officer from the Ministry of Agriculture, Climate Change and Environment, represented Seychelles at the workshop. Secondly, Representatives from the Republic of Seychelles, Ryen Samson, the Head of Technical from the Seychelles Public Transport Corporation and Elvis Octave, the Chief Technical Advisor from the Department of Land Transport joined other African cities delegates in Dakar, Segal, between the 13th to 17th of May, 2024, for the Second Africa e-mobility Forum in combination with trainings. During the one excited week, the delegates followed training on Electric Bus Procurement, Planning and Financing and also visited and experienced the DAKAR electric BRT operation. The CTA, interested members of the PSC and other local stakeholders participated in other events organised by the Global EV programme such as online webinars and workshops. Also, through global networking established the CTA participated in the following workshops and capacity building exercises: (1) the CTA participated in a webinar on EV standards, (2) the CTA participated in a workshop for the Launch of the Global Electric Two and Three Wheeler Emerging Market Overview organised by UNEP, (3) the CTA participated in a webinar on Understanding Opportunities and Challenges in Retrofitting EVs organised by pManifold, (4) the CTA participated in a webinar on Battery Training organised by SolutionPlus, (5) the CTA participated in a webinar on the Paradigms of policies for EVs.</p>
Main learning during the period	<p>Though the EV Global Programme events, knowledge sharing and capacity building activities the CTA and other stakeholders had the opportunity to enhance their knowledge and capacity in the field of electric mobility, energy transition and battery technology and EOL management. The main learning during the reporting period focused a lot on EV lithium batteries where we learned on the battery technology, chemistry, re-use, repurposing as energy storage and recycling. The other area of focus was on ebus planning, procurement</p>

	methods and contracts and ebus operation as a service.
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2.9. Stories

Stories to be shared	More importantly, is to experience the importance of collaboration, networking and to be part of a global community. We have gathered much knowledge from best practices and progress made by other countries already ahead in the transition to electric mobility.
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3 Performance

3.1 Rating of progress towards achieving the project outcomes

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period(numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
To mitigate GHG emissions by accelerating the introduction of electric mobility in Seychelles through demonstration in public transportation, capacity building, and preparation of upscaling and replication through development of adequate electric mobility policies and financing concepts.	Indicator A: Direct and Indirect Greenhouse Gas Emissions Mitigated (metric tons of CO2e) over the period 2021-2036		N/A	End-of-project target A: Direct: 23,117 tCO2 Indirect: 86,901 tCO2 (by year 2036)	0	The project will only be in a position to report against this indicator towards the end of year 2025.	S
To mitigate GHG emissions by accelerating the introduction of electric mobility in Seychelles through demonstration in public transportation, capacity building, and preparation of upscaling and replication through development of adequate electric mobility policies and financing concepts.	Indicator B: Number of direct beneficiaries of the project, disaggregated by gender		N/A	End-of-project target B: Women: 387 Men: 604 Total: 991	6%	From the start of the project gender inclusion has been taken into consideration for all project activities. Both men and women has benefitted through events organized by the EV Global Program, specifically capacity building. Women are also highly represented on committees and in workshops organized. To date the number of beneficiaries of the project, disaggregated by gender are as follow: Women: 21 Men: 37 Total: 58	S
Outcome 1: The government has established a coordinated institutional framework and adopts a gender sensitive strategy for the promotion of low-carbon electric mobility in Seychelles	Indicator 1.1: A National Inter Sectorial Electric Mobility Steering Committee to support and promote the uptake of low-carbon e-mobility is established and endorses a national strategy to promote low-carbon	No	he Project Steering Committee is established and includes all	Yes. The National Inter Sectorial Electric Mobility Steering Committee: - is officially created by the	On-going	During the period under review the project steering committee held 1 meeting on 18th April 2024. The project steering committee consists of 60% female members and 40% male members. The percentage of attendance may vary depending on the movement of the	S

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period(numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
	electric mobility		key institutions.	government - remains operational and has agreed on post project plan to promote e-mobility. - has at least 30% female members.		members, it often happens that a member resigned from his/her position and has to be replaced but not necessarily by same gender.	
	Indicator 1.2: The government of the Seychelles endorses a gender sensitive National Electric Mobility Strategy to promote low carbon electric mobility	No	The respective Ministries are discussing the draft strategy.	Yes	On-going	The Department of Transport and the international experts held the first in-person consultative stakeholders workshop for the development of the national gender-sensitive electric mobility strategy on the 28th May 2024. The strategy development team at the workshop consisted of 34% female members and 66% male members representing different sectors inclusive of public sector, private, NGOs and the academia. The experts are now preparing the draft strategy to submit to the Project Steering Committee for validation.	S
	# of reports on best practices and lessons learned on low carbon electric mobility in the Seychelles shared with the global programme	0	N/A	1	0	The feasibility assessment and demonstration project are yet to be carried out, It is therefore too early to assess progress towards reaching the expected outcome / indicator.	S
Outcome 2: The e-bus demonstration provides evidence of technical, financial, and	Number of electric buses committed to be introduced with SPTC based on evidence	0	N/A	At least 20 e-buses	0	The Seychelles Government continues with its effort to acquire at least 2 buses for the demonstration. The Chinese	S

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period(numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
environmental sustainability enabling SPTC to plan for scale-up of Seychelles' e-bus fleet.	generated by the 1-bus demonstration project					Government committed for the donation of 20 e-buses to the Government of Seychelles as part of a bilateral agreement between the 2 countries. A delegation from the Ministry of Transport will be visiting China upon invitation between the 27th of August to 9th of September to see the buses. In addition, SPTC is in discussion with SWIFT, Ashok Leyland to procure 2 electric buses for trial through the Indian line of credit allocated as part of SPTC fleet replacement but the financing has been postponed to 2025	
Outcome 3: The government creates conditions for removing existing barriers by developing plans and financing concepts, and by submitting policies and regulations for adoption to accelerate the introduction of EVs in Seychelles	# of policies to incentivize the uptake of low carbon electric mobility submitted for adoption by the government of Seychelles	0	N/A	At least 2	On-going	In accordance with the contract agreement and workplan of the international experts (CENEX), development of the policies is expected to start on the 01st of August 2024. The expert has already carried out an assessment of existing policies as submitted by the EA.	S
	# of financing concepts for e-mobility replication and/or upscaling in Seychelles submitted to financial institutions	0	N/A	1	0	Work on this deliverable has not yet started. In accordance to the contract agreement and workplan has agreed by CENEX and the EA, work on this deliverable will start on the 01st March 2025. It is therefore too early to assess progress towards reaching the expected outcome / indicator.	S
Outcome 4: Measures are developed by the government to	# of recommendations reports/schemes developed to	0	0	2 recommendation	10%	The international experts (CENEX) held a preliminary meeting with local	S

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
ensure the long-term environmental sustainability of low-carbon electric mobility	ensure the long term sustainability of electric mobility in Seychelles (including the issue of EV batteries EOL and the integration of low-carbon power for charging)			reports/schemes		stakeholders on the 31st May 2024 to understand the existing situation and challenges in Seychelles. The battery technology experts will be arriving in Seychelles during the first week of October 2024 to hold a workshop with key stakeholders to start the development of the EOL schemes and EPR assessment.	

3.2 Rating of progress implementation towards delivery of outputs (Implementation Progress)

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
1 COMPONENT 1: Institutionalization of low-carbon electric mobility	Output 1.1: A national inter-sectorial electric mobility steering committee is established	2025-12-31	40	44	The project steering committee has been established, which will formally transform into the National Inter Sectorial Electric Mobility Steering Committee after the third year of the project. The project steering committee consists of 60% female members and 30% male members. All members of the existing project steering committee are from the public sector, the national committee should be inter-sectorial.	S
	Deliverable 1.1.1: Draft mandate, institutional structure, rules and procedures of operation, host entity, representation requirements, and workplan of the National Inter-Sectorial Electric Mobility Steering Committee	2022-04-30	100	100	Detail Terms of Reference and mandate of the National Inter-Sectorial Electric Mobility Steering Committee completed, approved and communicated to all members of the Project Steering Committee.	S
	Deliverable 1.1.2: Meetings of the proposed National Inter-	2025-12-31	60	75	For the period under review, the project	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
	Sectorial Electric Mobility Steering Committee held three times a year to guide the development of the e-mobility strategy, to comment and review on draft policy proposals and other project outputs				steering committee held 1 meeting on the 18th April 2024. The next meeting is scheduled for the third week of July 2024. Since all members of the committee are from the public sector it is at times a challenge to get all members in attendance on any given date due to their ministerial commitments and lack of staff in the public sector.	
	Deliverable 1.1.3: Government notification to establish the National Inter-Sectorial Electric Mobility Steering Committee as a strategic, national, multi-stakeholder steering committee on e-mobility is issued	2024-12-31	0	0	Work on this deliverable has not started and is planned for Q4 2024	S
	Deliverable 1.1.4: Report compiling all the best practices and lessons learned based on studies / reports produced as part of the e-mobility project in Seychelles (to be shared with the Global Emobility Programme)	2025-10-31	0	0	The feasibility study and demonstration project is yet to be carried out. Therefore, no knowledge product on best practices are available to be shared.	S
	Output 1.2: A gender sensitive National Sustainable Low Carbon Mobility Strategy that includes electrification of Seychelles Public Transport Corporation is developed and formally proposed.	2025-06-30	30	63	CENEX successfully held a consultative workshop with the Strategy Development Team on 28th May 2024 to start with the development of the national gender-sensitive electric mobility strategy. 38% female members and 62% male members from all sectors participated in the workshop. CENEX is now developing the strategy.	S
	Deliverable 1.2.1 Recruitment process of the International Policy, Business and Strategy expert	2025-06-30	100	100	Due to delays in the procurement process to hire the expert, the DOT got the approval of the Procurement Oversight Unit to deviate from the normal process and to release the tender using alternative method. In April 2024, CENEX	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					was hired as the best evaluated bidder in the tender.	
	Deliverable 1.2.2: A workshop is organized to start discussing the gender-sensitive national e-mobility sustainable low-carbon mobility strategy (1 report)	2024-05-31	20	100	On the 28th May 2024, CENEX successfully held a consultative workshop with the Strategy Development Team to kick start the development of the national gender-sensitive electric mobility strategy. 38% female members and 62% male members participated in the workshop. CENEX submitted the workshop report. CENEX is now developing the first draft of the strategic plan.	S
	Deliverable 1.2.3: Transport and energy sector data is collected / consolidated and a draft strategy is developed and shared with national stakeholders (draft strategy)	2024-08-31	20	40	Most of the requested data has been shared with the consultants and this remains a continuous process. IRENA and CENEX has agreed to consolidate the data received from both sides to ensure consistency. Data collection remains a challenge as not all data required is being collected therefore resulting in assumptions being made.	S
	Deliverable 1.2.4: Gender-sensitive national sustainable low-carbon mobility strategy finalized and presented to National Inter-Sectorial Electric Mobility Steering Committee	2025-06-30	0	10	The strategy is planned to be finalized in Q3 2024. The expert is currently preparing the draft strategy to submit to the Strategy Development Team	S
	Output 1.3: Key stakeholders are trained in the EV Global Programme activities and through private sector engagement (national and regional workshops, trainings and thematic working groups) and awareness is raised among key stakeholders on electric mobility	2025-05-31	20	33	Stakeholders are continuously benefitting with knowledge products under the EV Global Program activities through a series of webinars, workshops and capacity building events.	S
	Deliverable 1.3.1: Participation in three Africa Platform / Community of Practice events (+ 1 report for each event)	2024-12-31	30	50	During the reporting period there were a series of knowledge sharing activities,	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					<p>webinars, workshops and trainings events organized under the EV Global Program. The CTA and other stakeholders had the chance to participate in those activities. Amongst the events there were: the Africa Workshop on Used Electric Vehicles, Battery End-of-Life & Circularity that took place on the 24th to 25th April 2024 at the United Nations Headquarters in Nairobi. Mr. Elvis Octave, the Chief Technical Advisor from the Ministry of Transport and Ms. Michelle Azemia, the Quality and Standards Officer from the Ministry of Agriculture, Climate Change and Environment, represented Seychelles at the workshop; Representatives from the Republic of Seychelles, Ryen Samson, the Head of Technical from the Seychelles Public Transport Corporation and Elvis Octave, the Chief Technical Advisor from the Department of Land Transport joined other African cities delegates in Dakar, Segal, between the 13th to 17th of May, 2024, for the Second Africa e-mobility Forum in combination with trainings on Electric Bus Procurement, Planning and Financing and also visited and experienced the DAKAR electric BRT operation; the CTA participated in a workshop on Sharing EV and Energy Storage Technology</p>	

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
	Deliverable 1.3.2: Participation in three electric mobility / electric bus training events (+ 1 report for each event)	2024-12-31	60	70	During the reporting period there were a series of knowledge sharing activities, webinars, workshops and trainings events organized under the EV Global Program. The CTA and other stakeholders had the chance to participate in those activities. Amongst the events there were: the Africa Workshop on Used Electric Vehicles, Battery End-of-Life & Circularity that took place on the 24th to 25th April 2024 at the United Nations Headquarters in Nairobi. Mr. Elvis Octave, the Chief Technical Advisor from the Ministry of Transport and Ms. Michelle Azemia, the Quality and Standards Officer from the Ministry of Agriculture, Climate Change and Environment, represented Seychelles at the workshop; Representatives from the Republic of Seychelles, Ryen Samson, the Head of Technical from the Seychelles Public Transport Corporation and Elvis Octave, the Chief Technical Advisor from the Department of Land Transport joined other African cities delegates in Dakar, Segal, between the 13th to 17th of May, 2024, for the Second Africa e-mobility Forum in combination with trainings on Electric Bus Procurement, Planning and Financing and also visited and experienced the DAKAR electric BRT operation; the CTA participated in a	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					<p>workshop on Sharing EV and Energy Storage Technology; the CTA participated in workshops on the development of electrification strategy in public transportation and knowledge sharing with other small island development states of Tonga, the Dominican Republic, Bermuda and Curacao, the event was organized by Small Island Development States Taskforce under the Global MOU, the CTA participated in a webinar on EV standards, the CTA participated in a workshop on the 'Quick Scan' tool, this tool is a comprehensive approach to understanding and addressing the unique energy needs and climate action strategies of island communities, the workshop was organized by IRENA, the CTA participated in a workshop for the Launch of the Global Electric Two and Three Wheeler Emerging Market Overview organized by UNEP, the CTA is participating in the Electric Island Discussion Sessions, this is a monthly meeting organized under the Global MOU grouping small island development states, the CTA participated in a webinar on Understanding Opportunities and Challenges in Retrofitting EVs organized by pManifold, the CTA participated in a webinar on Battery Training organized by SolutionPlus, the</p>	

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					CTA participated in a webinar on the Paradigms of policies for EVs	
	Deliverable 1.3.3: Participation in two financing / marketplace events (+ 1 report for each event)	2025-03-31	10	50	The Senegal e-mobility forum mentioned above served as a market place / financing event on e-buses.	S
	Deliverable 1.3.4: Participation in one e-mobility replication event (+ 1 report for each event)	2025-04-30	0	0	Work on this deliverable is planned to start in 2025	S
2 Component 2: Short-term barrier removal through low-carbon electric mobility demonstrations	Output 2.1. Two demonstration buses and charging equipment are procured, demonstration project is implemented, monitored and data collected, analysed and disseminated, and communication campaign carried out	2025-06-30	0	18	SPTC is encountering challenges to procure the 2 e-buses for the demonstration. The line of credit under which SPTC procures its buses has been postponed to 2025. The Government of Seychelles is relying on a donation of 20 e-buses from the Government of China as part of bilateral corporation between the 2 countries but the date of the donation has not been confirmed. Meanwhile CENEX held a workshop with SPTC to start developing a monitoring framework for the e-bus pilot.	MS
	Deliverable 2.1.1: Recruitment process of the International E-Mobility Technology expert [NEW]	2024-03-31	100	100	Detail Terms of Reference, timelines and deliverables for hiring of the expert has been completed. The expert has been recruited, contract signed in April 2024 and on the 31st May 2024 the expert held the first workshop with SPTC in preparation for the scale-up of the e-buses within SPTC	S
	Deliverable 2.1.2: A framework for data collection, reporting and analysis of the operations of the 2 pilot e-buses is developed [NEW]	2025-03-01	0	30	The expert held a workshop with SPTC on 31st May 2024 for the preparation of the monitoring framework for the e-bus demonstration. During the discussion	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					SPTC was made aware of the data they need to produce. SPTC has already submitted the data to the expert.	
	Deliverable 2.1.3: Procurement of electric bus by SPTC	2024-05-31	0	10	SPTC is in discussion with SWIFT, Ashok Leyland for the procurement of 2 pilot buses. SPTC has already submitted basic specifications for the e-bus and other data and information to SWIFT to fully establish the specifications of the e-buses and associated charging infrastructures that will be appropriate for Seychelles. SWIFT is already working on simulation under different scenarios to determine which of their product will be most convenient. SPTC will purchase the e-buses under the Indian Exim Bank line of credit allocated for the SPTC fleet replacement program. Unfortunately, the financing has been postponed to 2025. There is high possibility that the project period will come to an end before the 2 buses are delivered. New tentative completion date: unknown.	MS
	Deliverable 2.1.4: Procurement of charging equipment and installation at charging point identified in the implementation plan (D 2.1.4)	2024-05-31	0	5	The charging infrastructures will be delivered with the buses. SWIFT has confirmed that they will support SPTC with the design of the bus depot and installation of the charging infrastructures. We are also looking into the possibility of purchasing mobile charging infrastructures for the	MS

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					pilot. The expert will carry out an assessment to determine the most appropriate location/depot to install the charging points. New tentative completion date: unknown	
	Deliverable 2.1.5: The e-buses together with the charging infrastructure are operated for at least 9 months on the main coastal corridor and data is collected / monitored	2025-03-31	0	0	Work on this deliverable is planned to start in Q2 2025 after SPTC procure the demonstration e-buses or the donation of the 20 e-buses from the Chinese Government materialised.	MS
	Deliverable 2.1.6: A field visit is organized after 3 months of operations of the 2 pilot e-buses to take stock of data collection and monitoring process, and a workshop is organized to present and discuss preliminary data / findings [NEW]	2024-09-30	0	0	Work on this output has not started. The two pilot e-buses are yet to be procured. The Government of Seychelles is relying on a donation of 20 e-buses from the Government of China as part of a bilateral agreement between the 2 countries. Alternatively, SPTC is expected to procure the 2 pilot buses in 2025 financed under the Indian Exim Bank line of credit.	MS
	Deliverable 2.1.7: Final report on the demonstration results, technical assessments and data analysis is presented to the national inter-sectorial electric mobility steering committee (Output 1.1) and shared with the Global E-Mobility Programme	2025-06-30	0	0	Work on this deliverable is planned to start in Q2 2025. The demonstration buses is yet to be procured to run the pilot.	MS
	Deliverable 2.1.8: Support is provided to SPTC with the development and implementation of a communications campaign for the initial deployment of e-buses [NEW]	2025-04-30	0	0	Work on this deliverable is planned to start in Q4 2024	S
3 Component 3: Preparing for scale-up and replication of low-carbon electric	Output 3.1: Based on the demonstration project, priority routes for scaled-up e-bus deployment are selected and technical specifications for electric buses and the respective charging equipment are developed	2025-06-30	0	5	CENEX has collected data and information from SPTC during a workshop held on 31st May to develop a monitoring framework for the e-bus demonstration. CENEX will use the technical data to established	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
mobility					the specification of buses that can be used on other corridors along with its charging infrastructures. So far, SPTC is encountering challenges to procure the demonstration e-buses. The financing under the line of credit for SPTC to procure buses has been postponed to 2025. The Government of Seychelles is relying on the donation of 20 e-buses from the Government of China as part of the bilateral agreement between the two countries. A delegation from Seychelles has been invited by the Government of China for a visit in August / September 2024.	
	Deliverable 3.1.1: A workshop for e-bus upscaling is carried out (1 report)	2024-12-31	0	5	The expert held a first workshop with SPTC to start with the preparation of a monitoring framework for an e-bus pilot on the 31st May 2024. The workshop report has been submitted. SPTC has provided the data requested by the expert.	S
	Deliverable 3.1.2: A feasibility study to support the deployment of additional e-buses in other corridors located in rural / mountaneous / secondary roads is developed and presented in a workshop [NEW]	2025-03-12	0	0	Work on this deliverable is planned to start in Q3 2024	S
	Deliverable 3.1.3: Technical specifications for e-buses and charging infrastructure for other corridors are developed	2025-03-30	0	15	The expert from CENEX has received the data and information requested from SPTC to establish the specifications of the e-buses that can be used on other corridors apart from the coastal area. They are also looking into the right charging infrastructures that will be	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					appropriate for our operation.	
	Deliverable 3.1.4: A detailed implementation plan for the deployment, operation and maintenance of a scale-up fleet of electric buses to other corridors is developed	2025-06-30	0	0	Work on this deliverable is planned to start in Q3 2024	S
	Output 3.2: Fiscal policies, and regulatory measures to incentivize the uptake of electric mobility are developed and formally proposed.	2025-08-31	0	0	Work on this deliverable is planned to start in Q3 2024	S
	Deliverable 3.2.1: A workshop on e-mobility policies / regulations / standards is carried out including stakeholders from all relevant line ministries (1 report)	2024-06-30	0	0	Work on this deliverable is expected to start in Q3 2024 New tentative completion date: 30 September 2024	MS
	Deliverable 3.2.2: Based on currently available regulation in other countries, EV and EV charging technical standards are adapted and drafted for the Seychelles.	2024-11-30	0	0	Work on this deliverable is planned to start in Q3 2024	S
	Deliverable 3.2.3: A vehicle import tax scheme based on CO2 emissions is proposed.	2024-11-30	0	0	Work on this deliverable is expected to start in Q3 2024	S
	Deliverable 3.2.4: An alternative scheme to subsidize SPTC and to remove subsidies on diesel is proposed.	2024-11-30	0	0	Work on this deliverable is planned to start in Q4 2024	S
	Deliverable 3.2.5: The draft package of policy proposals is presented during a workshop and submitted for review by the National Intersectorial E-Mobility Steering Committee	2025-12-31	0	0	Work on this deliverable is planned to start in Q4 2024	S
	Deliverable 3.2.6: Final Policy package submitted for adoption by the government	2025-08-31	0	0	Work on this deliverable is planned to start in 2025	S
	Output 3.3. One e-bus up-scaling financing concept is developed and submitted to a financier	2025-09-30	0	0	Work on this deliverable is planned to start in 2025	S
	Deliverable 3.3.1: Development of one e-bus upscaling financing concept and submission to targeted financing institution	2025-09-30	0	0	Work on this deliverable is planned to start in 2025	S
4 Component 4: Long-term environmental and economic sustainability of low carbon	Output 4.1: A sustainable e-mobility study including a brief technical assessment of the usability of an Extended Producer Responsibility (EPR) scheme for the collection of used EV batteries is developed, and an evaluation of the potential to charge EVs with renewable power and the impact of EVs on the integration of renewable is developed with the support of IRENA	2025-03-31	16	41	The expert held the first in-person consultative workshop with local stakeholders for the assessment of the EPR scheme for the collection of used EV batteries and End of Life and Circulatory management of lithium EV	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
electric mobility					battery. The workshop was held on the 31st May 2024 and saw the participation of 11 participants, 27% women and 73% men. The project with IRENA to develop a Transport Electrification Technology Plan and to carry out grid assessment for integration of a higher shares of renewable to support EV charging continues. IRENA has been provided with the required Energy and Transport Sector data for analysis. The IRENA project is complementing the GEF/UNEP project and the project outcome will be shared with the EV Global Program	
	Deliverable 4.1.1: Recruitment process of the International Battery Technology expert	2024-04-30	60	100	As the best evaluated bidder CENEX was recruited and given the contract in April 2024. Project implementation encountered delays due to the lengthy procurement process to hire the international expert	S
	Deliverable 4.1.2: A Consultation workshops on sustainable e-mobility in the Seychelles are carried out focusing on the development of an initial scheme for re-use, recycling, and sound disposal of used electric vehicle batteries	2024-06-30	0	40	On the 31st May 2024, CENEX successfully carried out a consultative stakeholders workshop to kick start the development of a scheme for re-use, recycling, and sound disposal of used electric vehicles batteries. CENEX will carry out a second workshop in Q3 2024. New tentative completion date: 30 September 2024	MS
	Deliverable 4.1.3: A technical assessment on the usability of an EPR scheme for used EV battery collection is prepared and presented in a workshop and recommendations for an initial scheme for battery EOL issues are developed	2025-03-31	0	0	Work on this deliverable is planned to start in Q3 2024	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
	Deliverable 4.1.4: Inputs are provided to IRENA for the study focusing on the integration of renewable power for electric vehicle charging and the impact of EVs on renewable power integration in the Seychelles	2024-12-31	5	25	The project with IRENA started in kick-off in November 2023 but after that PUC requested for a addition to the scopes of work to include a study on both the low and high voltage distribution network. this was finalized in March 2024. IRENA has been provided with the energy and transport sector sector, IRENA and CENEX has agreed to consolidate the Transport Sector data analysis which is now in progress.	S

The Task Manager will decide on the relevant level of disaggregation (i.e. either at the output or activity level).

4 Risks

4.1 Table A. Project management Risk

Please refer to the Risk Help Sheet for more details on rating

Risk Factor	EA Rating	TM Rating
1 Management structure - Roles and responsibilities	Low	Low
2 Governance structure - Oversight	Low	Low
3 Implementation schedule	Low	Low
4 Budget	Low	Low
5 Financial Management	Low	Low
6 Reporting	Low	Low
7 Capacity to deliver	Low	Low

If any of the risk factors is rated a Moderate or higher, please include it in Table B below

4.2 Table B. Risk-log

Implementation Status (Current PIR)

Insert ALL the risks identified either at CEO endorsement (inc. safeguards screening), previous/current PIRs, and MTRs. Use the last line to propose a suggested consolidated rating.

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
The growing demand from electric vehicles destabilizes the power supply	Outcome 4	M	N/A	L				L	↓	In partnership with IRENA . PUC . CENEX and DOT. a study is being carried out to develop a transport electrification technology plan under different scenarios and an assessment is being carried out for integration of a higher shares of

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										renewables onto the grid to support EV charging. The Electricity Act is also being revised to allow production of energy from renewable to be used on site. which will be beneficial where there is a large fleet of vehicles.
Higher upfront cost of electric vehicles and in particular buses may pose a barrier to implementation and scale up of activities	Outcome 3	M	N/A	M				M	=	The government of Seychelles has made commitment under its NDC to scale up electrification of road transport in the country. Financing to deploy e-buses and to scale up of the electrification of public transport ion remains a challenge. The Government is relying on the donation of 20 e-buses from the Government of China and also SPTC is in discussion with SWIFT. Ashok Leyland to procure 2 e-buses under the India Exim Bank line of credit but the funding allocated for this year as been postponed for 2025. Refer to the 2024 Risk identified further below in relation to this. This is linked to the 2024 PIR risk identified below.
Conflicting interests making it impossible to find consensus or required compromises that render the strategy and action plan too vague.	Outcome 1	M	N/A	L				L	↓	An inter-ministerial Project Steering has been established to oversee and lead the implementation of the Seychelles electric mobility project. Other key stakeholders from the different sectors are actively involved in the project activities and so far we

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										have not received and conflicts.
Objection or low commitment from industry and lack of interest or participation from market players/private sector.	Outcomes 2 and 3	M	N/A	L				L	↓	Stakeholders from all sectors including industry and private sector are actively involve in the implementation of the project. Between the 27th to 31st May 2024 the experts and DoT held a series of workshops with the stakeholders. They came forward with valuable contribution and committed their continuous support and participation. The risk associated with Outcome 2 has been lowered.
Time lag of results: Major results of the project may not be seen before the end of the project period.	All	S	L	L				L	=	This cannot really qualify as a risk to the project. since by nature most of the project expected outcomes will only be achieved by the time the project reaches completion. In any case. the project results will be shared with the Global Program and the Africa Support & Investment Platform as they materialize.
Materials from EVs (e.g. from batteries) might generate environmental pollution	Outcome 4	S	L	L				L	=	This risk has not materialized so far. given that the project is just starting implementation of activities. In addition. the project has a dedicated component to tackle the issue of sound disposal of used electric vehicle batteries. This risk should therefore be mitigated by activities under project Component 4.

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
2023 Risks		N/A	N/A	N/A				N/A	↓	
The project has incurred delay on the implementation of certain outputs due to lengthy procurement processes.	Outputs 1.2. 2.1 and 2.2	N/A	M	L				L	↓	In January 2024 the Procurement Oversight Unit approved the request for the Department of Transport to deviate the tender for hiring of the experts from the normal procurement process. The DoT released the tender using alternative process and was able to hire the experts by April 2024. The project workplan and budget has been revised to factor in the delays and the implementation is going well.
2024 Risks										
There is uncertainty regarding the timeframe for acquiring the e-buses to be piloted as part of the project.	Component 2	N/A	N/A	M				M		The government of Seychelles has made commitment under its NDC to scale up electrification of road transport in the country. Financing to deploy e-buses and to scale up of the electrification of public transport ion remains a challenge. The Government is relying on the donation of 20 e-buses from the Government of China and also SPTC is in discussion with SWIFT. Ashok Leyland to procure 2 e-buses under the India Exim Bank line of credit but the funding allocated for this year as been postponed for 2025.
		N/A	L	M				M	↑	The only risk associated with full implementation of the project is that

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										there is the possibility that SPTC would not receive the pilot ebuses (Component 2) before the project timeline comes to an end in December 2025. For this reason, the project risk level has been rated as "Moderate". Yet, the Government of Seychelles continues with its effort to secure the ebuses either through a promised donation from the Chinese Government for 20 ebuses or procurement of a couple of ebuses under the Indian Exim Bank line of credit as part of the SPTC fleet replacement plan.

4.3 Table C. Outstanding Moderate, Significant, and High risks

Additional mitigation measures for the next periods

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
2023 Risks					
The project has incurred delay on the implementation of certain outputs due to lengthy procurement processes.	Action 1 [2023]: The Ministry of Transport will work with UNEP on preparing a workplan and budget revision to reflect the delays incurred and set new completion dates for the different project	Completed	N/A	N/A	N/A

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
	deliverables / outputs. A first workplan and budget revision draft will be shared with UNEP				
2024 Risks					
There is uncertainty regarding the timeframe for acquiring the e-buses to be piloted as part of the project.	N/A	N/A	Action 1 [2024]:A delegation from the Government and the Ministry of Transport. will be visiting China between the 27th August to 9th September to discuss the e-buses donation. A mission report should be prepared and shared with UNEP on the outcome of the discussions.	End of September 2024	CTA / MoT

High Risk (H): There is a probability of greater than 75% that assumptions may fail to hold or materialize, and/or the project may face high risks. Significant Risk (S): There is a probability of between 51% and 75% that assumptions may fail to hold and/or the project may face substantial risks. Moderate Risk (M): There is a probability of between 26% and 50% that assumptions may fail to hold or materialize, and/or the project may face only modest risks. Low Risk (L): There is a probability of up to 25% that assumptions may fail to hold or materialize, and/or the project may face only modest risks.

5 Amendment - GeoSpatial

Project Minor Amendments

Minor amendments are changes to the project design or implementation that do not have significant impact on the project objectives or scope, or an increase of the GEF project financing up to 5% as described in Annex 9 of the Project and Program Cycle Policy Guidelines. Please tick each category for which a change occurred in the fiscal year of reporting and provide a description of the change that occurred in the textbox. You may attach supporting document as appropriate

5.1 Table A: Listing of all Minor Amendment (TM)

Minor Amendments	Changes
Results Framework:	No
Components and Cost:	Yes
Institutional and implementation arrangements:	No
Financial Management:	No
Implementation Schedule:	
Executing Entity:	No
Executing Entity Category:	No
Minor project objective change:	No
Safeguards:	No
Risk analysis:	No
Increase of GEF financing up to 5%:	No
Location of project activity:	No
Other:	Yes

Minor amendments

Components and cost:The MoT prepared a budget and workplan revision to accommodate delays due to lengthy procurement processes and budget re-allocations to meet project needs

Other: Instead of procuring the demonstration e-bus with the GEF funds contributing to the incremental cost of 1 e-bus, the project will now be relying on either a donation of e-buses from the Chinese government, or e-buses purchased through a line of credit from the government of India, or through e-buses purchased by SPTC as part of its fleet renewal procurement. UNEP as IA has been closely following up with the EA on this matter through regular communications and through 1 in-country missions in April 2023.

5.2 Table B: History of project revisions and/or extensions (TM)

Version	Type	Signed/Approved by UNEP	Entry Into Force (last signature Date)	Agreement Expiry Date	Main changes introduced in this revision
Revision 1	Revision	2024-02-27		2027-01-31	Budget and workplan revision to accommodate delays due to lengthy procurement processes and budget re-allocations to meet project needs The project technical completion date remains 31 December 2025.

GEO Location Information:

The Location Name, Latitude and Longitude are required fields insofar as an Agency chooses to enter a project location under the set format. The Geo Name ID is required in instances where the location is not exact, such as in the case of a city, as opposed to the exact site of a physical infrastructure. The Location & Activity Description fields are optional. Project longitude and latitude must follow the Decimal Degrees WGS84 format and Agencies are encouraged to use at least four decimal points for greater accuracy. Users may add as many locations as appropriate. Web mapping applications such as OpenStreetMap or GeoNames use this format. Consider using a conversion tool as needed, such as: <https://coordinates-converter.com> Please see the Geocoding User Guide by clicking here

Location Name	Latitude	Longitude	GEO Name ID	Location Description	Activity Description
Mahe. Seychelles	-4.67643	55.47426	241274		

Please provide any further geo-referenced information and map where the project interventions is taking place as appropriate. *

N/A

[Annex any linked geospatial file]