

UNEP GEF PIR Fiscal Year 2023

Reporting from 1 July 2022 to 30 June 2023

1. PROJECT IDENTIFICATION

1.1. Project details

Identification Table	GEF ID.: 10274	Umoja WBS: SB-017817
	SMA IPMR ID: 84922	Grant ID: 2000007688
	Project Short Title: EM Seychelles	
Project Title	Support the Shift to Electric Mobility in the Seychelles	
Duration months	Planned	48 Months
	Age	18 Months
Project Type	Medium Size Project	
Parent Programme if child project	Global Programme to Support Countries with the Shift to Electric Mobility	
Project Scope	National	
Region	Africa	
Countries	Seychelles	
GEF Focal Area(s)	Climate Change Mitigation	
GEF financing amount	\$ 423,716	
Co-financing amount	\$1,886,000	
Date of CEO Endorsement/Approval	8 June 2021	
UNEP Project Approval Date (on Decision Sheet)	15 October 2021	
Start of Implementation (PCA entering into force)	15 October 2021	
Date of Inception Workshop, if available	3 November 2022	
Date of First Disbursement	10 February 2022	
Total disbursement as of 30 June 2023	Total: \$ 89,200	
	- MoT: \$ 80,000	
	- UNEP SMU: \$ 9,200	
Total expenditure as of 30 June 2023	Total: \$ 34,773	
	- MoT: \$ 34,773 ¹	
	- UNEP SMU: \$ 0	
Midterm undertaken?	No	
Actual Mid-Term Date, if taken	N/A	
Expected Mid-Term Date, if not taken	N/A	
Completion Date	<i>Planned – original PCA</i>	31 December 2025
	<i>Revised – Current PCA</i>	N/A

¹ At the time of PIR submission, the expenditures for Q2 2023 were cleared by UNEP's Task Manager and Administrative Officer, but not yet recorded in UNEP's system (Umoja).

Expected Terminal Evaluation Date	30 June 2026
Expected Financial Closure Date	31 December 2026

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	Industry and Economy Division
Name of co-implementing Agency	N/A
Executing Agency	Ministry of Transport (Department of Land Transport)
Names of Other Project Partners	UNEP Sustainable Mobility Unit
UNEP Portfolio Manager(s)	Geordie Colville
UNEP Task Manager(s)	Julien Lheureux
UNEP Budget/Finance Officer	Fatma Twahir
UNEP Support/Assistants	Kerubo Moseti
EA Manager/Representative	Patrick Andre
EA Chief Technical Advisor	Elvis Octave
EA Finance Manager	Irene Croisee
EA Communications Lead, if relevant	N/A

2. OVERVIEW OF PROJECT STATUS

2.1 UNEP PoW and UN

UNEP Current Subprogramme(s)	PoW 2022-2023, Sub-Programme 1 Climate Change
PoW Indicator(s)	Countries increasingly adopt and/or implement low greenhouse gas emission development strategies and invest in clean technologies
UNEP previous Subprogramme(s)	N/A
UNSDCF / UNDAF linkages	United Nations Strategic Partnership Agreement (UNSPA) 2018 – 2022
Link to relevant SDG Goal(s)	SDG 11 – Make cities and human settlements inclusive, safe, resilient and sustainable SDG 13 – Take urgent action to combat climate change and its impacts
Link to relevant SDG Target(s)	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 Indicators:

Indicators	Targets – Expected Value			Materialized to date
	Mid-term	End-of-project	Total target	
Greenhouse Gas Emissions Mitigated (metric tons of CO _{2e})	N/A	Total direct: 23,117 Indirect: 86,901 (By year 2036)	Total direct: 23,117 Indirect: 86,901 (By year 2036)	The project will only be in a position to report against this indicator towards the end of year 2025.
Number of direct beneficiaries disaggregated by gender as co-benefit of GEF investment	N/A	Total: 991 (Women: 387 Men: 604)	Total: 991 (Women: 387 Men: 604)	Total: 50 (19 Women, 31 Men) Participation in Inception Workshop: 21 men / 10 women PS Committee: 5 men / 8 women International E-mobility Trainings Events: 2 men Pre-feasibility Assessment (SPTC): 3 men, 1 women

2.3. Implementation Status and Risk

	FY 2023	FY 20	FY 20	FY 20	FY 20
PIR #	1 st	2 nd	3 rd	4 th
Rating towards outcomes (DO) (section 3.1)	S				
Rating towards outputs (IP) (section 3.2)	MS				
Risk rating (section 4.2)	L				

Rating towards outcomes:

The project is still in the earlier stages of implementation, it is too early to measure any substantial progress against the achievement of the project's Outcome and its associated end-of-project target. However, apart from lengthy procurement processes, no major obstacles have materialized so far, so it is still considered likely the project will achieve its expected outcomes by the time it reaches technical completion in December 2025. As such, the development objective rating is considered **Satisfactory**.

Rating towards outputs:

Project implementation is experiencing delays to achieve the targets under Output 1.2, Output 2.1, Output 2.2, and Output 4.1. Achievement of these outputs depends on the successful hiring of the international experts. Hiring of the International Experts is being done following the National Procurement Act and Regulations for hiring of Consultancy Services. There has been delays from the Procurement Oversight Unit to release the Request for Proposal for the financial stage of the tender to the 7 successful applicants selected through the Expression of Interest.

Under output 1.3, the project's Chief Technical Advisor (CTA) joined other African city delegates on the TUMI e-bus mission in India between the 1st to the 10th of August 2022. The CTA learned on the progress Indian cities are making to transition to electric buses, including bus procurement, bus planning and operations, and provision of charging infrastructures. The International Study Tour included visits to municipal transportation agencies and e-bus depots, participation in round-table discussions with successful private sector automotive OEMs, and knowledge exchange between TUMI Indian and TUMI Africa partner cities about innovative e-bus activities and development undertaken across both continents.

The CTA and the acting CEO for SPTC joined other African city delegates for the 1st Africa E-Mobility forum in Dar-Es-Salaam, Tanzania, held between the 20th to 24th March 2023. The forum was jointly organized by SOLUTIONSplus, the Africa Support and Investment Platform for E-mobility led by UNEP and TUMI E-bus Mission and brought together around 100 delegates from over 20 African cities with financiers and companies working on the transition to electric mobility in the region. The primary goals of the forum were to bring together government officials from relevant ministries and entities involved in transport, environment, and energy to connect and enhance their knowledge of e-mobility, discuss policies and barriers for the introduction of electric mobility in Tanzania, showcase private sector innovation in electric mobility, connect financiers with companies that need financing for electric mobility projects, share country and city level experiences with developing and implementing electric mobility projects, learn about the operation of electric buses and the end of life management of electric vehicle batteries, experience the set up and operation of the Dar es Salaam Bus Rapid Transit (DART), present support mechanisms for electric mobility in Africa.

In addition, Seychelles has partnered with IRENA under the NDC partnership for support to develop a Technology and Infrastructure Plan for road transport electrifications and Grid Assessment for integration of renewable energy for EV charging. IRENA and the Department of Transport held its start-up meeting for the project in June 2023. The project with IRENA will complement Output 4.1 of the GEF/UNEP supported project. While the GEF/UNEP project has a strong focus on HDEV and public transportation the IRENA project will focus on LEVs.

Discussion between the Seychelles Government and the Chinese Government continues for the donation of the e-buses. Experts from China will be coming to Seychelles to carry out the feasibility assessment in preparation for the demonstration project which will set the basis for e-bus deployment at scale within the Seychelles Public Transport Corporation (SPTC). UNEP and the Executing Agency are seeking to synergize the project's feasibility study with the feasibility study that will be done by the Chinese counterpart for the donation of the 20 e-buses. The exact date for the feasibility assessment has not been communicated yet.

There is also the potential to purchase an e-bus that can be used for the demonstration project from Ashok Leyland under the Indian Grant. Finally, SPTC has already started the discussion for the next tender of new buses with the e-bus included.

Based on the above, the project's implementation progress is rated **Marginally Satisfactory**.

Overall risk rating:
While the project has faced delays in the procurement process of international experts, this process is expected to be concluded in August-September 2023, and should not have a detrimental impact on the overall implementation of the project. UNEP and the Ministry of Transport will work jointly on the preparation of a revised workplan and budget over the next few months to factor in the delays incurred and set revised deadlines for the different project deliverables and outputs.

The only risk the project is facing at this stage is the uncertainty regarding the timelines for the bus donation by the Chinese partner. However, there could be alternatives for the piloting of e-buses, either through the Indian line of credit or through SPTC's regular fleet renewal program. The situation will be re-assessed during the next half-yearly progress report (December 2023) and as part of the next PIR (June 2024).

For these reasons, the project is currently rated at **Low** risk.

[section will be uploaded into the GEF Portal]

2.4. Co-financing

Planned Co-finance Total: \$1,886,000	Ministry of Transport (MoT): US\$ 32,729 Ministry of Agriculture, Climate Change & Environment (MoACCE): US\$ 6,725 Seychelles Public Transport Corporation (SPTC): US\$ 6,080 UNEP SMU / Solution+: US\$ 10,000
Actual to date: \$55,534 (≈ 3%)	
Progress	<p>The MoT, MoACCE and SPTC co-finance contributions to the project in the form of in-kind contribution mainly covered staff costs for participation in project meetings, workshop and trainings. The MoT higher contribution went towards administrative support across the four components of the project not being covered under the GEF funds, such as; meetings venue and caterings, advertising materials, office supplies, printing, transportation, office space for the CTA and utilities, internet and telephone.</p> <p>The UNEP SMU / SolutionsPlus co-finance contribution to the project is related to a country mission undertaken by SolutionsPlus partner IDIADA to carry out a prefeasibility assessment on e-buses in the Seychelles.</p>

2.5. Stakeholder engagement

Date of project steering committee meeting (during reporting period)	<ul style="list-style-type: none"> • 26 July 2022 • 13 October 2022 • 7 February 2023 • 25 April 2023
Stakeholder engagement	<p>Discussion continues between the Government of Seychelles and the Government of China for the donation of at least 20 e-buses for SPTC under the Government-to-Government development agreement between the two countries. The outgoing Chinese Ambassador for Seychelles affirmed China's commitment to support Seychelles with sustainable transport solutions project. As part of the agreement, the Chinese E-mobility experts will carry out a feasibility assessment to establish the Technical Specifications of the e-buses and charging infrastructures suitable for the Seychelles prior to the donation. The Chinese Government has not yet confirmed the date for the feasibility study.</p>

	<p>The Government also continues with its effort to obtain the support of other countries and international bodies specifically for financing, capacity building and provision of technical assistance to achieve the climate change and sustainable commitment. The Department of Transport partners with IRENA and PUC under the NDC partnership for support to develop a Technology and Infrastructure Plan for road transport electrifications and Grid Assessment for integration of renewable energy for EV charging. IRENA and the Department of Transport held its start-up meeting for the project in June 2023. The project with IRENA will complement the GEF/UNEP project. While the GEF/UNEP project has a strong focus on HDEV and public transportation the IRENA project will focus on LEVs. Duration of the project with IRENA will be 6 to 9 months.</p> <p>The Seychelles Electric Mobility Inception Workshop was held on the 3rd November 2022 attended by high Government officials, local partners, stakeholders from the different sectors, and the national media houses. There were 31 participants attending the ceremony.</p> <p>The Project Steering Committee held 4 meetings during the period under review. Colleagues from UNEP attended in person the last PSC meeting held on the 25th April 2023. During their visit the team also met with the Minister for Transport, the Ministry of Finance, The Department of Environment and Climate Change, and the Seychelles Public Transportation. Experts from IDIADA accompanying the UNEP colleagues presented the results of a pre-feasibility study carried out within SPTC.</p> <p>The CTA continues to advocate the project through the media houses and with stakeholders mainly the NGOs and private sectors.</p> <p>[section will be uploaded into the GEF Portal]</p>
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2.6. Gender

Does the project have a gender action plan?	Yes
Gender mainstreaming	<p>The project has just completed its first year of implementation and it is expected that continuous gender responsive measures promoting gender mainstreaming will be embraced as outlined in the project's Gender Representation Guidelines and Action Plan. Detailed Gender Representation Guidelines inclusive of gender representations in the Institutional Arrangements, participation in the EV Global Programme activities, capacity buildings and beneficiaries has been completed and approved. The Project Steering Committee established consists of 60% women and 40% male, and the Strategy Development Team consists of 30% female and 70% male. The Strategy Development Team has been established, consisting of 17 members from different sectors inclusive of representatives from the Government Ministries, Academia and Private Sector.</p> <p>The CTA will continue to implement and monitor the gender mainstreaming activities outlined in the project's Gender Action Plan, and report on them in the next July-December 2023 Half-Yearly Progress Report and in the 2024 PIR. Particular attention will be given to the mainstreaming of gender within the national e-mobility strategy to be developed under Output 1.2.</p> <p>[section will be uploaded into the GEF Portal]</p>

2.7. Environmental and social safeguards management

Moderate/High risk projects (in terms of Environmental and social safeguards)	Was the project classified as moderate / high risk CEO Endorsement / Approval Stage? No
New social and/or environmental risks	Have any new social and/or environmental risks been identified during the reporting period? No
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
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. [section will be uploaded into the GEF Portal]

2.8. Knowledge management

Knowledge activities and products	<p>The project is in the first year of implementation. Strategy development, feasibility assessment and the demonstration project is yet to be carried out, so no knowledge product has been issued so far.</p> <p>The CTA joined other African city delegates on the TUMI e-bus mission in India between the 01st to the 10th of August 2022. The purpose of the International Study Tour were to provide first-hand experience with the outstanding progress Indian cities are making to transition to electric buses, including bus procurement, bus planning and operations, and provision of charging infrastructures; and to offer networking opportunities to Indian and African government offices, including opportunities for African delegates to meet with private sector vehicle manufacturers and Indian civil society organizations working to promote transport electrification. The International Study Tour included visits to municipal transportation agencies and e-bus depots, participation in round-table discussions with successful private sector automotive OEMs, and knowledge exchange between TUMI Indian and TUMI Africa partner cities about innovative e-bus activities and development undertaken across both continents. The African City Delegates also got the opportunity to experience electric bus services in cities with mature and nascent e-bus networks and observe how smart charging infrastructure is being used to facilitate better transit service delivery.</p> <p>The CTA and the acting CEO for SPTC joined other African city delegates for the 1st Africa E-Mobility forum in Dar-Es-Salaam, Tanzania, held between the 20th to 24th March 2023. The forum was jointly organized by <u>SOLUTIONSplus</u>, the <u>Africa Support and Investment Platform for E-mobility</u> led by UNEP and <u>TUMI E-bus Mission</u> and brought together around 100 delegates from over 20 African cities with financiers and companies working on the transition to electric mobility in the region.</p> <p>The primary goals of the forum were to:</p> <ul style="list-style-type: none"> • Bring together government officials from relevant ministries and entities involved in transport, environment, and energy to connect and enhance their knowledge of e-mobility • Discuss policies and barriers for the introduction of electric mobility in Tanzania • Showcase private sector innovation in electric mobility
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	<ul style="list-style-type: none"> • Connect financiers with companies that need financing for electric mobility projects • Share country and city level experiences with developing and implementing electric mobility projects • Learn about the operation of electric buses and the end of life management of electric vehicle batteries • Experience the set up and operation of the Dar es Salaam Bus Rapid Transit (DART) • Present support mechanisms for electric mobility in Africa. <p>The Forum had 4 main parts, each with slightly different specific objectives and target audiences:</p> <ul style="list-style-type: none"> • Tanzania E-mobility Data and Policy Day by Solutions Plus • Workshop on Improving the Circularity of E-bus Batteries by TUMI E-bus Mission • Meeting of the Africa Support and Investment Platform for E-mobility by UNEP – including the E-mobility Innovators fair • Training on Electric Buses by UITP – including visit to Dar Rapid Transit (DART) <p>[section will be uploaded into the GEF Portal]</p>
Main learning during the period	Refer to section above.

2.9. Stories to be shared

Stories to be shared	<p>N/A</p> <p>[section to be shared with communication division/ GEF communication]</p>
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3. PROJECT PERFORMANCE AND RISK

Based on inputs by the Project Manager, the **UNEP Task Manager** will make an overall assessment and provide ratings of:

- (i) Progress towards achieving the project Results(s)- see section 3.1
- (ii) Implementation progress – see section 3.2

3.1 Rating of progress towards achieving the project outcomes (Development Objectives)

Project objective and outcomes	Indicator	Baseline	Mid-term target	End-of-project target	Progress as of current period ²	Summary of progress to achieve indicator targets as of 30 June 2023	Progress rating ³
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.	Indicator A: Direct and Indirect Greenhouse Gas Emissions Mitigated (metric tons of CO ₂ e) over the period 2021-2036	Baseline A: 0	Mid-point target A: N/A	End-of-project target A: Direct: 23,117 tCO ₂ Indirect: 86,901 tCO ₂ (by year 2036)	N/A	The project will only be in a position to report against this indicator towards the end of year 2025.	S
	Indicator B: Number of direct beneficiaries of the project, disaggregated by gender	Baseline B: 0	Mid-point target B: N/A.	End-of-project target B: Women: 387 Men: 604 Total: 991	Women: 19 Men: 31 Total: 50	Beneficiaries (disaggregated by gender) that have so far directly benefited from the project through participation in the Inception Workshop, project steering committee and trainings organized by the project.	S

² Numeric, percentage, or binary entry only

³ Use GEF Secretariat required six-point scale system: Highly Satisfactory (HS), Satisfactory (S), Marginally Satisfactory (MS), Marginally Unsatisfactory (MU), Unsatisfactory (U), and Highly Unsatisfactory (HU).

Project objective and outcomes	Indicator	Baseline	Mid-term target	End-of-project target	Progress as of current period ²	Summary of progress to achieve indicator targets as of 30 June 2023	Progress rating ³
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	Baseline 1.1: No	Mid-point target 1.1: The Project Steering Committee is established and includes all key institutions.	End-of-project target 1.1: 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.	The Project Steering Committee created	<p>The Project Steering Committee (PSC) successfully held 4 meetings during the period under review (26 July 2022, 13 October 2022, 7 February 2023 and 25 April 2023).</p> <p>The Project Steering Committee comprises of 60% female members and 40% male members.</p>	HS
	Indicator 1.2: The government of the Seychelles endorses a gender sensitive National Electric Mobility Strategy to promote low-carbon electric mobility	Baseline 1.2: No	Mid-point target 1.2: The respective Ministries are discussing the draft strategy.	End-of-project target 1.2: Yes	The Strategy Development Team has been established	<p>The Strategy Development Team has been established, consisting of 17 members from different sectors inclusive of representatives from the Government Ministries, Academia and Private Sector. The Strategy Development Team comprises of 70% male members and 30% female members.</p> <p>The Strategy Development Team will hold its first workshop upon the recruitment of the International Policy, Business and Strategy Expert. The National Procurement Regulations are being followed to tender for the hiring of the expert to support with the development of the gender – sensitive National E-Mobility Strategy. There is delay from the Procurement Oversight Unit release the Request for Proposal for the financial stage of the tender. 7 applicants have been shortlisted to proceed to the financial stage of the tender.</p>	S
	Indicator 1.3: # of reports on best practices and lessons learned on low carbon electric mobility in the Seychelles shared with the global programme	Baseline 1.3: 0	Mid-point target 1.3: N/A	End-of-project target 1.3: 1	0	The feasibility assessment and demonstration project are yet to be carried out, It is therefore too early to assess progress towards reaching the expected outcome / indicator.	S

Project objective and outcomes	Indicator	Baseline	Mid-term target	End-of-project target	Progress as of current period ²	Summary of progress to achieve indicator targets as of 30 June 2023	Progress rating ³
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: # of electric buses committed to be introduced with SPTC based on the evidence generated by the 1-bus demonstration project	Baseline 2.1: 0	Mid-point target 2.1: N/A	End-of-project target 2.1: At least 20	0	<p>Procedure for hiring of the International E-Mobility Technology to support with the feasibility study in preparation to the demonstration project has been initiated.</p> <p>The discussion with the Chinese Government for the deployment of around 20 electric buses within SPTC is on-going.</p> <p>SPTC started the discussion in preparation for the next tender to purchase new buses, the tender will include a number of e-buses. The e-buses, including its charging infrastructures, will be purchased through the line of credit from the government of India as part of SPTC fleet renewal procurement. During UNEP representatives visit in Seychelles, the DoT and UNEP discussed with the Ministry of Finance for the procurement.</p>	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 3.2: # of policies to incentivize the uptake of low-carbon electric mobility submitted for adoption by the government of Seychelles	Baseline 3.1: 0	Mid-point target 3.1: N/A	End-of-project target 3.1: at least 2	0	The work under this component has not started yet. It is therefore too early to assess progress towards reaching the expected outcome / indicator.	S
	Indicator 3.2: # of financing concepts for e-mobility replication and / or upscaling in Seychelles submitted to financial institutions	Baseline 3.2: 0	Mid-point target 3.2: N/A	End-of-project target 3.2: 1	0	The work under this component has not started yet. It is therefore too early to assess progress towards reaching the expected outcome / indicator.	S

**PIR FY 2023
EM Seychelles**

Project objective and outcomes	Indicator	Baseline	Mid-term target	End-of-project target	Progress as of current period ²	Summary of progress to achieve indicator targets as of 30 June 2023	Progress rating ³
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)	Baseline 4.1: 0	Mid-point target 4.1: 0	End-of-project target 4.1: 2 recommendation reports / schemes	0	<p>The work under this component has not started yet. It is therefore too early to assess progress towards reaching the expected outcome / indicator.</p> <p>Seychelles has partnered with IRENA under the NDC partnership for support to develop a Technology and Infrastructure Plan for road transport electrifications and Grid Assessment for integration of renewable energy for EV charging. IRENA and the Department of Transport held its start-up meeting for the project in June 2023. The project with IRENA will complement the GEF/UNEP project. While the GEF/UNEP project has a strong focus on HDEV and public transportation the IRENA project will focus on LEVs</p>	S

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

Output / Deliverables	Completion date as per workplan ⁴	Implementation status as of 30 June 2022 (%)	Implementation status as of 30 June 2023 (%)	Describe progress made, challenges faced and explain delays (maximum one paragraph for each row)	Progress rating ⁵
COMPONENT 1: Institutionalization of low-carbon electric mobility					
Output 1.1: A national inter-sectorial electric mobility steering committee is established	30 June 2025	6%	40%	The project Steering Committee has been established, which will formally transform into the National Inter-Sectorial Electric Mobility Steering Committee after the third year of the project. Since the PSC meetings started there are members that had to leave the committee because of other commitments and there have been replacements. The Project Steering committee Consists of 60% women and 40% men.	HS
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	30 Apr 2022	25%	100%	Detail Terms of Reference and mandate of the National Inter-Sectorial Electric Mobility Steering Committee completed, approved and communicated to all members of the Project Steering Committee. The members are aware of their roles and responsibilities.	HS
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	31 Dec 2024	0%	60%	The Project Steering Committee successfully held 4 meetings over the reporting period. The meetings were held on the 26 th July 2022, 13 th October 2022, 7 th February 2023 and 25 th April 2023. Colleagues from UNEP attended in person the meeting held on the 25 th of July 2023. The Inception Workshop for the project was held on the 03 rd of November 2022.	HS
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	31 Dec 2024	0%	0%	Work on this deliverable is planned to start in 2024	S
Deliverable 1.1.4: Report compiling all the best practices and lessons learned based on studies / reports produced as part of the e-mobility project in Seychelles (to be shared with the Global E-mobility Programme)	30 June 2025	0%	0%	Work on this deliverable is planned to start in 2025. The project has just completed its first year of implementation. Strategy development, feasibility study and the demonstration project are yet to be carried out, therefore no knowledge product has been issued so far.	S
Output 1.2: A gender sensitive National Electric Mobility Strategy that includes electrification of Seychelles Public Transport Corporation is developed and formally proposed.	31 Dec 2023	0%	30%	The Strategy Development Team is in place. Work to achieve the deliverables under this output has not yet started since hiring of the International Policy, Business and Strategy Expert tender process is still in progress. The tender has reached the Financial Stage and there is delay from the national Procurement Oversight Unit to release the Request for Proposal. New tentative completion date: 31 December 2024	MS

⁴ Refer to approved workplan appended to the PCA (Appendix 17)

⁵ To be provided by the UNEP Task Manager

Output / Deliverables	Completion date as per workplan ⁴	Implementation status as of 30 June 2022 (%)	Implementation status as of 30 June 2023 (%)	Describe progress made, challenges faced and explain delays (maximum one paragraph for each row)	Progress rating ⁵
Deliverable 1.2.1: Set-up of the national strategy development team	31 May 2022	0%	100%	The National Strategy Development Team has been set-up comprising of 17 individuals nominated by respective Ministries, NGOs and Private Stakeholders. The Strategy Development Team has 30% females and 70% men. Detailed Terms of Reference and Mandate of the Strategy Development Team has been completed, approved and circulated to all stakeholders.	HS
Deliverable 1.2.2: Gender-sensitive national e-mobility strategy workshop (1 report with an outline of the national strategy)	30 Sep 2022	0%	0%	Work on this deliverable is expected to start in quarter 3 of 2023 after the successful hiring of the International Policy, Business and Strategy Expert. The implementation of this deliverable is encountering delay with the national Procurement Oversight Unit to release the Request for Proposal for the financial stage of the tender process. It is anticipated that the award of contract for the expert will be completed in the next 2 months. New tentative completion date: 31 December 2023	MU
Deliverable 1.2.3: Transport and energy sector data is collected and consolidated and a draft strategy is developed (summary report)	30 Sep 2022	0%	20%	Transport and energy sector data has been consolidated by the CTA, same data can be used to develop the draft electric mobility strategy and any additional data required by the expert will be compiled. Data collected has been used to update the GEVO 2023 and issued to other support partners, for example, IDIADA, who has already done a pre-feasibility assessment within the Seychelles Public Transport. New tentative completion date: 30 September 2023	MS
Deliverable 1.2.4: Gender-sensitive national e-mobility strategy finalized and presented to National Inter-Sectorial Electric Mobility Steering Committee	31 Dec 2023	0%	0%	Work on this deliverable is expected to start in quarter 3 of 2023. The strategy development team will hold its first workshop upon the successful hiring of the International Policy, Business and Strategy Expert. The implementation of this deliverable is encountering delay with the national Procurement Oversight Unit to release the Request for Proposal for the financial stage of the tender process. It is anticipated that the award of contract for the expert will be completed in the next 2 months. New tentative completion date: 31 December 2024	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	30 Apr 2025	0%	20%	Stakeholders are benefiting with knowledge products under the EV Global Programme activities through a series of webinars, workshops and online trainings. Stakeholders are being encouraged to join the organized events and training materials are shared with the PSC members. In addition, the CTA joined other African city delegates on the TUMI e-bus mission in India between the 01st to the 10th of August 2022 and participated in the first Africa e-Mobility Forum in Tanzania between the 21st to 24th March 2023	S

<p>Deliverable 1.3.1: Participation in three Africa Platform / Community of Practice events (+ 1 report for each event)</p>	<p>30 Apr 2024</p>	<p>0%</p>	<p>30%</p>	<p>During the reporting period there were a series of virtual knowledge sharing activities and webinars. Amongst the events, on the 13th and 14th of December 2022, the International Energy Agency (IEA) launched 2 knowledge products developed under the GEF-funded Global E-Mobility Programme. One, the release of a new tool for measuring the total cost of ownership of electric vehicles and the other a policy-manual for grid integration On the 14th of December, there was a webinar hosted by experts from China on the Integrated Adoption of New Energy Vehicles (IANEV). The webinar was hosted in partnership with GEF-7 Global Electric Mobility Programme that has established the Africa Support and Investment Platform. The purpose of this webinar is to share the lessons learned from demonstration of integration of electric vehicle and renewable energy technologies in two pilot cities were shared during the Webinar. On the Regional level the Association for Electric Mobility & Development in Africa (AEMDA) with the support of UNEP launched the first series of African e-mobility country profiles and a call to action to support the growth of e-mobility across Africa</p> <p>In January/February 2023 the CTA participated in a training organized by UNEP in partnership with Solution Plus. The e-course focused on MaaS and ITS (Mobility as a Service and Intelligent Transport System). The CTA also participated in a training on Digitalization of e-bus project, organized by TUMI E-Bus Mission, from October 2022 to February 2023.</p> <p>On 28th March, the International Energy Agency (IEA) held an online workshop to introduce their interactive web tool to assess the impact of EV charging on the power system. As partner of the GEF Global Electric Mobility Programme, the CTA was invited to join the webinar.</p> <p>The CTA successfully completed a certified training on MaaS and ITS. The training was organized by UNEP in partnership with Solution Plus. The training focused on:</p> <ul style="list-style-type: none"> • Introduction and core concepts of MaaS and ITS • Customer needs for MaaS to ensure accessible and affordable services • Standards needed to deploy MaaS and public vs private approach to MaaS • How ITS can support MaaS <p>The CTA participated in those events and other members of the Project Steering Committee were encouraged to join.</p> <p>The Chief Technical Advisor (CTA) and the acting CEO for SPTC joined other African city delegates for the 1st Africa E-Mobility forum in Dar-Es-Salaam, Tanzania, held between the 20th to 24th March 2023. The forum was jointly organized by SOLUTIONSplus, the Africa Support and Investment Platform for E-mobility led by UNEP and TUMI E-bus Mission and brought together around 100 delegates from over 20 African cities with financiers and companies working on the transition to electric mobility in the region.</p>	<p>HS</p>
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Output / Deliverables	Completion date as per workplan ⁴	Implementation status as of 30 June 2022 (%)	Implementation status as of 30 June 2023 (%)	Describe progress made, challenges faced and explain delays (maximum one paragraph for each row)	Progress rating ⁵
Deliverable 1.3.2: Participation in three electric mobility / electric bus training events (+ 1 report for each event)	30 Apr 2024	0%	50%	<p>Between 01st October 2022 to 10th August 2022 the CTA joined other African City delegates on the TUMI electric bus mission, international study tour to Mumbai, Ahmedabad, Hyderabad and New Delhi, in India. In November 2022, the CTA attended a virtual training programme on battery solutions for first, second and after life focusing on electric 2&3 Wheelers and a second part of the training focusing on Second Life EV Batteries.</p> <p>The Chief Technical Advisor (CTA) and the acting CEO for SPTC joined other African city delegates for the 1st Africa E-Mobility forum in Dar-Es-Salaam, Tanzania, held between the 20th to 24th March 2023. The forum was jointly organized by <u>SOLUTIONSplus</u>, the <u>Africa Support and Investment Platform for E-mobility</u> led by UNEP and <u>TUMI E-bus Mission</u> and brought together around 100 delegates from over 20 African cities with financiers and companies working on the transition to electric mobility in the region.</p> <p>The primary goals of the forum were to:</p> <ul style="list-style-type: none"> • Bring together government officials from relevant ministries and entities involved in transport, environment, and energy to connect and enhance their knowledge of e-mobility • Discuss policies and barriers for the introduction of electric mobility in Tanzania • Showcase private sector innovation in electric mobility • Connect financiers with companies that need financing for electric mobility projects • Share country and city level experiences with developing and implementing electric mobility projects • Learn about the operation of electric buses and the end of life management of electric vehicle batteries • Experience the set up and operation of the Dar es Salaam Bus Rapid Transit (DART) • Present support mechanisms for electric mobility in Africa. <p>The Forum had 4 main parts, each with slightly different specific objectives and target audiences:</p> <ul style="list-style-type: none"> • Tanzania E-mobility Data and Policy Day by Solutions Plus • Workshop on Improving the Circularity of E-bus Batteries by TUMI E-bus Mission • Meeting of the Africa Support and Investment Platform for E-mobility by UNEP – including the E-mobility Innovators fair • Training on Electric Buses by UITP – including visit to Dar Rapid Transit (DART) 	HS

Output / Deliverables	Completion date as per workplan ⁴	Implementation status as of 30 June 2022 (%)	Implementation status as of 30 June 2023 (%)	Describe progress made, challenges faced and explain delays (maximum one paragraph for each row)	Progress rating ⁵
Deliverable 1.3.3: Participation in two financing / marketplace events (+ 1 report for each event)	30 Apr 2024	0%	10%	The Chief Technical Advisor (CTA) and the acting CEO for SPTC joined other African city delegates for the 1 st Africa E-Mobility forum in Dar-Es-Salaam, Tanzania, held between the 20 th to 24 th March 2023. The forum was jointly organized by SOLUTIONSplus, the Africa Support and Investment Platform for E-mobility led by UNEP and TUMI E-bus Mission and brought together around 100 delegates from over 20 African cities with financiers and companies working on the transition to electric mobility in the region.	S
Deliverable 1.3.4: Participation in one e-mobility replication event (+ 1 report for each event)	30 Apr 2025	0%	0%	Work on this deliverable is planned to start in 2024	S
Component 2: Short-term barrier removal through low-carbon electric mobility demonstrations					
Output 2.1: A comprehensive feasibility study and implementation plan for electric bus demonstration for testing on different routes is developed including data collection, reporting and analytical frameworks	30 Nov 2022	5%	18%	Work on this output has not started. The feasibility study and implementation plan will be developed upon the hiring of the experts. Hiring of the expert is being done following the National Procurement Act and Regulations. The tender process for hiring of the experts is still in progress. The tender has reached the Financial Stage and there is delay from the national Procurement Oversight Unit to release the Request for Proposal.	MU
Deliverable 2.1.1: Detailed terms of reference incl. timelines and deliverables for hiring of local and international expertise	31 May 2022	20%	60%	Detailed terms of reference inclusive timelines and deliverables for hiring of local and international expertise have been completed and approved. Hiring of the expert is being done following the National Procurement Act and Regulations. There has been delays from the Procurement Oversight Unit to release the Request for Proposal for the financial stage of the tender. New tentative completion date: 30 September 2023	MU
Deliverable 2.1.2: Workshop and field visit to collect data for the e-bus feasibility assessment and implementation plan conducted (field visit report + workshop report)	31 Aug 2022	0%	5%	Work on this deliverable has not started. The workshop and field visit will materialise upon the hiring of the experts. Hiring of the expert is being done following the National Procurement Act and Regulations. There has been delays from the Procurement Oversight Unit to release the Request for Proposal for the financial stage of the tender. Yet it is to be noted that IDIADA carried out a pre-feasibility assessment within the Seychelles Public Transport Corporation and we already have an idea of the type of data to be collected. New tentative completion date: 31 December 2023.	MU

Output / Deliverables	Completion date as per workplan ⁴	Implementation status as of 30 June 2022 (%)	Implementation status as of 30 June 2023 (%)	Describe progress made, challenges faced and explain delays (maximum one paragraph for each row)	Progress rating ⁵
Deliverable 2.1.3: Feasibility assessment for demonstration of 1 electric bus as part of the SPTC fleet in Mahé, including technical specifications of the demonstration bus and charger, and selection of routes (at least 3) and charger locations carried out;	30 Nov 2022	0%	5%	Work on this deliverable has not started. The feasibility assessment will be carried out upon the hiring of the international expert. IDIADA carried out a pre-feasibility assessment within the Seychelles Public Transport Corporation which outcome can be used as part of the feasibility under this output There has been delays from the Procurement Oversight Unit to release the Request for Proposal for the financial stage of the tender. There is a potential donation of e-buses by the Government of China to SPTC and the Executing Agency and UNEP is seeking to synergize the project's feasibility study with the feasibility study that will be done by the Chinese counterpart for the donation of the 22 ebuses. There is also on-going discussion with Ashok Leyland for the purchase of at least 1 ebus under the Indian Grant and Ashok Leyland will be doing their own feasibility study. New tentative completion date: 30 April 2024	MU
Deliverable 2.1.4: Implementation plan for e-bus operation (including operation on three different routes and possibly within different depots), charging and maintenance, data collection, reporting and analysis framework developed	30 Nov 2022	0%	0%	Work on this deliverable has not started. The implementation plan for e-bus operation will be developed during the feasibility assessment. New tentative completion date: 30 June 2024	MU
Output 2.2: One demonstration bus and charging equipment are procured, staff trained, demonstration project on different routes is implemented, monitored and data collected, analysed and disseminated.	31 Jul 2024	0%	0%	Work on this output has not started. The Chinese Government has committed for the donation of at least 20 e-buses to SPTC but there is no tentative date as to when the donation will be made. There is also on-going discussion with Ashok Leyland for the purchase of at least 1 ebus under the Indian Grant under the next procurement of buses by SPTC. SPTC is already preparing the tender document for the purchase.	MS
Deliverable 2.2.1: Procurement of electric bus based on specifications established in D 2.1.3, to be managed by SPTC in Mahé	30 June 2023	0%	0%	Work on this deliverable has not started. The feasibility study to establish the technical specifications of the demonstration bus and charger, and selection of routes and charger locations will be carried out upon the hiring of the International e-mobility Technology Expert. The procurement of the electric bus will be based on the outcome of this feasibility study. Several options are on the table for the provision of e-buses (Chinese government donation, Indian line of credit, or SPTC fleet renewal). New tentative completion date: 30 th March 2024.	MS
Deliverable 2.2.2: A second field trip and workshop is carried out to prepare for e-bus operation and to train SPTC on the use of the bus (field visit report + workshop report)	30 June 2023	0%	0%	Work on this deliverable has not started. New tentative completion date: 30 th March 2024.	MS
Deliverable 2.2.3: Provision of charging equipment by the EC SOLUTIONSplus industry partner and installation at first charging point identified in the implementation plan (D 2.1.4)	30 June 2023	0%	0%	Work on this deliverable has not started. It is possible the charging infrastructure would be provided by the Chinese government alongside the e-bus donation or the charging infrastructures will be purchased with the e-buses under the Indian Government line of credit New tentative completion date: 30 th March 2024.	MS
Deliverable 2.2.4: The e-bus together with the mobile charging equipment is used for at least 9 months on at least 3 different routes and data is collected and analyzed	31 Mar 2024	0%	0%	Work on this deliverable is planned to start in 2024. New tentative completion date: 31 December 2024	MS

Output / Deliverables	Completion date as per workplan ⁴	Implementation status as of 30 June 2022 (%)	Implementation status as of 30 June 2023 (%)	Describe progress made, challenges faced and explain delays (maximum one paragraph for each row)	Progress rating ⁵
Deliverable 2.2.5: 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	31 Jul 2024	0%	0%	Work on this deliverable is planned for 2024. New tentative completion date: 31 March 2025	S
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	31 Dec 2024	0%	0%	Work on this output is planned to start in 2024 Project implementation is encountering delay with the recruitment of the International e-Mobility Technology Expert due to the lengthy procurement process. The tender for hiring of the expert is in the final stage and it is anticipated that the contract will be awarded in the next 2 months.	S
Deliverable 3.1.1: A workshop for e-bus upscaling is carried out (1 report)	30 Sep 2024	0%	0%	Work on this deliverable is planned to start in 2024	S
Deliverable 3.1.2: Technical specifications for e-buses for scaling-up as well as the necessary chargers are developed	30 Nov 2024	0%	0%	Work on this deliverable is planned to start in 2024	S
Deliverable 3.1.3: A detailed implementation plan for the operation and maintenance of a scale-up fleet of about 20 electric buses is developed	31 Dec 2024	0%	0%	Work on this deliverable is planned to start in 2024	S
Output 3.2: Fiscal policies, and regulatory measures to incentivize the uptake of electric mobility are developed and formally proposed.	28 Feb 2025	0%	0%	Work on this output is planned to start in 2024	S
Deliverable 3.2.1: A workshop on e-mobility policies is carried out including stakeholders from all relevant line ministries (1 report)	30 Jun 2024	0%	0%	Work on this deliverable is planned to start in 2024	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.	30 Nov 2024	0%	0%	Work on this deliverable is planned to start in 2024	S
Deliverable 3.2.3: A vehicle import tax scheme based on CO2 emissions is proposed.	30 Nov 2024	0%	0%	Work on this deliverable is planned to start in 2024	S
Deliverable 3.2.4: An alternative scheme to subsidize SPTC and to remove subsidies on diesel is proposed.	30 Nov 2024	0%	0%	Work on this deliverable is planned to start in 2024	S
Deliverable 3.2.5: The draft package of policy proposals is presented during a workshop and submitted for review by the National Intersectorial E-Mobility Steering Committee	31 Dec 2024	0%	0%	Work on this deliverable is planned to start in 2024	S
Deliverable 3.2.6: Final Policy package submitted for adoption by the government	28 Feb 2025	0%	0%	Work on this deliverable is planned to start in 2025	S

Output / Deliverables	Completion date as per workplan ⁴	Implementation status as of 30 June 2022 (%)	Implementation status as of 30 June 2023 (%)	Describe progress made, challenges faced and explain delays (maximum one paragraph for each row)	Progress rating ⁵
Output 3.3: One e-bus up-scaling financing concept is developed and submitted to a financier	31 May 2025	0%	0%	Work on this output is planned to start in 2025	S
Deliverable 3.3.1: Development of one e-bus upscaling financing concept and submission to targeted financing institution	31 May 2025	0%	0%	Work on this deliverable is planned to start in 2025	S
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, 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 the Global Programme	31 Oct 2024	0%	16%	Work on this output is planned to start in September 2023 upon the hiring of the International Battery Technology, Charging & Renewable Energy Integration expert. It is therefore too early to assess progress towards reaching the expected outcomes. Seychelles has partnered with IRENA under the NDC partnership for support to develop a Technology and Infrastructure Plan for road transport electrifications and Grid Assessment for integration of renewable energy for EV charging. IRENA and the Department of Transport held its start-up meeting for the project in June 2023. The project with IRENA will complement the GEF/UNEP project. While the GEF/UNEP project has a strong focus on HDEV and public transportation the IRENA project will focus on LEVs. Duration of the project with IRENA will be 6 to 9 months.	S
Deliverable 4.1.1: Detailed terms of reference incl. timelines and deliverables for hiring the International Battery Technology, Charging & Renewable Energy integration expert	30 Jun 2023	0%	60%	Detailed Terms of Reference inclusive of timelines and deliverables for hiring the International Battery Technology, Charging & Renewable Energy Integration expert has been completed and approved. Hiring of the expert is being done under the National Procurement Act and Regulations. There has been delays from the Procurement Oversight Unit to release the Request for Proposal for the financial stage of the tender. Seychelles has partnered with IRENA under the NDC partnership for support to develop a Technology and Infrastructure Plan for road transport electrifications and Grid Assessment for integration of renewable energy for EV charging. IRENA and the Department of Transport held its start-up meeting for the project in June 2023. The project with IRENA will complement the GEF/UNEP project. While the GEF/UNEP project has a strong focus on HDEV and public transportation the IRENA project will focus on LEVs. IRENA will be providing the technical support and financing the study. New tentative completion date: 30 September 2023.	S
Deliverable 4.1.2: A workshop on sustainable e-mobility in the Seychelles is carried out focusing on the A) the development of an initial scheme for re-use, recycling, and sound disposal of used electric vehicle batteries; and B) a plan for the integration of renewable power for electric vehicle charging;	31 Aug 2023	0%	0%	Work on this deliverable is planned to start during the third quarter of 2023 upon hiring of the International Battery Technology, Charging & Renewable Energy Integration Expert. New tentative completion date: 31 Aug 2024	MS

Output / Deliverables	Completion date as per workplan ⁴	Implementation status as of 30 June 2022 (%)	Implementation status as of 30 June 2023 (%)	Describe progress made, challenges faced and explain delays (maximum one paragraph for each row)	Progress rating ⁵
Deliverable 4.1.3: A brief technical assessment on the usability of an EPR scheme for used EV battery collection is prepared and recommendations for an initial scheme for battery EOL issues are developed	31 Mar 2024	0%	0%	Work on this deliverable is planned to start in 2024. New tentative completion date: 31 May 2024	S
Deliverable 4.1.4 A study focusing on the integration of renewable power for electric vehicle charging and the impact of EVs on renewable power integration in the Seychelles is developed and disseminated	31 Oct 2024	0%	5%	Work on this deliverable is planned to start in 2024. However, Seychelles has partnered with IRENA under the NDC partnership for support to carry out an Electric Vehicle Technology Plan and Grid Assessment for integration of renewable energy for EV charging. IRENA and the Department of Transport held its start-up meeting for the project in June 2023. The project with IRENA will complement the GEF/UNEP project. While the GEF/UNEP project has a strong focus on HDEV and public transportation the IRENA project will focus on LEVs. Duration of the project with IRENA will be 6 to 9 months.	S

4. Risk Rating

4.1 Table A. Project management Risk

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

Risk Factor	EA's Rating	TM's Rating
1. Management structure – Roles and responsibilities	L	L
2. Governance structure – Oversight	L	L
3. Implementation schedule	M	M
4. Budget	L	L
5. Financial Management	L	L
6. Reporting	L	L
7. Capacity to deliver	L	L

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

Risk	Risk affecting:	Risk Rating		Variation in respect to last rating	
	Outcome / outputs	CEO ED	PIR 1 (this PIR)	Δ	Justification
Risks identified at CEO Endorsement					
<i>Technical / Economic</i>					
The growing demand from electric vehicles destabilizes the power supply	Outcome 4	M	/		This risk cannot be assessed at this stage of project implementation. It will be assessed in the next PIR.
Higher upfront cost of electric vehicles and in particular buses may pose a barrier to implementation and scale up of activities	Outcome 3	M	/		This risk cannot be assessed at this stage of project implementation. It will be assessed in the next PIR.
<i>Political/institutional</i>					
Conflicting interests making it impossible to find consensus or required compromises that render the strategy and action plan too vague.	Outcome 1	M	/		This risk cannot be assessed at this stage of project implementation since the work on the strategy has not started yet. It will be assessed in the next PIR.
<i>Political/Economic</i>					
Objection or low commitment from industry and lack of interest or participation from market players/private sector.	Outcomes 2 and 3	M	/		This risk cannot be assessed at this stage of project implementation, since there was little interaction with the private sector. It will be assessed in the next PIR.

Time lag of results: Major results of the project may not be seen before the end of the project period.	All	S	L	↓	This cannot really qualify as a risk to the project, since by nature most of the project expected outcomes will only be achieved by the time the project reaches completion. In any case, the project results will be shared with the Global Program and the Africa Support & Investment Platform as they materialize.
<i>Environmental</i>					
Materials from EVs (e.g. from batteries) might generate environmental pollution	Outcome 4	S	L	↓	This risk has not materialized so far, given that the project is just starting implementation of activities. In addition, the project has a dedicated component to tackle the issue of sound disposal of used electric vehicle batteries. This risk should therefore be mitigated by activities under project Component 4.
New risks identified in the current 2023 PIR					
The project has incurred delay on the implementation of certain outputs due to lengthy procurement processes.	Outputs 1.2, 2.1 and 2.2	/	M		While some project outputs have been delayed, this should not impact the MoT's ability to conclude the project before the technical completion date of 31 December 2025. A workplan revision will need to be prepared to set new completion dates for all project deliverables / outputs, factoring in the delays incurred.
Consolidated project risk					
			L		<i>This section focuses on the variation. The overall rating is discussed in section 2.3.</i>

Table C. Outstanding Moderate, Significant, and High risks

List here **only risks from Table A above that have a risk rating of M or higher in the current PIR**

Risk	Actions decided during the previous reporting instance (PIR _{t-1} , MTR, etc.)	Actions effectively undertaken this reporting period	Additional mitigation measures for the next periods		
			What	When	By whom
The project has incurred delay on the implementation of certain outputs due to lengthy procurement processes.	N/A	N/A	Action 1 [2023]: The Ministry of Transport will work with UNEP on preparing a workplan and budget revision to reflect the delays incurred and set new completion dates for the different project deliverables / outputs. A first workplan and budget revision draft will be shared with UNEP for review by end of September 2023.	30 September 2023	MoT / CTA / UNEP
<i>Add rows as needed to reflect additional risks</i>					

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. 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

- | | |
|--|---|
| <input type="checkbox"/> Results framework | <input type="checkbox"/> Minor project objective change |
| <input type="checkbox"/> Components and cost | <input type="checkbox"/> Safeguards |
| <input type="checkbox"/> Institutional and implementation arrangements | <input type="checkbox"/> Risk analysis |
| <input type="checkbox"/> Financial management | <input type="checkbox"/> Increase of GEF project financing up to 5% |
| <input type="checkbox"/> Implementation schedule | <input type="checkbox"/> Co-financing |
| <input type="checkbox"/> Executing Entity | <input type="checkbox"/> Location of project activity |
| <input type="checkbox"/> Executing Entity Category | <input checked="" type="checkbox"/> Other |

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

Version	Type	Signed/Approved by UNEP	Entry into Force (last signature Date)	Agreement Expiry Date	Main changes introduced in this revision
Original legal instrument		15 October 2021	15 October 2021	31 January 2027	N/A

6. 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 Required field	Latitude Required field	Longitude Required field	Geo Name ID Required field if the location is not an exact site	Location Description Optional text field	Activity Description Optional text field
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
