Project Implementation Report

FISCAL YEAR 2026

Reporting period: 1 July 2025 to 30 June 2026

UNEP GEF Coordination Office

United Nations Environment Programme

SECTION 1

1 PROJECT IDENTIFICATION

> ℹ **In** *this section, you'll identify your project. Most fields are basic facts about the project that don't change year to year (project ID, title, financing, dates, key contacts).*

1.1 Project Details

REFERENCE NUMBERS

GEF ID * *The 4–6 digit identifier from the GEF database.*	10274
Umoja WBS * *Format: SB-XXXXXX. Found in the project's Umoja record.*	SB-017817
SMA IPMR ID *The Strategic Management Application Implementation Plan and Monitoring Report ID.*	84922
Grant ID *Format: S1-XXXXX-NNNNNN.*	S1-32GFL-000680

PROJECT IDENTITY

Project Short Name * *A short name to identify the project in lists. E.g. "Togo E-mobility".*	Seychelles E-mobility
Full Project Title * *The full official title from the ProDoc.*	Support the Shift to Electric Mobility in the Seychelles
Project Type *	Medium Sized Project (MSP)
Parent Programme *(Optional)* *If this is a child project of a larger programme, name the parent.*	10114
Project Scope *	National
Region * *E.g. "Asia Pacific" — or list multiple if cross-regional.*	Africa
Countries * *List all project countries. Write them however you usually do — comma-separated, line-break, etc.*	Seychelles
GEF Focal Area(s) * *E.g. Climate Change Mitigation, Biodiversity, International Waters, Land Degradation, Chemicals & Waste.*	Climate Change Mitigation

DURATION

Planned Duration * *In months. E.g. "48".*	48
Project Age at Reporting Date * *How long the project has been running, in months.*	60

FINANCIALS

GEF Financing Amount * *Total GEF grant amount.*	$ 423,716.00
Co-financing (Total Planned) * *Total co-financing pledged at CEO endorsement.*	$ 1,886,000.00
Co-financing (Actual to date) * Total co-financing materialized to date — verified actual amount.	$ 2,000,001
Total Disbursement (as of 30 June) * *Total disbursed by UNEP since project start.*	$ 348,399.78
Total Expenditure (as of 30 June) * *Total spent by EA since project start.*	$ 275,651.60

KEY DATES

CEO Endorsement / Approval *	08/06/2021
UNEP Project Approval Date *	15/10/2021
Start of Implementation * *Date PCA came into force.*	15/10/2021
Date of Inception Workshop *(Optional)*	03/11/2022
Date of First Disbursement *	10/11/2021
Completion Date — Original PCA *	31/12/2025
Completion Date — Revised / Current PCA *(Optional)* *Only fill if the project has been formally extended or revised.*	30/09/2026
Midterm Review Undertaken? *	n/a
Actual Mid-Term Date *(Optional)* *Only fill if Midterm = Yes.*	

Expected Mid-Term Date *(Optional)* *Only fill if Midterm = No.*	
Expected Terminal Evaluation Date *	31/03/2027
Expected Financial Closure Date *	30/09/2027

1.2 Project Description

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 Contact

IMPLEMENTING AGENCY

Implementing Division(s) * *The UNEP division(s) leading this project.*	Climate Change Division

UNEP Portfolio Manager(s) *	Asher Lessels
UNEP Task Manager(s) *	Julien Lheureux
UNEP Budget / Finance Officer *	Tsungi Mutesva
UNEP Support / Assistants *(Optional)*	Sumayya Mauthoor

EXECUTING AGENCY

Executing Agency(ies) * *Full official name as it appears in the PCA.*	Ministry of Transport (Department of Land Transport)
Co-implementing Agency *(Optional)*	
EA Manager / Representative *	Patrick Andre
EA Project Coordinator / Manager *	Elvis Octave
EA Finance Manager *	Patrick Course
EA Communications Lead *(Optional)*	N/A
Other Project Partners *(Optional)* *List any other organisations partnering on this project.*	UNEP Sustainable Mobility Unit

SECTION 2

2 OVERVIEW OF PROJECT STATUS

> ℹ **In** *this section, you'll describe how the project is progressing this year — the ratings, the co-finance, stakeholder engagement, gender, safeguards, and management risks.*

2.1 UNEP Programme of Work and UN Linkages

How this project links to UNEP's Programme of Work and UN frameworks.

Current UNEP Subprogramme(s) * *E.g. "Climate action subprogramme".*	Thematic: Climate action subprogramme
Previous UNEP Subprogramme(s) *(Optional)* *Only if the subprogramme has changed during this project.*	N/A
PoW Indicator(s) *The Programme of Work indicators this project contributes to.*	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 *The UNSDCF/UNDAF outcome(s) this project contributes to.*	United Nations Strategic Partnership Agreement (UNSPA) 2018 – 2022 United Nations Sustainable Development Cooperation Framework (UNSDCF) 2024 –2028
Relevant SDG Goal(s) * *E.g. "Goal 13: Climate Action, Goal 15: Life on Land".*	Goal 11: Make cities and human settlements inclusive, safe, resilient and sustainable Goal 13: Take urgent action to combat climate change and its impacts
Relevant SDG Target(s) * *E.g. "13.1, 13.2, 15.3".*	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

One row per GEF core indicator or sub-indicator that this project reports against. Each indicator gets its own targets and materialised value. ***The first row below is shown as a sample — replace with your data.*** *Press Tab in the last cell to add new rows.*

Indicator	Mid-Term Target	End-of-Project Target	Total Target	Materialised to Date
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)	0
11- People benefitting from GEF-financed investments		Total: 991 (Women: 387 Men: 604)	Total: 991 (Women: 387 Men: 604)	Women: 55 Men: 68 Total: 123

2.3 Implementation Status & Risk

Fill in the PIR number and rating codes for THIS reporting year (FY 2026 — the leftmost column). Past years will be filled in automatically by the Implementing Agency (UNEP) from prior PIRs. If you see past-year cells that are blank, leave them as they are.

Past-year columns (FY 2025 and earlier) are auto-filled by UNEP from prior PIRs — do not edit. Only fill the FY 2026 column.

	FY 2026 THIS YEAR	FY 2025	FY 2024	FY 2023

PIR #	4th PIR	3rd PIR	2nd PIR	1st PIR
Outcomes rating	S	S	S	S
Outputs rating	S	S	S	MS
Risk rating	L	M	M	L

Summary of Progress this Reporting Period

Summarise progress towards outcomes and outputs, including the key achievements this reporting period. This is the most important narrative in the report — take your time.

Rating towards outcomes: Progress toward the project's four outcomes is strong overall. Outcome 1 (institutional framework and gender-sensitive strategy) is rated Satisfactory, with the National Inter-Sectorial E-Mobility Steering Committee active (40% female membership) and the electric mobility strategy substantially advanced, though its finalization has been extended to align with the updated NDC 3.0 target and the new government's 2026–2030 transport electrification priorities. Outcome 2 (demonstration and barrier removal) is rated Satisfactory, with SPTC having procured the two pilot electric buses and associated charging infrastructure, both progressing and set to become operational following the buses' arrival on 17 July 2026. Outcome 3 (removing barriers through financing concepts and policy submission) is rated Satisfactory, as the policy and regulatory package (standards, import tax scheme) has been validated, while work on financing concepts for e-mobility replication and upscaling has not yet started, as it depends heavily on real-world data from the pilot project. Outcome 4 (long-term environmental and economic sustainability) is rated Satisfactory, with the battery EPR framework and IRENA renewable energy integration study both completed. As such, the project's likelihood of reaching the expected outcomes is rated as "Satisfactory."

Rating towards outputs: Output delivery is progressing well across most components, with the majority of deliverables under Components 1, 3 and 4 fully or substantially completed, often exceeding planned targets, and Component 2 demonstration-related outputs (bus and charging infrastructure procurement, communications campaign) advancing. However, outputs under Deliverable 3.1 (e-bus upscaling workshop, feasibility study for additional corridors, and technical specifications) remain constrained, as they are contingent on data and lessons from the pilot e-bus operations, which have been delayed pending the pilot buses' arrival on 17 July 2026. Based on the situation, the project progress towards achieving the outputs is rated as "Satisfactory."

Overall risk rating: With the primary risk — uncertainty around the procurement and delivery of the two demonstration electric buses — now resolved (the buses have been procured, shipped, and are expected to arrive in Seychelles on 17 July 2026), the project's overall risk rating has been downgraded from Moderate to "Low," as no new risks were identified during the current reporting period. In addition, the project team is at present working on a workplan and budget revision to extend the project activities until 31 December 2026 so as to allow sufficient time for the pilot phase – adequate data and information will be available for the replication and final report while the operational completion date is being extended to 31 March 2027 to ensure all final reporting requirements are met.

Summary of Challenges & Actions Taken to address them

Describe the main challenges encountered this reporting period and the corrective actions taken (or planned) to address them.

The main challenge affecting implementation during the past fiscal year has been the extended timeframe for procuring the two pilot electric buses, which had a cascading effect on downstream deliverables under Components 2 and 3, including the operational monitoring period, field visits, technical specifications for corridor expansion, and the e-bus upscaling and feasibility work, all of which depend on data generated once the buses become operational following their arrival on 17 July 2026. This has also affected the achievement of the GEF core indicators, which are heavily dependent on the completion of the pilot phase, that is the remaining project activities. Coordinating multi-stakeholder engagement also proved challenging, particularly limited responsiveness from stakeholders during review of the draft e-mobility policy package, and the need to sustain cross-agency coordination. On the technical side, incorporating stakeholder feedback into regulatory and fiscal frameworks including EV/charging technical standards, the CO2-based import tax scheme, and the battery Extended Producer Responsibility (EPR) scheme required iterative consultation and adaptation of international best practices to Seychelles' specific national context. A further significant challenge emerged from external developments requiring substantial revision of the electric mobility strategy: the need to recalculate modelling scenarios, projections, and emissions pathways following the clarification of the national EV target under NDC 3.0 (30% of the total national fleet rather than on new registrations by 2030), combined with the change in government administration, which introduced a new, more ambitious policy direction for transport electrification that the strategy must now be updated to reflect. Collectively, these challenges reflect a mix of external procurement and political/policy factors rather than internal implementation shortfalls, and are being actively managed through revised workplans, close consultant coordination, and continued Project Steering Committee oversight. The project team is at present working on a workplan and budget revision to extend the project technical completion date to 31 March 2027 as a mitigation action to these delays so as to ensure sufficient time for the pilot phase and adequate data and information is available for the activities/ reports which are dependent on the pilot phase.

2.4 Co-Finance

Planned Co-Finance *	$ 1,886,000
Actual Co-Finance to Date *	$ 2,000,001

Co-Finance Justification

Explain why actual co-finance differs from planned co-finance. Note any delays or challenges in materialising co-finance commitments.

Justify progress in terms of materialization of expected co-finance. State any relevant challenges:

Cumulative actual co-financed to date is $2,000,001, which represents 106% of the committed value of $1,886,000. This overall positive materialization is primarily driven by the Ministry of Transport/SPTC's public investment co-finance category, where actual contributions of $450,000 have significantly exceeded the original commitment of $120,000, reflecting the Seychelles Government's procurement of the two demonstration electric buses together with their chargers, charging infrastructure, and depot construction, including associated VAT, testing, registration, and licensing costs, financed entirely through domestic public investment rather than external donor or GEF resources. In parallel, in-kind contributions from government

partners have progressed steadily but unevenly: the Ministry of Transport ($703,793 of $748,000 committed) and Ministry of Transport/SPTC ($390,770 of $250,000 committed, already exceeded), supported by sustained staff engagement in steering committee meetings, technical workshops, exchange visits to Mauritius and India, and validation processes across all four components, while for the Ministry of Agriculture, Climate Change & Environment, $435,438 has been achieved out of the $748,000 committed.

2.5 Stakeholder Engagement

Date of PSC / Steering Committee Meeting * 07/10/2025

Most recent PSC meeting in this reporting period.

Stakeholder Engagement Narrative

Describe PSC meetings, consultations, workshops, and key partnerships during this period.

Progress: The National Inter-Sectorial Electric Mobility Steering Committee has remained active, with 40% female membership and a meeting held on 7 October 2025 to review progress. Government ministries have engaged consistently across all four components: the Department of Trade and Ministry of Finance contributed to the CO2-based import tax scheme; the Seychelles Bureau of Standards partnered with the International Electrotechnical Commission on EV technical standards; SPTC and PUC participated directly in bus and charging infrastructure procurement and international exchange visits (Mauritius, India); and consultation workshops demonstrate sustained multi-ministerial and gender-balanced participation. Private sector engagement has also materialized concretely, notably through the Motor Vehicle Importers and Ashok Leyland (manufacturer of the two pilot electric buses), while international partners, UNEP's Global E-Mobility Programme, C40 Cities, TUMI, IRENA, and the Africa E-Mobility Week/Paratransit Study Tour platforms, have provided capacity-building and technical collaboration consistent with the "International Organizations" stakeholder group envisaged at design.
Challenges: Some elements of the original engagement plan remain less developed. Engagement with the Financiers group (Seychelles Pension Fund, PIDG, AfDB) identified at CEO endorsement as potential investment partners has not been substantively reported on in recent implementation, suggesting this stream of stakeholder engagement has lagged relative to government and manufacturer engagement. Additionally, the draft e-mobility policy package review process was challenged by limited stakeholder responsiveness, despite repeated outreach, underscoring a recurring engagement gap in translating broad institutional buy-in into substantive technical feedback. Academia's role, envisioned modestly through the University of Seychelles, has not been prominently reflected in recent reporting beyond general workshop participation.
Outcome: Overall, stakeholder engagement across Government and international/manufacturer partnerships have exceeded the engagement levels envisaged at design in terms of frequency and diversity of platforms (regional, global, and bilateral). However, engagement with private financiers and deeper private-sector investment partnerships, a specific ambition noted in the CEO Endorsement Document given SPTC's anticipated shift toward a public-private partnership model, has not yet been realized to the same extent, representing an area warranting continued attention as the project moves toward its pilot operational phase and eventual scale-up financing discussions.

2.6 Gender

Does the project have a Gender Action Plan? *	Yes

Gender Mainstreaming Activities

Describe gender mainstreaming activities and results, including participation rates by gender.

Progress: Implementation has met or exceeded most quantitative targets. The National Inter-Sectorial Electric Mobility Steering Committee currently comprises 40% female members, surpassing the 30% target set at CEO endorsement. Gender-disaggregated attendance has been consistently tracked and reported across workshops: women represented 35% of participants in the November 2024 e-mobility policy/standards workshop, 36% in the November 2024 battery management/EPR workshop, and 38% in e-mobility strategy workshops, all meeting or exceeding the 30% threshold for consultation meetings. Cumulative project beneficiaries disaggregated by gender stand at 55 women and 68 men (123 total, ~45% women) to date, reflecting reasonably balanced participation across capacity-building activities. The national e-mobility strategy itself has incorporated gender considerations as intended, and gender mainstreaming continues to be captured in progress and PIR reporting, consistent with the biannual reporting commitment.
Challenges: Component 2 commitment to monitor e-bus ridership by gender (deliverable 2.2.3) has not yet commenced, as it is contingent on the pilot buses becoming operational; the pilot buses are only now expected to arrive on 17 July 2026, meaning this specific gender indicator, a core, transport-specific element of the Gender Action Plan given the CEO Endorsement Document's emphasis on how women experience mobility differently from men, has faced the same downstream delay affecting other Component 2 and 3.1 deliverables tied to the demonstration project.
Outcome: Gender mainstreaming has been a consistent area of strong performance for participation and representation targets (steering committee composition, workshop attendance, and overall beneficiary balance), with actual outcomes exceeding the 30% target across the board. However, the project has not yet been able to deliver on the more transport-specific gender outcome, evidence on how women and men use the demonstrated e-buses differently, since this depends on pilot bus operations that are only just beginning. As the demonstration project moves into its operational phase from July 2026, close attention to implementing gender-disaggregated ridership monitoring will be needed to fully realize the Gender Action Plan's Component 2 commitment before project closure in March 2027.

2.7 ESSM (relating to safeguards)

ESSM compliance and risks during this period.

Was the project classified as moderate/high risk? * *At project design.*	No
If Yes, what safeguard risks were identified? * *Leave blank if you answered No above.*	N/A
New environmental/social risks this period? *	No
If Yes, describe the new risks *	N/A

Leave blank if you answered No above.	
Any complaints received this period? *	No
If Yes, describe the complaints * *Leave blank if you answered No above.*	Not applicable as no complaints were received during the reporting period.

ESSM Management Narrative *

Describe how environmental and social safeguards are being managed.

This project was rated as a low-risk project in the Safeguard Risk Identification Form. No environmental or social challenges have emerged so far. The project management unit will continue to monitor these aspects as project nears completion by March 2027.

2.8 Knowledge Management and Learning

Knowledge Activities and Products *

Knowledge products developed, events participated in, knowledge shared.

The project has delivered substantial knowledge products across all four components, largely consistent with the approach set out at CEO Endorsement. Under Component 1, the CTA and National Project Director have maintained active participation in Global Programme platforms, including the Global MoU Summit, EV Global Program webinars, and the Africa E-Mobility Week, though the planned compilation report on best practices and lessons learned has not yet been finalized, as it is intended to draw on results from across the project's full lifecycle. The gender-sensitive national e-mobility strategy is well advanced but is undergoing further revision to reflect the updated NDC 3.0 target and the new government's 2026–2030 priorities, with completion expected by July/August 2026. Component 3 has produced two completed and externally shared knowledge products, EV/charging technical standards and a CO2-based vehicle import tax scheme, both validated and submitted to UNEP in 2025, while the originally planned SPTC subsidy scheme was discontinued as it is no longer necessary, and technical specifications and an implementation plan for fleet scale-up remain pending, dependent on data from the pilot buses arriving in July 2026. Component 4 has completed two major products: the battery EPR/end-of-life management assessment and the IRENA renewable energy integration study. Component 2's knowledge outputs have evolved into the pilot's procurement and infrastructure deliverables, with the capstone final demonstration report due in early 2027 once the pilot buses complete their operational monitoring period.

The main challenge is sequencing: several remaining knowledge products depend on pilot bus operational data, and with the buses arriving only in July 2026, there is a compressed window before project closure to generate and disseminate this evidence.

Overall, the project has generated and validated substantial technical and policy knowledge, particularly in regulatory standards, fiscal policy, and sustainability, largely on or ahead of schedule, with the remaining pilot-dependent products well positioned for completion in the project's final months.

Main Learning During the Period *

Lessons learned this period and how they'll influence future implementation.

Key learning during this reporting period has come primarily through peer exchange and study visits, given that the pilot electric buses have not yet become operational. The exchange visit to Mauritius (25–28 January 2026), accompanying the Minister for Transport along with SPTC and PUC representatives, generated direct operational learning on Mauritius's electric bus programme, informing Seychelles' own deployment planning. Similarly, the Africa Paratransit Study Tour in Kenya (23–27 February 2026), organized with C40 Cities, TUMI, UNEP, and Nairobi County, gave hands-on exposure to electric bus and minibus deployment across African cities, while the visit to India in early February 2026 allowed SPTC to observe electric bus operations and view the two demonstration buses under manufacture ahead of their arrival.

On the technical and policy side, the process of adapting international standards and frameworks to the Seychelles context, notably for EV/charging technical standards, the CO2-based import tax scheme, and the battery Extended Producer Responsibility (EPR) scheme, surfaced practical lessons about the level of stakeholder consultation and iterative validation needed to translate global best practice into a workable national framework. The experience of discontinuing the planned SPTC subsidy-restructuring deliverable also reflects an important programmatic learning: that the electrification of the SPTC bus fleet itself was recognized as a more direct and effective mechanism for reducing diesel dependency than a separate subsidy scheme, avoiding duplicative effort.

The project's compilation report on best practices and lessons learned (Deliverable 1.1.4) is currently 50% complete, with inputs from the finalized national e-mobility strategy, the EPR/battery management study, and the renewable energy integration study already incorporated. However, its full completion, and the most substantive operational learning the project is expected to generate, from the feasibility study and pilot bus demonstration, remains pending, as these depend on the pilot buses becoming operational following their arrival on 17 July 2026. The most significant learning on electric bus performance, charging infrastructure, and route/corridor viability in the Seychelles context is therefore still to come in the project's final months.

2.9 Stories

Stories to be Shared *

A story illustrating the project's impact or a significant achievement this period. Helps GEF communications team showcase the work.

1. Seychelles' global recognition at the Global MoU Summit: At the Global MoU Summit in Arnhem (July 2025), the Chief Technical Advisor joined representatives from over 40 countries and Seychelles was specifically commended for its accession to the initiative, a strong, quotable story of small-island-state leadership on zero-emission transport that would resonate with a global GEF/UNEP audience.

2. First-ever demonstration electric buses arriving in Seychelles: The arrival of the two pilot electric buses (procured from Ashok Leyland, India, entirely through Seychelles government domestic financing) on 17 July 2026, alongside the twin 240-kilowatt charger currently being installed at SPTC's New Port Depot, marks a tangible, visual, "first of its kind" milestone for the country, ideal for a launch story, photo/video content, and social media coverage tied to a concrete date.

3. A minister-led, cross-agency learning journey across three countries: Within a five-week window (January–February 2026), Seychelles' Minister for Transport, SPTC, and PUC representatives conducted back-to-back exchange visits to Mauritius, India, and Kenya (the Africa Paratransit Study Tour), reflecting unusually high-level political commitment and hands-on regional/South-South learning, a compelling human-interest and government-leadership narrative.

4. A homegrown communications and public engagement campaign: SPTC's Corporate and Communications Department has already launched an e-bus branding competition and is actively using social media and media interviews to build public excitement ahead of the buses' arrival, this is itself a shareable case study in how a small transport utility is building public buy-in for e-mobility from the ground up, and could be amplified through the Global E-Mobility Programme's own channels.

5. A policy "leapfrog" moment tied to a new government's ambition: The shift from earlier, more modest strategy assumptions to a new government target of ~250 electric buses by 2030 (with 100 by 2027/2028) is a striking acceleration story, a small island nation significantly raising its climate ambition mid-project, directly attributable to the enabling environment this GEF project helped build.

SECTION 3

3 PERFORMANCE

ℹ *In this section, you'll rate progress against each project outcome and each output. Please ensure that this aligns with the Project Structure and Log Frame from your Project Document. These tables grow — press Tab in the last cell to add new rows.*

3.1 Rating of Progress Towards Achieving Project Outcomes

One row per objective or outcome indicator. The first column says "Objective" for the project objective row, or "Outcome 1", "Outcome 2" etc. ***The first row below is shown as a sample — replace with your data.***

Objective / Outcome	Indicator	Baseline	Mid-Term Target	End-of-Project Target	Progress (Current)	EA Summary	TM 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 early 2027, once all project activities are completed.	S
	Indicator B: Number of direct beneficiaries of the project, disaggregated by gender	0	N/A	Women: 387 Men: 604 Total: 991	Women: 55 Men: 68 Total: 123	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 workshops and 36 percent in the battery management workshops, underscoring the project's commitment to equitable representation in both governance and technical activities. The number of project beneficiaries, disaggregated by gender to date, is as follows: Women: 55 Men: 68 Total: 123	S
Outcome 1: The government has established a coordinated	Indicator 1.1: A National Inter Sectorial Electric Mobility Steering Committee to	No	The Project Steering Committee is established and	Yes. The National Inter Sectorial Electric Mobility Steering Committee:	Achieved (ongoing monitoring to continue until end of the project)	The project steering committee consists of 40% female members and 60% male members. During the period under review, one project steering committee meeting was held on 7 October 2025.	S

institutional framework and adopts a gender sensitive strategy for the promotion of low-carbon electric mobility in Seychelles	support and promote the uptake of low-carbon e-mobility is established and endorses a national strategy to promote low-carbon electric mobility		includes all key institutions.	- 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.			
	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 (strategy currently being updated)	The electric mobility strategy for Seychelles, validated in July 2025 and shared with UNEP in September 2025, is currently being revised to reflect key technical and policy updates. First, it is being aligned with the updated NDC 3.0 target of achieving 30% electric vehicles across the total national fleet by 2030 rather than 30% of new vehicle registrations as originally assumed, thus, requiring updated modelling and projections. Second, it incorporates the policy direction of the new government's stronger ambition for transport electrification, including accelerated plans for electric public transport, with around 100 electric buses introduced by 2027/2028 and approximately 250 by 2030. As a result, the strategy is being comprehensively updated to reflect current progress and the 2026–2030 transport electrification action plan, with finalization expected by July or August 2026. Thereafter, the final gender sensitive national electric mobility strategy will be submitted to the government for approval. This formal adoption process by the government is expected to take up to maximum five months following submission.	S
	Indicator 1.3: # of reports on best practices and lessons learned on low carbon electric mobility in the	0	N/A		0	The e-bus demonstration project is yet to be implemented. This report will be prepared in Q4 2026.	S

	Seychelles shared with the global programme						
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.	Indicator 2.1: Number of electric buses committed to be introduced with SPTC based on evidence generated by the 1-bus demonstration project	0	N/A	At least 20 e-buses	100	SPTC has procured the 2 buses for the demonstration along with a twin 240 kilowatt charging infrastructure for the total cost of SCR 5 million. The charging infrastructure arrived in advance of the 2 demonstration buses which is expected in port on 17th July 2026. The charging infrastructure is being commissioned at the SPTC New Port depot. The demonstration would include a data collection framework to monitor performance, energy consumption, and operational costs to inform future fleet expansion. Moreover, the Government has committed and already secured financing from the Indian Government for the purchase of an additional 100 electric buses which will be delivered between 2027 to 2028.	S
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	Not yet (policy package currently being updated)	The electric mobility strategy and policy package were validated at a workshop on 3 July 2025 and shared with UNEP on 8 September 2025; however, it is now undergoing further review and update to ensure alignment with Seychelles' updated NDC 3.0, and to reflect the policy direction of the new government, which has identified transport electrification as a priority area with significantly higher ambition than before. Key developments driving this update include accelerated plans for electric public transport (100 electric buses by 2027/2028, rising to approximately 250 by 2030), Given these technical and policy developments, the strategy and policy package is being comprehensively revised to accurately capture current progress and the government's 2026–2030 transport electrification action plan, with the finalized version expected by the end of July or August 2026. Thereafter, the policy package will be	S

						submitted to the government for approval. This formal adoption process by the government is expected to take up to maximum five months following submission.	
	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 have already been procured by SPTC and is expected to arrive in Seychelles on the 17th July 2026.	S
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	2	Several workshops on sustainable e-mobility were held to develop a framework for re-use, recycling, and safe disposal of used EV batteries. A key workshop on 7 November 2024 examined the EV battery management supply chain and discussed an Extended Producer Responsibility (EPR) scheme for Seychelles. The finalized assessment report was validated on 3 July 2025, submitted to the Executing Agency and Ministry of Environment, Climate, Energy and Natural Resources and incorporated into a broader feasibility study on battery management of all batteries, including EV batteries. As a result, a single consolidated EPR framework will be developed for all battery types. In parallel, IRENA assessed future EV energy demand and renewable energy integration into the national grid. The Department of Transport has received the final report and will share it with UNEP.	S

Need more rows? Press Tab in the last cell of the bottom row to add an outcome.

3.2 Rating of Progress Towards Delivery of Outputs

Please put one output per row. In the Component column, write the number and name (e.g. "1 Component 1: Institutional capacity"). Press Tab in the last cell to add rows.

Component	Output / Deliverable	Expected Completion	Previous (%)	Current (%)	EA Justification & Challenges	TM 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**	**51%**	**83%**	**Overall progress under this output is rated Satisfactory, with most workstreams completed or near completion. The Terms of Reference and mandate for the National Inter-Sectorial Electric Mobility Steering Committee have been fully completed and communicated to all relevant members. Progress toward formal government establishment of the Committee has advanced strongly though final notification awaits dissolution of the current Project Steering Committee at project close, as the new Committee is designed to succeed it. Compilation of best practices and lessons learned is 50% complete, but full completion is delayed pending the feasibility study and demonstration project, both contingent on the same demonstration-bus timeline.**	**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	2022-07-31	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
	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	80%	90%	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. With most of the deliverables already completed with the exception of those related to the demonstration project which is pending until the arrival of the demonstration buses, only one PSC meeting was held during this PIR reporting period on 7 October 2025.	S

	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	25%	90%	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. On 9th September 2025, the Ministry of Transport submitted the proposed Terms of Reference and budget for the committee to the Ministry of Finance, National Planning and Trade, responsible for driving the approval process. The budget for the steering committee was announced during the national budget presentation to the National Assembly in February 2026. The committee will convene once the current Project Steering Committee (PSC) is dissolved at the end of the project, in Q1 2027.	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 E-mobility Programme)	2026-07-31	0%	50%	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 have been finalized in September 2025. This report will be finalized in Q4 2026.	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.	**2025-10-31**	**97%**	**100%**	**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 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. A validation workshop was held on 3rd July 2025 and the final strategy was shared with UNEP on 8 September 2025.**	**S**
	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
	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	S

					members and 62% male members participated in the workshop. CENEX submitted the workshop report.	
	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)	2025-02-28	100%	100%	The experts have prepared and submitted 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.	S
	Deliverable 1.2.4: Gender-sensitive national sustainable low-carbon mobility strategy finalized and presented to National Inter-Sectorial Electric Mobility Steering Committee	2025-10-31	90%	100%	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. A validation workshop was held on 3rd July 2025 and the final strategy was shared with UNEP on 8 September 2025. This strategy is currently being revised to reflect key technical and policy updates. First, it is being aligned with the updated NDC 3.0 target of achieving 30% electric vehicles across the total national fleet by 2030 rather than 30% of new vehicle registrations as originally assumed, thus, requiring updated modelling and projections. Second, it incorporates the policy direction of the new government's stronger ambition for transport electrification, including accelerated plans for electric public transport, with around 100 electric buses introduced by 2027/2028 and approximately 250 by 2030. As a result, the strategy is being comprehensively updated to reflect current progress and the 2026–2030 transport electrification action plan, with finalization expected by July or August 2026. Thereafter, the final gender sensitive national electric mobility strategy will be submitted to the government for approval. This formal adoption process by the government is expected to take up to maximum five months following submission.	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	**2026-03-31**	**57%**	**100%**	**Under Output 1.3, all related activities are rated Satisfactory, with actual progress meeting planned targets. Progress on these engagements were driven by participation in the Global MoU Summit in Arnhem, ongoing EV Global Program webinars, the Africa E-Mobility Week in Ethiopia, the Nairobi Paratransit Study Tour and three exchange visits, reflecting strong cross-agency engagement from the CTA, SPTC, PUC, and the Minister for Transport. Overall, the output demonstrates strong momentum, cross-institutional ownership, and**	**S**

					effective knowledge transfer supporting Seychelles' electric mobility transition.	
	Deliverable 1.3.1: Participation in three Africa Platform / Community of Practice events (+ 1 report for each event)	2026-03-31	70%	100%	Stakeholders continue to benefit from EV Global Program activities through webinars, workshops, and capacity-building events. 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 2025–2026, the CTA contributed to technical webinars hosted by global platforms, enhancing national expertise in planning, GHG inventory, and solar mobility. The CTA along with the NPD participated in the Africa E-Mobility week held from 14-16 October 2025 in Ethiopia, a platform for stakeholders from the public and private sectors, finance, academia, and civil societies to engage in dialogue on accelerating the continent's electric mobility transition.	S
	Deliverable 1.3.2: Participation in three electric mobility / electric bus training events (+ 1 report for each event)	2025-02-28	90%	100%	Between 23 – 27 February 2026, the CTA participated in the Africa Paratransit Study Tour in Kenya. The event organised in collaboration with C40 Cities, TUMI, UNEP and the Nairobi County brought together representatives from over Africa with the objective to give African countries & cities hands-on experience in the deployment of electric buses and minibuses. From 25 – 28 January 2026, the CTA, representative from SPTC and PUC accompanied the Minister for Transport on an exchange visit to Mauritius to learn on the Mauritius electric bus programme. Early February 2026, SPTC participated in another exchange visit in India in respect to electric bus operation and at the same time they had the chance to view the 2 demonstration buses under manufacturing.	S
	Deliverable 1.3.3: Participation in two financing / marketplace events (+ 1 report for each event)	2025-02-28	70%	100%	The Africa E-Mobility Week 2025 seminar held in Ethiopia in October 2025, and the Africa Paratransit Study Tour held in Nairobi in February 2026, served as a marketplace / financing event on e-buses. Report has been submitted for the 2 in-person events.	S
	Deliverable 1.3.4: Participation in one e-mobility replication event (+ 1 report for each event)	2025-09-30	0%	100%	The e-mobility replication event took place from 14-16 October 2025 in Ethiopia, a platform where stakeholders from the public and private sectors, finance, academia, and civil societies had the opportunity to engage in dialogue on accelerating the continent's electric mobility transition.	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**	**22%**	**54%**	**Strong progress has been made and preparatory work for the operational and data monitoring period on the main coastal corridor is progressing well with the buses shipped and expected to arrive on 17 July 2026, while the associated charging infrastructure, a twin 240-kilowatt charger is being installed at the SPTC New Port Depot ahead of the buses' arrival. Downstream deliverables, including the 3-month field visit and preliminary findings workshop, the final demonstration report to the National Inter-Sectorial E-Mobility Steering Committee, and continued data analysis, remain on track at planned levels, as these are appropriately sequenced to begin only once the pilot buses become operational in Q3 2026. In parallel, SPTC's Corporate and Communications Department has proactively launched a public communications campaign, including an e-bus branding competition, social media promotion, and media engagement, generating strong early visibility ahead of the pilot's launch. In addition, the PMU is currently working on a workplan / budget revision to extend project activities until December 2026, to allow for the proper finalization of work under output 2.1. Overall, the component reflects strong momentum and proactive preparatory work.**	**S**
	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 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]	2025-11-30	45%	80%	SPTC has submitted the required data to support this process and routine progress meetings (every 3 weeks) are being held with the consultants.	S
	Deliverable 2.1.3: Procurement of electric bus by SPTC	2026-07-30	20%	80%	The Government of Seychelles supported SPTC through local financing to acquire two electric buses for the demonstration project. SPTC has completed payment to Ashok Leyland in India, and the buses has been shipped and are arriving on the 17th July 2026.	S
	Deliverable 2.1.4: Procurement of charging equipment and installation at charging point	2026-07-30	10%	90%	A twin 240-kilowatt charger has been purchased and is already being installed at the SPTC New Port Depot. The total cost of the two	S

	identified in the implementation plan (D 2.1.4)				demonstration buses and the associated charging infrastructure is SR 5 million (~ US $ 372,300).	
	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	2026-09-30	0%	20%	Work on this deliverable is planned to start in Q3 2026. The 2 pilot buses are arriving on the 17th of July 2026 and the charging infrastructure has already been delivered and is being commissioned so as to be ready before the arrival of the buses.	S
	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]	2026-09-30	0%	0%	Work on this deliverable is to start in Q3 2026, at least 2 months into the pilot project.	S
	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 Q3 2026 during the demonstration project and final report submitted in Q4 2026.	S
	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]	2026-08-30	0%	60%	The communication and promotion campaign for the demonstration project has already started. The campaign is being headed by the SPTC Corporate and Communication Department. The promotional campaign has been approved and it kick-started with the release of the e-bus branding competition. SPTC is actively using the social media for the promotion, as well as numerous media interviews.	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**	**2026-09-30**	**6%**	**15%**	**Progress on the e-bus upscaling and corridor expansion deliverables is rated Satisfactory, reflecting a fundamental dependency on the delayed procurement of demonstration/pilot electric buses, now expected to arrive on 17 July 2026, an external, procurement-driven constraint rather than an internal implementation shortfall, with substantive work on all related deliverables now scheduled to commence in Q3 2026 once the pilot buses arrive and become operational. Despite this, some proactive early progress has been achieved, including preliminary data collection for the feasibility study**	**S**

					and simulation-based specification work carried out by a bus manufacturer ahead of the pilot. The detailed implementation plan for fleet-wide scale-up remains on track. In addition, the PMU is currently working on a workplan / budget revision to extend project activities until December 2026, to allow for the proper finalization of work under output 3.1.	
	Deliverable 3.1.1: A workshop for e-bus upscaling is carried out (1 report)	2026-03-31	5%	10%	Work on this deliverable is expected to commence in Q3 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. The pilot e-buses are expected to arrive on the 17th of July 2026.	S
	Deliverable 3.1.2: A feasibility study to support the deployment of additional e-buses in other corridors located in rural / mountainous / secondary roads is developed and presented in a workshop [NEW]	2026-04-30	0%	10%	Work on this deliverable is scheduled to begin in Q3 2026, in alignment with the anticipated start of the e-bus pilot project. The outcomes of the pilot project will be critical to inform the feasibility study, which will assess the technical and operational viability of expanding e-bus deployment into rural, mountainous, and secondary road corridors. The pilot e-buses are expected to arrive on the 17th of July 2026. Preliminary data collection for the feasibility study has already been carried out.	S
	Deliverable 3.1.3: Technical specifications for e-buses and charging infrastructure for other corridors are developed	2026-06-30	20%	40%	Work on this deliverable is expected to commence in Q3 2026. The development of technical specifications for e-buses and charging infrastructure in additional corridors will be informed by the operational outcomes of the pilot, making this deliverable highly dependent on the demonstration project. The pilot buses will also be tested in additional corridors, including rural and secondary routes, to assess their performance and determine whether current specifications are adequate or require adjustments. In parallel, simulation to identify the specifications of the buses ahead of the pilot project has been carried out by a bus manufacturer.	S
	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 Q3-Q4 2026.	S

	Output 3.2: Fiscal policies, and regulatory measures to incentivize the uptake of electric mobility are developed and formally proposed.	**2026-09-30**	**58%**	**92%**	**Progress across the majority of activities is rated Satisfactory, with most reaching near completion. Representatives from relevant line ministries were consulted to establish a comprehensive policy outlook through 2050. The final policy package was validated in July 2025, however, its full submission for government adoption now requires a comprehensive revision of the broader electric mobility strategy to align with Seychelles' updated NDC 3.0 target and to reflect the new government's heightened ambitions for transport electrification, including accelerated electric bus deployment. The finalized strategy in now anticipated by July or August 2026.**	**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)	2024-11-30	100%	100%	The e-mobility stakeholders' workshop was held on November 6, 2024, to identify and discuss priority areas for policies, regulations, and standards in Seychelles. It outlined short-, medium-, and long-term actions (2025–2050). The workshop had 26 participants, with 35% female and 65% male.	S
	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	80%	100%	Work on the electric vehicle (EV) and charging infrastructure standards is complete with the final package of strategy, policy, regulations, and standards. 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, 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 scheduled a planning meeting for 2 July and a validation workshop for 4 July 2025. A revised draft, incorporating feedback, has been reviewed in early July following expert consultations. A validation workshop was held on 3rd July 2025 and the final standards was shared with UNEP on 19 September 2025.	S
	Deliverable 3.2.3: A vehicle import tax scheme based on CO2 emissions is proposed.	2025-07-31	80%	100%	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.	S

					International experts met with key stakeholders, including the Department of Trade and the Ministry of Finance, on 1 July 2025 to review the draft structure and address data gaps. The final report was validated on 3rd July 2025 and shared with UNEP on 4 September 2025.	
	Deliverable 3.2.4: An alternative scheme to subsidize SPTC and to remove subsidies on diesel is proposed.	2025-07-31	10%	N/A	After consultation with key stakeholders, work on this deliverable has stopped and is considered no longer relevant. The deliverable was intended to develop an alternative scheme to subsidize SPTC and progressively remove subsidies on diesel. However, the introduction and scale-up of electric buses within SPTC will directly contribute towards achieving this objective. The deployment of electric buses will reduce SPTC's dependency on diesel, and as SPTC gradually transitions and eventually fully electrifies its fleet, the Corporation's demand for diesel is expected to significantly decrease and ultimately be eliminated. Consequently, the need for diesel subsidies will also progressively reduce, as SPTC will no longer be purchasing diesel to operate its buses.	N/A
	Deliverable 3.2.5: The draft package of policy proposals is presented during a workshop and submitted for review by the National Intersectoral E-Mobility Steering Committee	2025-09-30	80%	100%	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 held on 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 the policy is inclusive and actionable.	S
	Deliverable 3.2.6: Final Policy package submitted for adoption by the government	2026-09-30	0%	60%	The final policy package was validated at a workshop held on 3 July 2025 and shared with UNEP on 8 September 2025; however, it is now undergoing further review and update to ensure alignment with Seychelles' updated NDC 3.0, and to reflect the policy direction of the new government, which has identified transport electrification as a priority area with significantly higher ambition than before. Key developments driving this update include accelerated plans for electric public transport (100 electric buses by 2027/2028, rising to approximately 250 by 2030), Given these technical and policy	S

					developments, the strategy and policy package is being comprehensively revised to accurately capture current progress and the government's 2026–2030 transport electrification action plan, with the finalized version expected by the end of July or August 2026.	
	Output 3.3. One e-bus up-scaling financing concept is developed and submitted to a financier	**2026-09-30**	**0%**	**0%**	**Work on this output is yet to start and relies heavily on the pilot project (expected to be during the third week of July 2026) as it provides essential real-world data, validates operational and cost assumptions. These are required to strengthen the financing concept, making it more compelling to potential funders and aligning it with national priorities and long-term sustainability goals. In addition, the PMU is currently working on a workplan / budget revision to extend project activities until December 2026, to allow for the proper finalization of work under output 3.3.**	**S**
	Deliverable 3.3.1: Development of one e-bus upscaling financing concept and submission to targeted financing institution	2026-09-30	0%	0%	Work on this deliverable has not yet begun, as it depends on data from the 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. The demonstration buses are expected to arrive in the third week of July 2026.	S
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**	**90%**	**100%**	**Under Component 4, all related activities are rated Satisfactory, having been fully completed. An International Battery Technology Expert (CENEX) was recruited in April 2024, followed by a stakeholder workshop in November 2024 that engaged 22 participants (36% women) to assess Seychelles' battery supply chain and agree on an EPR framework and end-of-life battery system. A technical feasibility assessment for an EPR scheme on used EV batteries was subsequently conducted and validated in July 2025. In parallel, technical contributions to IRENA supported a study on renewable energy integration for EV charging and grid impacts, culminating in a validation workshop and final report submission in September 2025. Overall, the component demonstrates strong technical progress toward establishing a sustainable, circular framework for EV battery management and renewable energy integration in Seychelles.**	**S**
	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

	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	100%	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
	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	2025-04-30	90%	100%	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 report with recommendations was shared, feedback consolidated, and a final version validated on 3 July 2025.	S
	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	70%	100%	The assessment of future EV energy demand and renewable energy integration has been completed, with a validation workshop held on 17th September 2025. IRENA has submitted the final report.	S

Need more rows? Press Tab in the last cell of the bottom row to add an output.

SECTION 4

4 RISKS

> ℹ *In this section, you'll log all project risks and describe how you're mitigating them. Please ensure you use the Safeguard Risk Identification Form (SRIF) to help you fill out this section. Risks are tracked across multiple PIRs — past columns are pre-filled.*

4.1 Project Management Risk

Rate each management risk factor from BOTH the EA's perspective and the Task Manager's perspective. Use the drop-downs in each cell.

Risk factor	EA Rating	TM Rating
1. Management structure & roles *Are roles clear? Is the team well-structured?*	L	L
2. Governance & oversight *Is the steering committee functional? Are decisions documented?*	L	L
3. Implementation schedule *Is the project on track? Are milestones being hit?*	L	L
4. Budget *Is the budget realistic and tracking to actual spend?*	L	L
5. Financial management *Are financial controls in place? Audits clean?*	L	L
6. Reporting *Are progress reports timely and accurate?*	L	L
7. Capacity to deliver *Does the EA have the capacity to deliver the project?*	L	L

4.2 Risk Log

One row per risk. The Δ (delta) column shows whether the risk has changed since last PIR. Past PIR columns are pre-filled by the Implementing Agency (UNEP).

Overall project risk rating →	*L/M/S/H*	*L/M/S/H*	*L/M/S/H*	*L/M/S/H*	*L/M/S/H*	*L/M/S/H*	*L/M/S/H*	*Δ*	
Risk Description	**Affecting**	**CEO ED**	**PIR 1**	**PIR 2**	**PIR 3**	**PIR 4**	**PIR 5**	**PIR 6**	**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 assessment for integration of a higher shares of renewables onto the grid has completed. The Electricity Act has also been revised to allow production of energy from renewable sources 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	L			↓	Financing to scale up of the electrification of public transportation has already been secured by the Government of Seychelles through a line of credit by the India Exim Bank.
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	L			=	An inter-ministerial Project Steering 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	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

interest or participation from market players/private sector.										contributions. Overall, even if attendance is impressive, contribution in the review process remained low. The risk associated with Outcome 2 remains the same.
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	N/A			=	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	L			=	The assessment on the feasibility to implement an EPR scheme and EOL management of used EV batteries has been completed and report submitted to the Ministry responsible for Environment and Climate Change. The results of the study have been incorporated into a broader project to develop a sound management framework for used batteries in general under the ISLANDs Project. The result will be submitted to the Cabinet for approval to implement. This shows the Government concerns and ambitions to manage EVs wastes.
2023 Risks										
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	N/A			=	In April 2024, the international experts were hired. The project workplan and budget were revised to factor in the delays, and the implementation is going well. The risks under outputs 1.2. 2.1 and 2.2 have 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	L			↓	The Government of Seychelles has procured the 2 demonstration buses along with its charging infrastructure using domestic financing for the total of SCR 5 million. The charging infrastructures arrived in advance of the 2 buses and it is being commissioned. The e-buses have already been shipped and are expected in port on the 17th of July 2026. This is no longer considered as a risk.
2025 Risks										
No new risks identified in the 2025 PIR. The main risk remains the same as in the 2024 PIR (see above)										
2026 Risks										
No new risks identified in the 2026 PIR										
Overall risk		N/A	L	M	M	L			↓	The major risk was the uncertainty on the procurement and delivery of the demonstration buses. Now that the demonstration buses have been procured, shipped, and expected in Seychelles on the 17th of July 2027 the overall project is rated at "Low" risk up to completion. In addition, the project management unit is currently working on a budget / workplan revision to extend the operational completion date to 31 March 2027, which will allow sufficient time to collect and analyses the pilot e-buses' operational data.

Need more rows? Press Tab in the last cell of the bottom row to add a risk.

4.3 Outstanding Moderate, Significant & High Risks

*For each outstanding risk **with a rating of Moderate or higher**, describe what was done and what's planned next.*

Risk	Previous Actions Decided	Actions Taken This Period	Next Steps	When	By Whom
There is uncertainty regarding the timeframe for acquiring the e-buses to be piloted as part of the project.	Action 1 [2025]: The PMU from the MoT will provide bi-monthly updates to UNEP by email on the progress and challenges related to the procurement of the 2 e-buses.	Regular updates were provided to UNEP by the PMU of the status of e-buses procurement and delivery. The demonstration buses have been procured, shipped, and expected in Seychelles on the 17th of July 2027.	N/A – action completed		
	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.	Since the e-buses have been procured and expected to be delivered in Seychelles by the 17th of July 2027, no redesign of the outputs was required. In order to allow for sufficient time to pilot the 2 e-buses and collect operations' data, the project management unit is currently working on a budget / workplan revision to extend the project's activities until 31 December 2026 and the project's operational completion until 31 March 2027,	N/A – action completed		

Need more rows? Press Tab in the last cell of the bottom row to add a mitigation action.

SECTION 5

5 AMENDMENTS & LEGAL AGREEMENTS

> ℹ *In this section, you'll record any project amendments and revision history. Please ensure you have all relevant documents related to project changes, such as PSC documents or revised legal agreements.*

5.1 Minor Amendments

For each item below, mark Yes if there has been an amendment to that aspect of the project this period.

Results Framework amended? *	No
Components and Cost amended? *	No
Institutional Arrangements amended? *	No
Financial Management amended? *	No
Executing Entity amended? *	No
Executing Entity Category amended? *	No
Minor Project Objective Change? *	No
Safeguards amended? *	No
Risk Analysis amended? *	No
Increase of GEF Project Financing up to 5%? *	No
Co-Financing amended? *	No
Location of project activity amended? *	No
Other amendment? *	No

Description of Minor Amendments *(Optional)*

If you marked Yes for any amendment above, describe what changed and why.

Implementation schedule: A budget and workplan revision are under preparation to extend the operational completion date to 31 March 2027, to allow activities related to the e-bus pilot activities to be fully completed.

5.2 Legal Agreements Log

One row per formal revision. Leave blank if no revisions. Press Tab in the last cell to add rows.

Version	Type	Signed	Entry Into Force	Expiry	Main Changes
Revision 1	Revision	27/02/2024	27/02/2024	31/01/2027	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	05/05/2025	12/05/2025	30/09/2027	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.
Revision 3	Amendment & Extension	tbd	tbd	31/03/2028	A budget and workplan revision are under preparation to extend the operational completion date to 31 March 2027, to allow activities related to the e-bus pilot activities to be fully completed.

Need more rows? Press Tab in the last cell of the bottom row to add a revision.

SECTION 6

6 GEO-LOCATION

> ℹ *In this section, you'll record where your project works on the ground — the geographic locations and coordinates relevant to this reporting period.*

6.1 Geo-Location Information

One row per project location. ***Use Decimal Degrees (WGS84) — e.g. -1.286417, 36.817223 for Nairobi — to 6 decimal places.*** *This is the format used by OpenStreetMap, GeoNames, and most web mapping tools. If your source coordinates are in DMS or another format, convert them at https://coordinates-converter.com. Leave blank if not applicable.*

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

Need more rows? Press Tab in the last cell of the bottom row to add a location.

Further Geo-Referenced Information *(Optional)*

Any additional notes on project geography that don't fit the table above.

Click here for additional notes — leave blank if none

SECTION 7

7 INTERNAL EXECUTION

> ℹ *In this section, you'll record details regarding internal execution of projects within UNEP. You only need to fill this out if your project has an internally executed component.*

7.1 Execution Details

Is this an internally executed project? *	Yes
What internal execution modality?	Targeted Technical Assistance
Legal Instrument	Internal Agreement (document signed)
Name of Executing Unit / Branch / Division	Sustainable Mobility Unit, Industry and Economy Division

7.2 Segregation of Duties

Role	Implementing Agency (UNEP)	Executing Agency
Task / Project Manager	Julien Lheureux	Annika Berlin
FRO	Asher Lessels	Alexander Koerner
SRO	Hongpeng Lei	Rob de Jong
FMO	Tsungi Mutesva	Leena Darlington
FMO's FRO	Fatma Twahir	Didier Salzmann
FMO's SRO	Didier Salzmann	Jacqueline Alvarez

Reporting Lines

Any changes to the reporting lines? *	No
If yes, explain the changes clearly	Click here to describe — leave blank if not applicable

7.3 Reporting

Have all reports (financial and progress) been submitted? *	Yes
If not, what reports have been submitted and why are others outstanding?	Click here to describe — leave blank if all reports submitted

8 SUPPORTING DOCUMENTS

> ℹ *In this section, you'll attach or link any documents that support this PIR — for example evaluations, PSC minutes, revised legal agreements, or other evidence referenced elsewhere in the report.*

8.1 Additional Supporting Documents

Attach any supporting documents relevant to this PIR. Add one row per file. For files stored in SharePoint or Drive, paste the share link.

File Name	Uploaded By	Uploaded At	Link / URL
Click here to type filename	Click here to type name	Click to pick date (DD/MM/YYYY) — leave blank if unknown	Paste share link — leave blank if no link
Click here to type filename	Click here to type name	Click to pick date (DD/MM/YYYY) — leave blank if unknown	Paste share link — leave blank if no link
Click here to type filename	Click here to type name	Click to pick date (DD/MM/YYYY) — leave blank if unknown	Paste share link — leave blank if no link

Need more rows? Press Tab in the last cell of the bottom row to add a document.

UNEP GEF Progress Implementation Report