GEF - PROJECT IMPLEMENTATION REPORT (PIR)

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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:	48
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 2025:	$ 286,456.00
Total expenditure as of 30 June:	$ 184,736.00

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:	2026-09-30
Expected Terminal Evaluation Date:	2027-03-31
Expected Financial Closure Date:	2027-09-30

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	Sumayya Mauthoor
Manager/Representative	Patrick Andre
Project Manager	Elvis Octave
Finance Manager	Patrick Course
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):	• 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 United Nations Sustainable Development Cooperation Framework (UNSDCF) 2024 –2028
Link to relevant SDG Goals	• 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:	• 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

	Targets - Expected Value				
Indicators	**Mid-term**	**End-of-project**	**Total Target**	**Materialized to date**	**Remarks**
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

	Targets - Expected Value				
Indicators	**Mid-term**	**End-of-project**	**Total Target**	**Materialized to date**	**Remarks**
					this indicator towards the end of the project in September 2026.
11- People benefitting from GEF-financed investments		Total: 991 (Women: 387 Men: 604)	Total: 991 (Women: 387 Men: 604)	Women: 37 Men: 46 Total: 83	Women: 37 Men: 46 Total: 83

Implementation Status 2025: 3rd 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 2025	3rd PIR	S	S	M
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				

Progress: Information on progress outcomes of project implementation activities

Rating towards outcomes: While it is still early to assess progress against final targets, the project remains on track for completion by its September 2026 technical deadline. Project activities that are independent on the acquisition of the demonstration of e-buses have been completed or nearing finalization. As such, the project's likelihood of reaching the expected outcomes is rated as "Satisfactory". Rating towards outputs: The National Inter Sectorial Electric Mobility Steering Committee has been established and met two times during the reporting period (28th November 2024 and 4th February 2025) to review progress achieved, discuss on upcoming project activities and provide feedback on the deliverables submitted by the international experts. The national electric mobility strategy and policy package have been drafted, shared with members of the committee and are currently being finalized by the experts. The feasibility study on Extended Producer Responsibility (EPR) and end-of-life (EOL) management for EV lithium batteries has been prepared and is under review. In addition, the assessment of future EV energy demand and renewable energy integration is nearly finalized, complementing the IRENA study. Though the ground work has been prepared for the pilot phase, the acquisition of the demonstration e-buses is yet to be concluded. While the financing has been secured for the pilot e-buses, the lengthy procurement process is impacting on the acquisition process. Assuming no further delays, the final report on the demonstration project is scheduled for submission in September 2026. Consequently, the e-bus upscaling financing concept is yet to start given that it relies on evidence from the pilot regarding vehicle performance, energy use, maintenance and institutional capacity. Therefore, the overall timeline for achieving these outputs hinges on how swiftly the demonstration buses can be procured and are operational. Based on the situation, the project progress towards achieving the outputs is rated as "Satisfactory".Overall risk rating: The pilot phase of the project is yet to be started with delays encountered in the acquisition of the demonstration e-buses. As such, the project is currently rated as "Moderate" Risk and a plan of action as part of this report has been prepared in Section 4 of the PIR.

Challenges: Information on challenges of project implementation activities

Despite steady overall progress, several interconnected challenges continue to slow implementation. Foremost is lingering uncertainty around the procurement timeline for the demonstration electric buses: delivery of the two Indian-financed pilot buses depends on the Seychelles Public Transport Corporation, while the hoped-for donation of 20 Chinese buses has stalled, depriving the project of a larger proof-of-concept fleet. Governance hurdles compound these delays, frequent turnover among Project Steering Committee members and uneven attendance have interrupted continuity, while limited participation by some key stakeholders in workshops has hampered inclusive decision-making, weakened ownership of outputs, and delayed consensus on reforms. Data-sharing gaps have further constrained timely analysis, compromising the quality of technical studies that underpin investment and policy choices. Taken together, these procurement, coordination and data-flow issues have slowed visible demonstration activities, pushing back milestones needed to translate the strategy and policy work, now largely drafted and under review, into tangible on-the-ground results. Maintaining momentum therefore hinges on expediting bus procurement, stabilizing committee membership, broadening stakeholder engagement, and securing timely data contributions so that forthcoming implementation phases can proceed on schedule toward the September 2026 completion target.

2.4 Co Finance

Planned Co-finance:	$ 1,886,000
Actual to date:	757051
Progress	**Justify progress in terms of materialization of expected co-finance. State any relevant challenges:** Cumulative actual Co-financed to date is $757,051, which represents 40% of committed value of $1,886,000 SPTC has made an in-kind co-financed contribution of $114,770; Ministry of Transport $397,343; Ministry of Agriculture, Climate Change and Environment $224,938 and UNEP/SMU $20,000. During the reporting period, co-financing has taken the form chiefly of staff time, technical assistance, participation in workshops and meetings, capacity-building activities, data provision, reporting and communications, and shared use of premises. The largest share of these contributions has come from capacity-development efforts, particularly overseas training for Project Steering Committee members in relevant thematic areas. Co-financing partners remain committed to strengthening the skills of stakeholders and staff throughout the transition. Public-investment co-financing, however, continues to lag. Although the Government has allocated funds to procure two demonstration electric buses, SPTC has not yet completed the purchase. The project team expects co-financing targets to be met once the buses are delivered and complementary investments such as charging infrastructure are in place.

2.5. Stakeholder

Date of project steering committee meeting	2025-02-04
Stakeholder engagement (will be uploaded to GEF Portal)	Over the past year, the Executing Agency strengthened collaboration with national ministries, public and private sectors, academia, civil society, and international partners. Local stakeholders showed strong commitment, with high participation in consultation workshops. Coordination with the Ministry of Finance's National Planning Department and the NDC Partnership ensured e-mobility was integrated into Seychelles' National Development Goals, NDC, and Long-Term Low-Emission Development Strategy. The Ministry of Agriculture, Climate Change and Environment also supported key capacity-building efforts. Two national workshops in November 2024—on e-mobility strategy (6th) and battery management (7th)—helped build consensus on policy reforms and enhanced cross-sectoral capacity. Project Steering Committee meetings were held on 28 November 2024 and 4 February 2025.

	CENEX supported implementation through two country visits, facilitating workshops and consultations with strong local engagement. It also worked closely with IRENA, responsible for finalizing a techno-economic plan for transport electrification and renewable energy integration. The GEF–UNEP project's visibility attracted further support. Under the Global MOU on Zero-Emission Medium- and Heavy-Duty Vehicles, Seychelles received capacity-building on policy and regulation. The Agency also engaged with UNDP, COMESA, ISA, IEA, UNFCCC, and others to expand knowledge and address gaps. Collaboration with the International Council on Clean Transportation (ICCT) is underway to develop supply-side regulations, while the Commonwealth and Deloitte are supporting a business case for transport electrification. Work with international Electro-Technical Commission (IEC) and the Seychelles Bureau of Standards is advancing EV standards adoption. At COP29, Seychelles' delegation, led by the Vice President, secured UK support for technical assistance on supply-side regulations, with the approach currently under development.

2.6. Gender

Does the project have a gender action plan?	Yes
Gender mainstreaming (will be uploaded to GEF Portal):	Gender equality and women's empowerment remain central to the Seychelles electric-mobility project. Women are included in stakeholder consultations, training programme and decision-making forums. Gender considerations are mainstreamed across every project component, including the national e-mobility strategy now nearing completion. The strategy contains both a dedicated section and specific references integrated into the vision, guiding principles and implementation actions. However, the strategy also acknowledges gaps in gender-disaggregated data and calls for more targeted efforts to ensure equitable outcomes. The strategy includes a specific section titled "2.7 Gender-sensitivity", which highlights the importance of addressing gender disparities in the transport sector. The vision and strategic principles (Section 6) explicitly commit to a just and gender-inclusive transition. The action plan section mentions the integration of gender-responsiveness in strategy implementation. Finally, the strategy acknowledges that public transport decarbonization can deliver gender-positive impacts, particularly for women who are less likely to own private vehicles. Women hold 40 percent of the seats on the Project Steering Committee and accounted for 38 percent of participants in the e-mobility-strategy workshop held on 6 November 2024 and 36 percent in the battery-management workshop held on 7 November 2024, underscoring the project's commitment to equitable representation in both governance and technical activities. Although women constitute a majority of the national workforce, they are still under-represented in the more physically demanding roles common in the transport and energy sectors, while remaining well represented in managerial and decision-making posts. Challenges persist, many women are heads of households and are single parent, struggle to leave their families for extended periods, and none were ultimately able to attend the Africa E-Mobility Week in September 2024 despite initial nominations. Even so, the project's gender-inclusive approach supports Seychelles' broader commitments to equity and enhances the long-term impact and sustainability of the transition to electric mobility. 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 2025 Half-Yearly Progress Report and in the 2026 PIR.

2.7. ESSM

Moderate/High risk projects (in terms of Environmental and social safeguards)	**Was the project classified as moderate/high risk CEO Endorsement/Approval Stage?** No **If yes, what specific safeguard risks were identified in the SRIF/ESERN?** N/A
New social and/or environmental risks	**Have any new social and/or environmental risks been identified during the reporting period?** No **If yes, describe the new risks or changes?** N/A
Complaints and grievances related to social and/or environmental impacts	**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 actions were taken?** Not applicable as no complaints were received during the reporting period.
Environmental and social safeguards management	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 the project is still at a very early stage of implementation. The project management unit will continue to monitor these aspects as project implementation gains momentum over the next few months.

2.8. KM/Learning

Knowledge activities and products	**Regional and International Engagements on E-Mobility and Decarbonization:** • **Africa E-Mobility Week (Nairobi, 18–19 Sept 2024):** Representatives from Seychelles Public Transport Corporation and the Department of Land Transport joined delegates from African cities to discuss challenges and goals for electric mobility, focusing on policy, industry, investment, and ecosystem. • **UNFCCC- US EPA Remote Training (28–31 Oct 2024):** The CTA participated in a training on sustainable national GHG inventory systems, covering transport and energy sectors. The session addressed data gaps and aimed to strengthen inventory quality. • **CESC & EVI Webinar (16 Jan 2025):** The CTA joined a global webinar on EV infrastructure and tools for emerging economies.

	Topics included planning, grid integration, and tools like NREL's EVI-Pro and IEA's load profile tool, with insights from CESC's technical assistance. • **Africa E-Bus Workshop (Durban, 11–14 Feb 2025):** The CTA represented Seychelles in a workshop with city officials, banks, and technical agencies. Discussions covered deployment strategies, charging and grid integration, business models, total-cost-of-ownership analysis, battery circularity, and renewable energy integration. • **Seychelles Transport Decarbonization Study (March–June 2025):** The Commonwealth and Deloitte, with CTA as focal point, developed an investment-grade business case for decarbonizing Seychelles' transport sector comparing BAU and net-zero pathways by 2050. The draft report outlines capital needs, socio-economic benefits, and policy reforms to attract investment. • **ZEBRA Webinar (15 Apr 2025):** The CTA participated in a session on electric bus deployment in Africa, sharing insights from the "Building Visibility on Electric Bus Initiatives in Africa" study and lessons from Latin America, India, and the TUMI e-bus mission. • **International Solar Alliance (ISA) Stakeholder Workshop (24 Apr 2025):** The CTA contributed to discussions on solar-powered mobility for LDCs and SIDS. ISA presented its Solar EV Ecosystem Readiness Assessment (SEERA) framework and interim findings from its "Charging for Change" report, identifying pilot-ready African countries. • **Global EV Outlook 2025 Webinar (15 May 2025):** The CTA engaged with IEA experts and stakeholders to discuss key findings from the Global EV Outlook 2025 report. • **Global MOU Summit (Arnhem, 2–4 June 2025):** Representing Seychelles, the CTA attended a summit on zero-emission medium- and heavy-duty vehicles. Key themes included Electric Vehicle Availability Standards (EVAS) policy frameworks, inclusive transition strategies, and innovative financing tools. • **National Electrotechnical Committee(NEC) Workshop (24 June 2025):** The Seychelles Bureau of Standards, in partnership with the International Electrotechnical Commission (IEC), hosted a workshop introducing the National Electrotechnical Committee (NEC) as a platform for aligning national standards with IEC international standards. The session also explored IEC's role in advancing e-mobility. The CTA was among the participants. • **Zero Emission Vehicle (ZEV) Island Taskforce Meetings (July 2024–March 2025):** The Taskforce convened multiple times to assess progress on ZEV adoption across island nations. Discussions covered strategy development, regulations, infrastructure planning, and financing. Participants shared case studies, the Multi-Country Action Plan and Policy Tracker, and explored pilot support in areas such as vehicle assessments, feasibility studies, and technical training.
Main learning during the period	The EV Global Programme facilitated a range of events, knowledge-sharing sessions, and capacity-building activities that contributed to enhanced understanding of electric mobility, energy transition, and battery end-of-life (EOL) management among the stakeholders. A key area of focus was on lithium-ion battery technology, reuse and repurposing, recycling processes, and the implementation of Extended Producer Responsibility (EPR) frameworks. Additional learning centered on electric bus planning, procurement methods, contractual arrangements, and operational models. These insights were further reinforced by the value of networking, which enabled

	access to international expertise, innovative solutions, and financing opportunities. The experience also underscored the importance of inclusive stakeholder consultation and sound policy development in shaping a sustainable and resilient electric mobility ecosystem

Reflows

Reflows (for NGIs only)	Not applicable

2.9. Stories

Stories to be shared	One of the most impactful and communicable results of the Seychelles electric mobility project is the near-finalization of the country's first National Electric Mobility Strategy. This achievement reflects a year of deepened stakeholder engagement involving ministries, public enterprises, academia, private operators, and civil society. The strategy, now undergoing validation, represents a collective vision for the future of transport in Seychelles and serves as a replicable model for other Small Island Developing States seeking to transition to sustainable mobility.

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	0	N/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 the project in September 2026.	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	0	N/A	Women: 387 Men: 604 Total: 991	Women: 37, Men: 46, Total: 83	Gender considerations are mainstreamed across every project component. Women hold 40 percent of the seats on the Project Steering Committee and accounted for 38 percent of participants in the e-mobility-strategy workshop and 36 percent in the battery-management workshop, underscoring the project's commitment to equitable representation in both governance and technical activities. The number of project beneficiaries, disaggregated	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
						by gender to date, is as follows:Women:37 Men: 46 Total: 83	
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 electric mobility	No	The Project Steering Committee is established and includes all key institutions.	Yes. The National Inter Sectorial Electric Mobility Steering Committee: - is officially created by the government - remains operational and has agreed on post project plan to promote e-mobility. - has at least 30% female members.	Achieved (on-going monitoring to continue until end of project)	The project steering committee consists of 40% female members and 60% male members. The percentage of attendance of members during steering committee meetings may vary depending on the movement of the members, it often happens that a member resigned from his/her position and has to be replaced but not necessarily by same gender. During the period under review, two project steering committee meetings were held, one on 28th November 2024 and the other on 4th February 2025.	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 1.2: 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	Not yet	Following the initial consultation held on 28th May 2024, a second stakeholder workshop took place on 6th November 2024 to further refine the electric mobility strategy. Since then, the draft strategy has undergone continuous review and refinement during the first half of 2025. A validation workshop is scheduled for early July 2025 to review and endorse the final draft.	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
						Once validated, the strategy will be finalized and presented to the National Inter-Sectorial Electric Mobility Steering Committee by the end of the same month. The formal adoption process by the government is expected to take up to maximum five months following submission.	
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 1.3: # 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 and the development of the strategy, policy, regulations, and standards is now in its final stage. This includes the completion of several key studies: the feasibility of implementing an Extended Producer Responsibility (EPR) scheme and end-of-life management system for electric vehicle lithium batteries; a techno-economic plan for road transport electrification; and the integration of higher shares of renewable energy into the national grid. Once finalized, theDepartment of Transport will share these knowledge products with the global programme.	S
Outcome 2: The e-bus demonstration provides evidence	Indicator 2.1: Number of electric buses committed to be	0	N/A	At least 20 e-buses	0	Financing has been secured through the Exim Bank of India line of credit for	MS

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
of technical, financial, and environmental sustainability enabling SPTC to plan for scale-up of Seychelles' e-bus fleet.	introduced with SPTC based on evidence generated by the 1-bus demonstration project					the Seychelles Public Transport Corporation (SPTC) to procure two electric buses for a national demonstration project. However, procurement is delayed due to stringent Exim Bank procedures beyond SPTC's control. The process requires a two-stage tender: first, an Expression of Interest (EOI) from Indian OEMs, followed by a restricted tender among shortlisted firms. SPTC is currently awaiting Exim Bank's approval to launch the EOI. Initially, the project also anticipated a donation of 20 e-buses from the Chinese Government, but progress on that front has been inconsistent.	
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	Indicator 3.1: # 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	0	Proposed policy package was presented in a stakeholder workshop in November 2024. The draft policy package has undergone continuous review and refinement during the first half of 2025. A validation workshop is scheduled for early July 2025 to review and endorse the final proposal. Once validated, the policy package will be finalized and presented to the National Inter-Sectorial Electric Mobility Steering Committee by the end of the same month. The formal adoption	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
						process by the government is expected to take up to six months or more following submission.	
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	Indicator 3.2: # of financing concepts for e-mobility replication and/or upscaling in Seychelles submitted to financial institutions	0	N/A	1	0	Work to develop the financing concepts has not yet started and relies heavily on the pilot project, as it provides essential real-world data, validates operational and cost assumptions. Insights from the pilot, such as vehicle performance, energy usage, maintenance needs, and institutional capacity, are crucial for designing a credible, risk-informed, and financially viable concepts. The demonstration buses are yet to be procured.	MS
Outcome 4: Measures are developed by the government to ensure the long-term environmental sustainability of low-carbon electric mobility	Indicator 4.1: # of recommendations reports/schemes developed to 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)	0	0	2 recommendation reports/schemes	0	Several consultation workshops on sustainable e-mobility have been conducted with a focus on developing a framework for the re-use, recycling, and safe disposal of used electric vehicle (EV) batteries. A key workshop held on 7 November 2024, explored the current and future EV battery management supply chain. The session included discussions on establishing an Extended Producer Responsibility (EPR) scheme tailored to Seychelles. The resulting assessment report and recommendations have been finalized and a validation workshop is scheduled for 3 July 2025.	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
						In parallel, IRENA has been leading an assessment of future EV energy demand and the integration of renewable energy into the national grid, the report is nearly complete. A validation workshop is planned for mid-July 2025.	

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	2026-09-30	44	51%	During the reporting period, two Project Steering Committee (PSC) meetings were held—on 28 November 2024 and 4 February 2025. The committee's gender composition shifted from 60% female to 40%, due to high turnover and replacements not reflecting the original balance. Attendance has been inconsistent, largely due to members' public sector workloads. About half of the original members have been replaced, often by individuals from different departments, further affecting continuity and gender representation. Detailed Terms of Reference and mandate of the National Inter-Sectorial Electric Mobility Steering Committee completed,	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
					approved and communicated to all members of the Project Steering Committee	
1 COMPONENT 1: Institutionalization of low-carbon electric mobility	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	2022-07-31	100	100	Detailed 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
1 COMPONENT 1: Institutionalization of low-carbon electric mobility	Deliverable 1.1.2: Meetings of the proposed National Inter-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	2026-09-30	75	80	Two Project Steering Committee (PSC) meetings were held during the reporting period—on 28 November 2024 and 4 February 2025. The committee currently comprises 40% women and 60% men, down from an initial 60% female representation. Attendance has been inconsistent, as members—drawn entirely from the public sector—struggle to balance PSC duties with their primary roles. Around half of the original members have been replaced due to internal transfers or moves to the private sector, often by individuals from different departments and with less gender diversity, contributing to the decline in women's participation.	S
1 COMPONENT 1: Institutionalization of low-carbon electric mobility	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	2026-01-31	0	25	The Terms of Reference for the proposed National Inter-Sectoral Electric Mobility Steering Committee were submitted to the Principal Secretary, Department of Transport, on 22 May 2025. However, the existing Project Steering	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
					Committee (PSC) has not yet met to validate the proposal. The next PSC meeting is scheduled for September 2025, as per the Revised Workplan 2. Due to challenges in relying solely on the PSC for oversight, the Chief Technical Advisor will propose an alternative mechanism—an oversight structure within the Ministry of Transport Secretariat, supported by ad hoc technical working groups for more agile and effective coordination.	
1 COMPONENT 1: Institutionalization of low-carbon electric mobility	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)	2026-07-31	0	0	The feasibility study and demonstration project are yet to be carried out. Strategy development, EPR development and the study for the impact of energy demand of EVs and integration of higher shares of renewables onto the grid are all in the finalization stage. No knowledge product on best practices is available to be shared yet. The Strategy and assessment reports will be available by end of July 2025.	S
1 COMPONENT 1: Institutionalization of low-carbon electric mobility	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.	2025-10-31	63	97	Following the initial consultation on 28 May 2024, CENEX held a second stakeholder workshop on 6 November 2024 to refine the strategy, with 38% female and 62% male participation. While in-person engagement was strong, key stakeholders—such as the taxi	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
					association, insurance companies, and car hire operators—remained largely unresponsive despite invitations. Additionally, written feedback was limited, reducing the breadth of cross-sectoral input. These engagement gaps, particularly from critical operational actors, pose risks to the strategy's inclusiveness and practical implementation, underscoring the need for continued and more targeted outreach.	
1 COMPONENT 1: Institutionalization of low-carbon electric mobility	Deliverable 1.2.1 Recruitment process of the International Policy, Business and Strategy expert	2024-04-30	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 was hired as the best evaluated bidder in the tender	S
1 COMPONENT 1: Institutionalization of low-carbon electric mobility	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	100	100	On 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.	S
1 COMPONENT 1:	Deliverable 1.2.3: Transport and energy sector data is collected /	2025-02-28	40	100	The experts have prepared and submitted	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
Institutionalization of low-carbon electric mobility	consolidated and a draft strategy is developed and shared with national stakeholders (draft strategy				the draft strategy to the Project Steering Committee in August 2024. A revised draft was submitted in October 2024. CENEX carried out a second workshop in November 2024. The draft prepared after the November workshop was submitted to the stakeholders for review.	
1 COMPONENT 1: Institutionalization of low-carbon electric mobility	Deliverable 1.2.4: Gender-sensitive national sustainable low-carbon mobility strategy finalized and presented to National Inter-Sectorial Electric Mobility Steering Committee	2025-10-31	10	90	Two stakeholder workshops were conducted to develop and finalize the strategy. The first workshop took place on May 28, 2024, followed by the second workshop on November 6, 2024. The international experts submitted the final draft of the strategy for review. The validation workshop is scheduled for 03rd July 2025.	S
1 COMPONENT 1: Institutionalization of low-carbon electric mobility	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	2026-03-31	33	57	Stakeholders continue to benefit from EV Global Program activities through webinars, workshops, and capacity-building events. At Africa E-Mobility Week (Nairobi, Sept 2024) and the Africa E-Bus Workshop (Durban, Feb 2025), Seychelles officials engaged with continental peers on policy, investment, and deployment strategies. The Chief Technical Advisor (CTA) represented the country, strengthening partnerships for future e-bus rollouts. IRENA is finalizing a charging infrastructure and	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
					grid impact study for validation with national authorities. Seychelles also gained visibility at the Global MoU Summit (Arnhem, July 2025), where the CTA joined over 40 countries to discuss zero-emission transport and was commended for Seychelles' accession. Throughout 2024–2025, the CTA contributed to technical webinars hosted by global platforms, enhancing national expertise in planning, GHG inventory, and solar mobility. Institutional capacity was further supported through a June 2025 workshop on establishing a National Electrotechnical Committee and regular meetings of the Zero Emission Vehicle Island Taskforce. Additionally, the Commonwealth Secretariat and Deloitte delivered a draft investment-grade business case in June 2025, comparing net-zero and business-as-usual transport pathways and identifying capital needs, benefits, and policy reforms.	
1 COMPONENT 1: Institutionalization of low-carbon electric mobility	Deliverable 1.3.1: Participation in three Africa Platform / Community of Practice events (+ 1 report for each event)	2026-03-31	30	70	Stakeholders continue to benefit from EV Global Program activities through webinars, workshops, and capacity-building events. At Africa E-Mobility Week (Nairobi, Sept 2024) and the Africa E-Bus Workshop (Durban, Feb	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
					2025), Seychelles officials engaged with continental peers on policy, investment, and deployment strategies. The Chief Technical Advisor (CTA) represented the country, strengthening partnerships for future e-bus rollouts. IRENA is finalizing a charging infrastructure and grid impact study for validation with national authorities. Seychelles also gained visibility at the Global MoU Summit (Arnhem, July 2025), where the CTA joined over 40 countries to discuss zero-emission transport and was commended for Seychelles' accession. Throughout 2024–2025, the CTA contributed to technical webinars hosted by global platforms, enhancing national expertise in planning, GHG inventory, and solar mobility. Institutional capacity was further supported through a June 2025 workshop on establishing a National Electrotechnical Committee and regular meetings of the Zero Emission Vehicle Island Taskforce. Additionally, the Commonwealth Secretariat and Deloitte delivered a draft investment-grade business case in June 2025, comparing net-zero and business-as-usual transport pathways and identifying capital needs, benefits, and	

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
					policy reforms.	
1 COMPONENT 1: Institutionalization of low-carbon electric mobility	Deliverable 1.3.2: Participation in three electric mobility / electric bus training events (+ 1 report for each event)	2025-02-28	70	90	On 18–19 September 2024, Alex Etienne (Seychelles Public Transport Corporation) and Delroy Bistolet (Department of Land Transport) represented Seychelles at the Africa E-Mobility Week 2024 in Nairobi. The event convened African city delegates to discuss challenges, policies, and opportunities for electric mobility, with a focus on policy, industry, investment, and ecosystem development. Key themes included EV infrastructure standards and regional collaboration.From 11–14 February 2025, the CTA participated in the Africa E-Bus Workshop in Durban, which brought together city officials, multilateral banks, manufacturers, and technical agencies (UNEP, WRI, GIZ). The workshop shared practical insights on e-bus deployment, including charging integration, business models, cost analysis, battery circularity, and renewable energy use. It outlined a roadmap for cleaner, more resilient public transport in African and island cities.On 15 April 2025, the CTA also joined a webinar hosted by the ZEBRA partnership (C40 Cities and ICCT) and	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
					the Africa E-Mobility Alliance. The session reviewed the state of e-bus adoption in Africa, highlighted findings from the "Building Visibility on Electric Bus Initiatives in Africa" study, and explored lessons from Latin America and India. It emphasized collaborative strategies to overcome deployment barriers and accelerate e-bus uptake.	
1 COMPONENT 1: Institutionalization of low-carbon electric mobility	Deliverable 1.3.3: Participation in two financing / marketplace events (+ 1 report for each event)	2025-02-28	10	70	The Africa E-Mobility Week 2024 seminar held in Nairobi, Kenya in September 2024, the Africa E Bus Workshop held in Durban in February 2025 and the ''Electric bus deployment in Africa'' webinar held in April 2025 served as a marketplace / financing event on e-busesReport has been submitted for the 2 in-person events.	S
1 COMPONENT 1: Institutionalization of low-carbon electric mobility	Deliverable 1.3.4: Participation in one e-mobility replication event (+ 1 report for each event)	2025-09-30	0	0	Work on this deliverable is planned for September 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	2026-09-30	18	22	SPTC has supplied only part of the necessary data, but the main development of the framework is set to begin in August 2025, by which time the remaining data gaps should be closed. Financing for two pilot electric buses was confirmed during the Government's	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
					2025 Budget Address in November 2024, drawing on an Exim Bank of India line of credit. Exim Bank's procurement rules prohibit direct purchases and instead require a two-stage process. If the buses and chargers are procured and delivered in time, data collection and monitoring will begin in December 2025. Assuming no further delays, the final report on the demonstration project is scheduled for submission in September 2026.	
2 Component 2: Short-term barrier removal through low-carbon electric mobility demonstrations	Deliverable 2.1.1: Recruitment process of the International E-Mobility Technology expert [NEW]	2024-04-30	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 of May 2024 the expert heldthe first workshop with SPTC in preparation for the scale-up of thee-buses within SPTC.	S
2 Component 2: Short-term barrier removal through low-carbon electric mobility demonstrations	Deliverable 2.1.2: A framework for data collection, reporting and analysis of the operations of the 2 pilot e-buses is developed [NEW]	2025-11-30	30	45	SPTC has partially submitted the required data to support this process. The main work on this deliverable is scheduled to begin in August 2025, by which time SPTC is expected to have addressed the existing data gaps. The Chief Technical Advisor (CTA) and the experts continue to maintain regular engagement with SPTC management to ensure timely progress and alignment.	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
2 Component 2: Short-term barrier removal through low-carbon electric mobility demonstrations	Deliverable 2.1.3: Procurement of electric bus by SPTC	2025-12-31	10	20	In its 2025 Budget Address (November 2024), the Government of Seychelles announced funding—via the Exim Bank of India line of credit—for the Seychelles Public Transport Corporation (SPTC) to procure two electric buses for a national pilot.SPTC initially partnered with SWIFT (Ashok Leyland) to identify suitable buses and charging infrastructure. After submitting technical data, SWIFT conducted simulations to recommend appropriate models for Seychelles.However, procurement was delayed due to Exim Bank's financing conditions, which prohibit direct supplier selection. Instead, a two-stage tender is required: an Expression of Interest (EOI) for Indian OEMs, followed by a restricted tender for shortlisted firms. SPTC has submitted all necessary documentation and is awaiting the EOI's release. The Department of Foreign Affairs is engaging Exim Bank to expedite the process. Delivery timelines depend on the pace of this procurement.	MS
2 Component 2: Short-term barrier removal through low-carbon	Deliverable 2.1.4: Procurement of charging equipment and installation at charging point identified in the implementation plan (D 2.1.4)	2025-11-30	5	10	The progress made under this deliverable is the same as the procurement of the e-buses.	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
electric mobility demonstrations						
2 Component 2: Short-term barrier removal through low-carbon electric mobility demonstrations	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	2026-06-30	0	0	Work on this deliverable is planned to start in December 2025 provided the demonstration e-buses along with the charging infrastructures are procured and arrived in time to start the pilotproject by then. SPTC is leading the procurement of the demonstration e-buses, and the financing is readily available under the EXIM Bank line of credit. SPTC is waiting for approval from EXIM Bank for the pre-tender process. Arrival date of the buses is still uncertain.	S
2 Component 2: Short-term barrier removal through low-carbon electric mobility demonstrations	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]	2026-03-31	0	0	Work on this deliverable is to start in March 2026 3 months into the pilot project provided the demonstration starts in January 2026 . Financing is already available for the demonstration buses under the EXIM Bank of India line of credit. SPTC is leading the procurement and it is waiting for the green light from the Exim Bank to release the tender.	S
2 Component 2: Short-term barrier removal through low-carbon electric mobility	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	2026-09-30	0	0	Work on this deliverable is planned to start in April 2026 during the demonstration project and final report submitted in September 2026. The demonstration buses are yet to 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
demonstrations					procured to run the pilot.	
2 Component 2: Short-term barrier removal through low-carbon electric mobility demonstrations	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]	2026-04-30	0	0	Work on this deliverable is planned to start in September 2025.	S
3 Component 3: Preparing for scale-up and replication of low-carbon electric mobility	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	2026-08-31	5	6	Output 3.1 and its associated deliverables, which together aim to produce and submit an e bus upscaling financing concept, have yet to start; their credibility and bankability depend on evidence from the pilot regarding vehicle performance, energy use, maintenance, and institutional capacity. Consequently, the overall timeline for achieving these outputs hinges on how swiftly the demonstration buses can beprocured and placed into service.	S
3 Component 3: Preparing for scale-up and replication of low-carbon electric mobility	Deliverable 3.1.1: A workshop for e-bus upscaling is carried out (1 report)	2026-03-31	5	5	Work on this deliverable is expected to commence in January 2026, following delays in the procurement of the demonstration electric buses. The formulation of an e-bus upscaling concept is heavily dependent on the outcomes of the pilot project, as it provides the necessary evidence base to support informed and strategic decision-making.	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
3 Component 3: Preparing for scale-up and replication of low-carbon electric mobility	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]	2026-04-30	0	0	Work on this deliverable is scheduled to begin in January 2026, in alignment with the anticipated start of the e-bus pilot project. The delay in procuring the demonstration buses has affected the timeline, as the feasibility study will draw on data and insights generated during the pilot. The outcomes of the pilot project will be critical toinform the feasibility study, which will assess the technical and operational viability of expanding e-bus deployment into rural, mountainous, and secondary road corridors.	S
3 Component 3: Preparing for scale-up and replication of low-carbon electric mobility	Deliverable 3.1.3: Technical specifications for e-buses and charging infrastructure for other corridrors are developed	2026-06-30	15	20	Work on this deliverable is expected to commence in May 2026, during the implementation phase of the pilot project. By this time, the trial electric buses will have been in operation for several months, providing valuable performance data. The development of technical specifications for e-buses and charging infrastructure in additional corridors will be informed by the operational outcomes of thepilot, making this deliverable highly dependent on the demonstration project. The pilot buses will also be tested in additional corridors,including rural and secondary	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
					routes, to assess their performance and determine whether current specifications are adequate or require adjustments.	
3 Component 3: Preparing for scale-up and replication of low-carbon electric mobility	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	2026-08-31	0	0	Work on this deliverable is planned to start in June 2026	S
3 Component 3: Preparing for scale-up and replication of low-carbon electric mobility	Output 3.2: Fiscal policies, and regulatory measures to incentivize the uptake of electric mobility are developed and formally proposed.	2026-02-28	0	58	A consultative stakeholders' workshop on e-mobility policies, regulations, and standards was held on November 6, 2024,focusing on Seychelles' transition to sustainable transportation. Keypriorities and requirements for crafting policies, regulations, and standards were identified, with a strategic outlook spanning 2025 to 2050. Discussions included regional developments and best practices for electric vehicle (EV) regulations and EV charging infrastructure standards to bolster consumer protection andconfidence. The international expert developed a comprehensive policy package based on the outcomes and agreements from the workshop which will be validated in a workshop scheduled for03rd July 2025.	S
3 Component 3:	Deliverable 3.2.1: A workshop on e-mobility policies / regulations /	2024-11-30	0	100	The consultative stakeholders' workshop	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
Preparing for scale-up and replication of low-carbon electric mobility	standards is carried out including stakeholders from all relevant line ministries (1 report)				on e-mobility policies, regulations, and standards was held on November 6, 2024. During the workshop, key priority areas and requirements for developing policies, regulations, and standards for Seychelles were identified and thoroughly discussed. A comprehensive outlook covering the short, medium, and long-term periods from 2025 to 2050 was presented, highlighting the policies and standards that need to be implemented. There were 26 participants attending the workshop, 35% females and 65% males.	
3 Component 3: Preparing for scale-up and replication of low-carbon electric mobility	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.	2025-07-31	0	80	Work on the electric vehicle (EV) and charging infrastructure standards is nearly complete. A final package of strategy, policy, regulations, and standards is underway. On 24 June 2025, the Seychelles Bureau of Standards (SBS) and the International Electrotechnical Commission (IEC) launched a cross-sector platform to review and adopt IEC standards, which will guide the national e-mobility framework. The workshop included public and private sector stakeholders, including the Chief Technical Advisor.Earlier, on 6 June 2025, CENEX submitted a draft proposal on EV import standards, charger specifications, and related policies,	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
					aligned with IEC/ISO references and expected EV sources. The draft was well received by SBS and other stakeholders.To support the gender-sensitive e-mobility strategy introduced in November 2024, SBS has scheduled a planning meeting for 2 July and a validation workshop for 4 July 2025. A revised draft, incorporating feedback, will be reviewed in early July expert consultations.	
3 Component 3: Preparing for scale-up and replication of low-carbon electric mobility	Deliverable 3.2.3: A vehicle import tax scheme based on CO2 emissions is proposed.	2025-07-31	0	80	The deliverable which calls for proposing a vehicle import tax scheme based on CO_2 emissions, advanced significantly with CENEX's submission of a draft framework on 30 May 2025,for stakeholders' feedback. International experts will meet key stakeholders, including the Department of Trade and the Ministry ofFinance, on 1 July 2025 to review the draft structure and address datagaps: their feedback will inform the final report, scheduled for submission before the end of July 2025.	S
3 Component 3: Preparing for scale-up and replication of low-	Deliverable 3.2.4: An alternative scheme to subsidize SPTC and to remove subsidies on diesel is proposed.	2025-07-31	0	10	Progress on the deliverable proposing an alternative subsidy scheme for the Seychelles Public Transport Corporation (SPTC) has slowed due to structural	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
carbon electric mobility					challenges identified during initial consultations. Stakeholders recommended reframing the deliverable to focus on reducing SPTC's fossil fuel dependence through phased electric bus adoption, highlighting financial, environmental, and health benefits. Work is currently paused as the project team reassesses the scope, especially since several proposed measures fall outside the contracted experts' mandates.	
3 Component 3: Preparing for scale-up and replication of low-carbon electric mobility	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	2025-09-30	0	80	Progress on submitting the draft e-mobility policy package to the National Intersectoral E-Mobility Steering Committee has been steady, though challenged by limited stakeholder engagement. First introduced at a workshop on 6 November 2024, the draft underwent several revisions in early 2025 based on initial feedback to better align with national priorities.The latest version was submitted in June 2025 for final review, with a validation workshop scheduled for 3 July 2025 involving the Project Steering Committee and key government representatives. Despite repeated outreach, few stakeholders provided substantive input, slowing progress and underscoring the need for stronger engagement to ensure	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
					the policy is inclusive and actionable.	
3 Component 3: Preparing for scale-up and replication of low-carbon electric mobility	Deliverable 3.2.6: Final Policy package submitted for adoption by the government	2026-02-28	0	0	The final policy package will be submitted to the Government once completed. The international expert is developing the policy package as discussed in the Policies/regulations and standards workshop held in November 2024. The policy package will be presented to the stakeholders in the validation workshop scheduled for 03 July 2025.	S
3 Component 3: Preparing for scale-up and replication of low-carbon electric mobility	Output 3.3. One e-bus up-scaling financing concept is developed and submitted to a financier	2026-06-30	0	0	Work on this output is yet to start and relies heavily on the pilot project, as it provides essential real-world data, validates operational and cost assumptions. Insights from the pilot, such as vehicle performance, energy usage, maintenance needs, and institutional capacity, are crucial for designing a credible, risk-informed, andfinancially viable concepts. This evidence base strengthens the financing concept, making it more compelling to potential funders and aligning it with national priorities and long-term sustainability goals. The challenge remains with the timeline of procurementof the demonstration buses.	S
3 Component 3: Preparing for	Deliverable 3.3.1: Development of one e-bus upscaling financing concept and submission to targeted financing institution	2026-06-30	0	0	Work on this deliverable has not yet begun, as it depends on data from the	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
scale-up and replication of low-carbon electric mobility					pilot project to validate operational and cost assumptions. Insights on vehicle performance, energy use, maintenance, and institutional capacity are essential for designing a credible, risk-informed, and financially viable financing concept. However, progress is constrained by delays in procuring the demonstration buses.	
4 Component 4: Long-term environmental and economic sustainability of low carbon electric mobility	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	41	90	Seychelles has hosted multiple sustainable e-mobility workshops, including a key session on 7 November 2024 led by battery experts and CENEX. The event gathered 22 stakeholders (36% women) to discuss EV battery reuse, recycling, safe disposal, and EPR schemes, alongside training on battery technologies. The resulting recommendations are finalized, with a validation workshop scheduled for 3 July 2025.Meanwhile, IRENA is finalizing an assessment on future EV energy demand and renewable integration into the grid. Despite delays due to expanded scope, data reconciliation with CENEX, and data gaps, the report is nearly complete, with validation planned for mid-July 2025. This work supports the national e-mobility strategy and contributes to the GEF/UNEP project and EV Global	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
					Programme.	
4 Component 4: Long-term environmental and economic sustainability of low carbon electric mobility	Deliverable 4.1.1: Recruitment process of the International Battery Technology expert	2024-04-30	100	100	As the best evaluated bidder CENEX was recruited and awarded the contract in April 2024.	S
4 Component 4: Long-term environmental and economic sustainability of low carbon electric mobility	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	2024-11-30	40	100	On 7 November 2024, a battery technology expert led a stakeholder workshop to assess the current and future battery management supply chain in Seychelles and gather input on a draft EPR and battery management scheme. The session, attended by 22 participants (36% women), included battery training and resulted in consensus on a suitable EPR framework and end-of-life management system for EV batteries. The workshop report has been submitted to the EA.	S
4 Component 4: Long-term environmental and economic sustainability of low carbon electric mobility	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 recommnedations for an initial scheme for battery EOL issues are developed	2025-04-30	0	90	In November 2024, CENEX conducted site visits and a stakeholder workshop (36% women) to assess the feasibility of an Extended Producer Responsibility (EPR) scheme and circular system for EV lithium batteries in Seychelles. The session included training on battery technologies, stakeholder roles, and adapting an EPR framework to the national context. A draft assessment	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
					report with recommendations was shared, feedback consolidated, and a final version prepared for validation on 3 July 2025.	
4 Component 4: Long-term environmental and economic sustainability of low carbon electric mobility	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	2025-05-31	25	70	The assessment of future EV energy demand and renewable energy integration is nearly complete, with a validation workshop planned for mid-July 2025. Delays arose from PUC's request to expand the scope to include both low- and high-voltage network analysis, which required time to agree on and incorporate. Additional delays stemmed from iterative data reconciliation between IRENA and CENEX, compounded by persistent data gaps.	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			L	=	In partnership with IRENA, PUC, CENEX and DOT, the study to assess the future impact of EV energy demand on the grid and an

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										assessment for integration of a higher shares of renewables onto the grid is nearly completed. The Electricity Act has also been 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			M	=	Financing to deploy e-buses and to scale up of the electrification of public transportation remains a challenge. The Government was relying on the donation of 20 e-buses from the Government of China but there has been no progress in that area. SPTC has secured financing for the purchase of 2 pilot buses under the India Exim Bank line of credit but the procurement process which is not entirely in the control of SPTC might be lengthy and the procurement is limited to Indian OEMs only, where the buses almost double the price of those from alternative market such as in China.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	Outcome 1	M	N/A	L	L			L	=	An inter-ministerial Project Steering

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
find consensus or required compromises that render the strategy and action plan too vague.										committee is leading the implementation of the project. Other key stakeholders from the different sectors have participated in the different workshops. The risk level remains due to the absence of some project steering committee members when the PSC convened and low contribution in the review process.
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			L	=	Stakeholders from all sectors actively participated in the series of workshops organized, they came forward with valuable contributions. Unfortunately, some key actors, such as the taxi operators, car hire operators and Insurance Company did not turn-up for any workshop. Overall, even if attendance is impressive, contribution in the review process remained low. The risk associated with Outcome 2 has slightly increased as compared to PIR 2 but can still be categorized as a low risk.
Time lag of results: Major results of the project may not be seen before the end of the project period.	All	S	L	L	N/A			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

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										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			L	=	The project has a dedicated component to tackle the issue of sound disposal of used electric vehicle batteries. The assessment on the feasibility to implement an EPR schemes and EOL management of used EV batteries has been completed and the report and recommendations is in the validation stage. This risk should therefore be mitigated by activities under project Component 4.
2023 Risks		N/A	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	N/A			L	=	In April 2024, the international experts were hired. The project workplan and budget was revised to factor in the delays, and the implementation is going well. The risks under outputs 1.2. 2.1 and 2.2 has been eliminated.
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			M	=	The Government was initially relying on the donation of 20 e-buses from the Government of China for the pilot project but there has not been any

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										progress made. Financing to purchase 2 pilot e-buses in 2025 has been allocated to SPTC under the India Exim Bank line of credit. SPTC is not fully in control of the procurement process which is being done under the EXIM Bank strict guidelines, and this might result in delay of obtaining the buses. Even if financing has been secured, the risk remains at the same level until the buses are delivered.
2025 Risks										
No new risks identified in the 2025 PIR. The main risk remains the same as in the 2024 PIR (see above)										
		N/A	L	M	M			M	=	The overall project is rated at "Moderate" risk.

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
There is uncertainty regarding the timeframe for acquiring the e-buses to be piloted as part of the	Action 1 [2024]: A delegation from the Government and the Ministry of Transport will be	The Government was initially relying on the donation of 20 e-buses from the Government of China	Action 1 [2025]: The PMU from the MoT will provide bi-monthly updates to UNEP by email on the	Every 2 weeks until e-buses are procured and delivered in the Seychelles.	MoT / PMU

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
project.	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.When: End of September 2024.	for the pilot project but there has not been any progress made. Financing to purchase 2 pilot e-buses in 2025 has been allocated to SPTC under the India Exim Bank line of credit. SPTC is not fully in control of the procurement process which is being done under the EXIM Bank strict guidelines, and this might result in delay of obtaining the buses.	progress and challenges related to the procurement of the 2 e-buses.		
			Action 2 [2025]: Convene a PSC meeting to evaluate the progress made and agree on the way forward, including on potential redesign options for outputs 2.1 and 3.1 in case the e-buses procurement is not concluded.	By 15 November 2025, latest	MoT/PMU

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:	No
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:	No

Minor amendments

Implementation schedule: Budget and workplan revised to provide additional 6 months for the demonstration phase after the acquisition of the e-buses planned for December 2025. Accordingly, the project technical completion date is now 30 September 2026

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.
Revision 2	Amendment & Extension	2025-05-05	2025-05-12	2027-09-30	Budget and workplan revised to provide at least 6 months for the demonstration phase after the acquisition of the e-buses planned for December 2025. Accordingly, the project technical completion date has been extended to 30 September 2026.

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]