

GEF - PROJECT IMPLEMENTATION REPORT (PIR)

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Table of contents

1 PROJECT IDENTIFICATION	3
1.1 Project Details	3
1.2 Project Description	4
1.3 Project Contacts	5
2 Overview of Project Status	6
2.1 UNEP PoW & UN	6
2.2. GEF Core and Sub Indicators.....	6
2.3. Implementation Status and Risks	7
2.4 Co Finance.....	11
2.5. Stakeholder.....	12
2.6. Gender	14
2.7. ESSM	15
2.8. KM/Learning	16
2.9. Stories	17
3 Performance	18
3.1 Rating of progress towards achieving the project outcomes	18
3.2 Rating of progress implementation towards delivery of outputs (Implementation Progress)	23
4 Risks	36
4.1 Table A. Project management Risk	36
4.2 Table B. Risk-log	36
4.3 Table C. Outstanding Moderate, Significant, and High risks.....	43
5 Amendment - GeoSpatial	49
5.1 Table A: Listing of all Minor Amendment (TM).....	49
5.2 Table B: History of project revisions and/or extensions (TM)	49

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

1 PROJECT IDENTIFICATION

1.1 Project Details

GEF ID: 10273	Umoja WBS: SB-017761
SMA IPMR ID: 84797	Grant ID: S1-32GFL-000679
Project Short Title: Sierra Leone E-mobility	
Project Title: Supporting Sierra Leone with the Shift to Electric Mobility	
Duration months planned:	48
Duration months age:	33
Project Type:	Medium Sized Project (MSP)
Parent Programme if child project:	10114
Project Scope:	National
Region:	Africa
Countries:	Sierra Leone
GEF Focal Area(s):	Climate Change Mitigation
GEF financing amount:	\$ 423,716.00
Co-financing amount:	\$ 1,651,600.00
Date of CEO Endorsement/Approval:	2021-06-09
UNEP Project Approval Date:	2021-08-19
Start of Implementation (PCA entering into force):	2021-08-20
Date of Inception Workshop, if available:	2021-11-24
Date of First Disbursement:	2021-10-13
Total disbursement as of 30 June 2024:	\$ 171,500.00
Total expenditure as of 30 June:	\$ 125,006.00

Midterm undertaken?:	n/a
Actual Mid-Term Date, if taken:	
Expected Mid-Term Date, if not taken:	
Completion Date Planned - Original PCA:	2025-09-30
Completion Date Revised - Current PCA:	
Expected Terminal Evaluation Date:	2026-03-31
Expected Financial Closure Date:	2026-09-30

1.2 Project Description

Objective: To mitigate GHG emissions in Sierra Leone by accelerating the introduction of electric mobility through development of legal, regulatory and institutional framework, capacity building, demonstration pilots of electric vehicles, development of business models for private sector engagement and finance schemes for upscaling and replication.

Component 1: Institutionalization of low-carbon electric mobility

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

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

Expected Outcome 2: Technical, financial and environmental feasibility of introducing e-mobility in the country is successfully demonstrated by developing a business case for e-kekes

Component 3: Preparation of scale-up and replication of electric mobility

Expected Outcome 3: The government adopts fiscal policies & regulations and endorses a financing scheme to accelerate introduction of electric vehicles in Sierra Leone

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

Expected Outcome 4: Measures are developed to ensure long-term environmental sustainability of electric mobility in Sierra Leone

Executing Agency: Environmental Protection Agency – Sierra Leone with the support of the Ministry of Transport and the UNEP Sustainable Mobility Unit.

1.3 Project Contacts

Division(s) Implementing the project	Climate Change Division
Name of co-implementing Agency	N/A
Executing Agency (ies)	Environmental Protection Agency – Sierra Leone
names of Other Project Partners	N/A
UNEP Portfolio Manager(s)	Asher Lessels
UNEP Task Manager(s)	Julien Lheureux
UNEP Budget/Finance Officer	Fatma Twahir
UNEP Support Assistants	Hassan Coulibaly
Manager/Representative	Sheikh Ahmed Tunis
Project Manager	Alpha Bockari
Finance Manager	Alusine C. A Kargbo
Communications Lead, if relevant	N/A

2 Overview of Project Status

2.1 UNEP PoW & UN

UNEP Current Subprogramme(s):	Thematic: Climate action subprogramme
UNEP previous Subprogramme(s):	N/A
PoW Indicator(s):	<ul style="list-style-type: none"> Climate : (i) Number of national, subnational and private-sector actors that adopt climate change mitigation and/or adaptation and disaster risk reduction strategies and policies with UNEP support.
UNSDCF/UNDAF linkages	UNSDCF Sierra Leone 2020-2023
Link to relevant SDG Goals	<ul style="list-style-type: none"> Goal 13: Take urgent action to combat climate change and its impacts
Link to relevant SDG Targets:	<ul style="list-style-type: none"> 13.2 Integrate climate change measures into national policies, strategies and planning

2.2. GEF Core and Sub Indicators

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

Indicators	Targets - Expected Value			Materialized to date
	Mid-term	End-of-project	Total Target	
6- Greenhouse gas emissions mitigated	N/A	Direct: 116,422 tCO ₂ eqIndirect: 271,162 tCO ₂ eq(over the 2021-2036 period)	Direct: 116,422 tCO ₂ eqIndirect: 271,162 tCO ₂ eq(over the 2021-2036 period)	The project will only be in a position to report against this indicator towards the end of year 2025.
11- People benefitting from GEF-financed investments	Total: 100(Women: 30, Men: 70)	Total: 1,215(Women: 477, Men: 738)	Total: 1,215(Women: 477, Men: 738)	The detailed information on direct beneficiaries from the project has not been compiled yet. During the next reporting period, the EPA will need to prepare a detailed list of individuals (disaggregated by sex) that have benefited from the project through training workshops and the participation in international / regional events. In

Indicators	Targets - Expected Value			Materialized to date
	Mid-term	End-of-project	Total Target	
				addition, the EPA will need to monitor the number of users of the e-kekes during the pilot operations and disaggregate this information by sex

Implementation Status 2023: 2nd PIR

2.3. Implementation Status and Risks

	PIR#	Rating towards outcomes (section 3.1)	Rating towards outputs (section 3.2)	Risk rating (section 4.2)
FY 2024	2nd PIR	S	S	M
FY 2023	1st PIR	S	MU	M

Summary of status

Rating towards outcomes:

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

The inter-sectorial coordination body (ISCB) on e-mobility was formed on 24th November 2022. Although it has not met on a quarterly basis as originally planned, the ISCB has been active during the period under review. Beyond the ISCB, several informal engagements were made between the ISCB members and the PMU, especially during the provision of data and information for the international experts during the preparation of their respective deliverables. The ISCB was also helpful during the formation of the three Technical Working Groups (TWGs) and during the validation of the membership of each of the TWGs.

A 1st draft of the gender sensitive strategy on e-mobility was prepared by the international expert and shared for review in February 2024. Comments were provided and an updated draft of the strategy was shared with the EPA and presented to national stakeholder during a workshop in May 2024. The strategy is currently undergoing a review by the relevant TWGs and is expected to be finalized by the end of September 2024 – following which the EPA will work on formally submitting it to the government of Sierra Leone for adoption.

Outcome 2: Technical, financial and environmental feasibility of introducing e-mobility in the country is successfully demonstrated by developing a business case for e-kekes.

Significant progress has been achieved towards preparing for the e-keke pilot, with the feasibility study and the implementation plan being completed, and the procurement of the e-kekes well underway. The pilot operations should now be starting in Q4 2024 and will be conducted for a period of at least 9 months to collect data. In addition, it is also noteworthy to mention that during the recent field visit (20th to 28th May 2024) of the e-mobility international experts, the Project Management Unit made further consultations/engagements with various sectors and stakeholders in the transport industry. The feeling was massive enthusiasm and ownership by the Driver's Union and the Passenger Welfare Association, who are a key target of the project. Also, the private sector shows a high interest in investing in electric 2-wheelers and potentially even buses. Currently, solar-powered kekes and e-bikes visible in the country are creating interest from the general public.

Outcome 3: The government adopts fiscal policies & regulations and endorses a financing scheme to accelerate the introduction of electric vehicles in Sierra Leone.

This work under this outcome is ongoing. The international experts are preparing the fiscal policies and regulations, as well as a report on business models and financing to support the scale-up of e-mobility in Sierra Leone. The project's relevant TWGs are closely involved in the process, to ensure the end products are tailored to the needs of Sierra Leone and include the necessary enforcement provisions.

Outcome 4: Measures are developed to ensure long-term environmental sustainability of electric mobility in Sierra Leone.

The international expert working on the activities associated with this outcome was just hired in April 2024. The project will be in a better position to assess progress during the next reporting period.

Based on the above and the detailed analysis in section 3.1 below, the rating toward the achievement of expected Outcomes is **"Satisfactory"**. The next reporting period will be crucial to ensure the achievement of the expected outcomes, since the different strategy / policy / regulatory documents produced by the project will have submitted by the EPA to the government of Sierra Leone for approval / endorsement.

Rating towards outputs:

Given the delays that had been incurred during the previous reporting period, a budget and workplan revision were prepared by the EPA and approved by UNEP in August 2023. The planned completion date still remains 30 September 2025.

Output 1.1: An inter-sectorial electric mobility coordination body is established.

While the Intersectoral Coordination Body (ISCB) was established in year 2022, the EPA has only managed to organize only 3 meetings of the coordination body so far, when it is normally supposed to meet on a quarterly basis. This is a weakness of the project since the very few opportunities created for stakeholder engagement may affect the ownership of the project's deliverables and results by national institutions. Moving forward, the EPA will have to ensure meetings of the ISCB are organized on a quarterly basis between now and project completion.

Output 1.2: A gender-sensitive national e-mobility strategy is developed and formally proposed.

The international expert undertook a mission to Freetown in August 2023 to consult with national stakeholders on the development of the e-mobility strategy. A first draft of the strategy has been shared with the EPA for review in February 2024 and was then presented to national stakeholders in a workshop in May 2024. The document is presently with the TWGs on Policy and Finance and that of E-Mobility Sustainability for review and extraction of necessary parts for the subsequent documentation of the final "Gender-Sensitive National E-Mobility Strategy", The new expected completion date of the final e-mobility strategy document is 30 September 2024. Once the e-mobility strategy is finalized, the EPA will work on formally submitting it to the government of Sierra Leone for adoption.

Output 1.3: Key stakeholders are trained in the EV global programme activities (national and regional workshops, trainings and thematic working groups) and awareness is raised among key stakeholders on electric mobility.

During the reporting period, representatives from the EPA and the Ministry of Transport and Aviation participated in two forums organized by the Global E-mobility Programme. The first workshop was held in Bangkok, Thailand (October 9-12, 2023) focusing on electric 2 and 3 wheelers, and the second was the Dakar e-mobility forum in Senegal (13-17 May 2024). Following both mission the participants prepared a report with key take-aways of the events.

Output 2.1: A comprehensive implementation plan for electric vehicles demonstration including a low-carbon charging scheme, and a data collection framework are developed along with the

The final version of the feasibility study and the EV pilot implementation plan (with the data collection /analysis framework) were prepared by the international expert and presented to national stakeholders in a workshop in May 2024. The work under this output is nearly completed, pending the selection of the e-keke operator.

Output 2.2: Demonstration vehicles and charging equipment are procured, staff trained, demonstration projects are implemented, monitored and data are collected, analyzed and disseminated.

While the deployment of the e-keke is behind schedule, significant progress was achieved over the past few months. The EPA advertised the tender for the procurement of the e-kekes pilot fleet and the contract will be awarded in Q3 2024. Battery swapping stations will be deployed through the SolutionsPlus co-finance contribution. The data collection, analysis and monitoring mechanism has been established and will be implemented when the demonstration E-Kekes and charging equipment arrive. During the e-keke pilot operations, the EPA will prepare periodic reports to monitor performances. These reports shall also include the number of direct beneficiaries / users of the e-kekes, disaggregated by sex.

Output 3.1: Fiscal policies and regulatory schemes to incentivize the uptake of electric mobility are developed and formally proposed.

A 1st draft of the EV import regulations and vehicle registration proposals were prepared by the international expert and presented to national stakeholders in a workshop in May 2024. Inputs / comments are being collected from national counterparts to finalize the policy / regulatory package by the end of year 2024. Once the e-package is finalized, the EPA will oversee the submission process to the government of Sierra Leone until formal adoption.

Output 3.2: Based on the demonstration project, a financing scheme including a procurement guideline and business models for the procurement of electric vehicles is developed and formally proposed.

The international expert is developing a draft report on how e-3W can be scaled up in the country with a focus on business models and financing, based on data/information collected in the country. The draft report will be shared with the EPA and the TWGs in the second half of 2024 for review.

Output 4.1: A study on integration of renewable power for electric vehicle charging is carried out and formally disseminated.

The international expert working under this output was hired in April 2024. The expert visited Sierra Leone to collect the relevant data and information in August 2024. The draft study to integrate renewable power for electric vehicle recharging and technical standards is under development. The study is expected to be fully completed and disseminated among national stakeholders by the end of December 2024.

Output 4.2: A scheme for re-use, recycling and sound disposal of used electric vehicle batteries is developed and formally proposed.

The international expert working under this output was hired in April 2024. The expert is working to conclude the document for integration into the national policy on E-Mobility batteries. The final version of the scheme is expected to be concluded in February 2025 – following which the EPA will work on ensuring the scheme on EV batteries end-of-life is formally endorsed by the Ministry of Environment before project completion, in September 2025.

Generally speaking, the project made notable progress during the period under review. With the exception of the deployment of the e-keke pilot (which is a bit delayed), the project is now generally on track with the revised workplan. As such, the progress towards the achievement of Outputs is rated as **“Satisfactory”**

Overall risk rating:

Three (3) new risks to the project have been identified in this PIR:

- Difficulties with collection of information to report on the GEF Core Indicator 11 associated with direct project beneficiaries from the project, disaggregated by sex (Low).
- Lack of appropriate monitoring of the pilot e-keke operations could hinder the ability to generate evidence on their performances (Moderate).
- Length governmental processes could hinder the ability to have some the key project deliverables adopted or endorsed by the government of Sierra Leone before project completion (Moderate).

An action plan to mitigate these risks is presented in section 4.3 of the PIR. Based on this, the project is considered at **“Moderate”** risk.

2.4 Co Finance

Planned Co-finance:	\$ 1,651,600
Actual to date:	1,466,540
Progress	<p>Justify progress in terms of materialization of expected co-finance. State any relevant challenges:</p> <p>The total Co-financing mobilized for the project so far is US\$ 1,466,540 (89%). This year’s contributions includes US\$ 31,710 in-kind from the EPA, US\$ 15,000 in-kind from the Ministry of Transport, and US\$ 54,065 from UNEP’s Sustainable Mobility Unit (SMU) in the form of a grant from the SolutionsPlus project.</p>

	<p>The in-kind support from the EPA and the Ministry of Transport corresponds to staff time for project management, engagements in the project activities (workshops, meetings, missions, etc.), as well as office space and utilities.</p> <p>As far as UNEP SMU's contribution, the full SolutionsPlus co-finance of 50,000 EUR has been mobilized. Due to EUR/USD exchange rate fluctuations the amount in USD is slightly lower than estimated at project preparation. The grant has been used to deploy solar powered battery swapping stations in Freetown and build awareness and capacity on e-mobility in Sierra Leone. The solar powered battery swapping stations will be used by the GEF pilot e-keke fleet to be deployed in Q4 2024. The awareness created will supported the shift to e-mobility in Sierra Leone and contribute to the objectives of the GEF project.</p>
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2.5. Stakeholder

Date of project steering committee meeting	2024-04-04
Stakeholder engagement (will be uploaded to GEF Portal)	<p>The stakeholder engagements have gained momentum during the period under review. The main engagements are described below.</p> <p>A first scoping mission of the international experts was organized in August 2023 to start a series of consultations on the national strategy, the pilot project and the development of regulations / policies. This was followed by a number of virtual meetings between the EPA and the international experts to collect data and discuss the preparation of the different project deliverables.</p> <p>The EPA also organized the project's 3rd PSC meeting on 4 April 2024, to update PSC members on project progress and present the revised workplan that had been developed a few months earlier.</p> <p>A second mission of the international experts was organized from 22 to 28 May 2024, to conduct a large number of consultations with several MDAs including the EPA, MOTA, SLRSA, EDSA, NRA, MOF, MOECC, etc. The consultations focused on the e-keke pilot, the national gender sensitive strategy on e-mobility, the EV import regulation and registration policy proposal, EV charging integration with renewable energy and the topic of EV battery end-of life. The draft deliverables relating to those topics were presented by the experts and discussed with the participants. The National Project Director informed all that the deliverables presented were working documents that will be used by MDAs to extract relevant portion in the development of the MDA-specific strategy, regulation, or legislative document.</p> <p>In addition, during that series of workshops, several organisations and private sector actors were also engaged and consulted, including YATU, MAPO, NEEV-SL, Metro-Transport, Mobile Power, Renewable Energy Provider Union; SL Keke Drivers' Union, General Motor Drivers' Union, and</p>

	<p>Women in Development</p> <p>Finally, it is noteworthy to mention that a new Executive Chairman was recently appointed to the EPA, with a keen interest in the topic of E-Mobility Project. The EPA is planning to organize an E-Mobility National Conference that will bring in the private sector, the Parliamentarians, Ministries Departments and Agencies, and Civil Society to map the way forward for the expansion of E-Mobility.</p> <p>The main challenges during the period under review was to obtain the data from MDAs required by the international experts in the adequate format, to allow them to produce their deliverables. Some data requested was not recorded in certain MDAs and in other cases not complete for the period requested. It also took longer time for the MDAs to make available the requested data. This was really challenging as series of communication and visits were necessary to the available data, thanks to the persistence of the project management unit.</p>
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2.6. Gender

Does the project have a gender action plan?	Yes
Gender mainstreaming (will be uploaded to GEF Portal):	<p>The project team continues to promote female representation in the different meetings and workshops organized as part of the project.</p> <p>Below is an overview of the gender representation of participants in some of the meetings held during the 2nd country mission of the international experts in May 2024:</p> <ul style="list-style-type: none"> • Meeting with Ministries of Environment, Gender and Children to discuss the Gender-sensitive E-Mobility Strategy document (23/05/2024): 3 male and 2 female participants • Meeting with the Ministry of Transport to discuss the ministry’s involvement in all the 3 TWGs (23/05/2024): 3 female and 3 male participants • Meeting with Ministry of Energy to discuss demand for the energy power shielding schedule (24/05/2024): 1 female and 3 male participants • Meeting with SLRSA on vehicle registration (24/05/2024): 3 female and 5 male participants • Meeting with Standard Bureau to discuss existing standards for current ICE vehicles (28/05/2024): 1 female and 4 male participants • Meeting with Freetown City Council (FCC) to discuss the provision of facilities for overnight parking of the 15 pilot e-kekes and for the battery swapping stations (28/05/2024): 3 female women and 4 male participants. • Meeting with EDSA and EGTC to discuss available power for Freetown and supply schedule (28/05/2024): 2 females and 6 male participants <p>During the 3rd PSC meeting organized in April 2024, there was a total of 7 female and 15 male participants, thus meeting the 30% female ratio sought by the project.</p> <p>It is also noteworthy to highlight that the national e-mobility strategy developed as part of output 1,2 of the project has been designed to be gender sensitive.</p> <p>For the e-mobility pilot phase, it was recommended that at least five (5) of the 15 pilot e-kekes are to be given to female drivers. During the operations of the e-keke pilot (now planned from Q4 2024 to Q2 2025), the Project Management Unit will need to monitor and keep track of the number of users of the e-kekes, disaggregated by sex. It is to be assessed after the implementation of the pilot phase</p>

	<p>whether the female beneficiary target of 30% will be adhered to. However, the Keke Driver’s Union that will be providing the Drivers have been given the mandate to provide a draft of the distribution criteria working with the Ministry of Transport and Aviation Transport Sector. This is because the Union will be responsible for the recovery of the cost from the drivers for the provision of more e-keke for other drivers.</p> <p>The Chief Technical Advisor (CTA) will continue to implement and monitor the gender mainstreaming activities outlined in the project’s Gender Action Plan, and report on them in the next July-December 2024 Half-Yearly Progress Report and in the 2025 PIR. Particular attention will be given to ensuring that:</p> <ul style="list-style-type: none"> • Member institutions of the coordination body appoint more female representatives to seek to achieve a 30% ratio of women (output 1.1) • Participation of women in regional / international events, meetings and trainings is actively promoted. The agencies or institutions that will be invited to participate will be encouraged to nominate women to participate in the events (output 1.3) • Monitor female beneficiaries benefiting from the pilot project (output 2.2) • The participation of women in all project consultation meetings and workshops continues to be encouraged, to seek a 30% ratio of women by project completion (cross cutting)
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2.7. ESSM

Moderate/High risk projects (in terms of Environmental and social safeguards)	Was the project classified as moderate/high risk CEO Endorsement/Approval Stage? No If yes, what specific safeguard risks were identified in the SRIF/ESERN? N/A
New social and/or environmental risks	Have any new social and/or environmental risks been identified during the reporting period? No If yes, describe the new risks or changes? N/A
Complaints and grievances related to social and/or	Has the project received complaints related to social and/or environmental impacts (actual or potential) during the reporting period? No

environmental impacts	<p>If yes, please describe the complaint(s) or grievance(s) in detail, including the status, significance, who was involved and what actions were taken?</p> <p>N/A</p>
Environmental and social safeguards management	<p>This project was rated as a low-risk project in the Safeguard Risk Identification Form. No environmental or social challenges have emerged so far since the e-keke pilot project has not started yet. The project management unit will continue to monitor these aspects as project implementation gains momentum over the next few months.</p>

2.8. KM/Learning

Knowledge activities and products	<p>During the period under review, representatives from the EPA and the Ministry of Transport and Aviation Transport attended the Bangkok E-Mobility workshop from 9-12 October 2023, which had a focus on electric 2 and 3 wheelers. This event was an opportunity to share information on the Sierra Leone E-Mobility project implementation and to share lessons learned with representatives from other national delegations. A representative from the Ministry of Transport and Aviation also participated in the Dakar Electric Mobility Forum from 14-17 May 2024 in Senegal. Reports on Sierra Leone’s participation in these 2 events are available.</p>
Main learning during the period	<p>The main learning during the reporting period was the vital role played by the energy sector (EGTC, EDSA and the Ministry of Energy) in Electric Mobility both at national or mini-grid level, considering Sierra Leone’s present energy challenges. From the data requirement from the E-Mobility Technology expert, the Energy Sector noticed how vital hours/day (per areas on same distribution line) of power outage was as a data for e-mobility battery charging.</p> <p>It was also noticed that the Sierra Leone Road Transport and Safety Authority (SLRTSA) do not have a means of identifying EVs since they have no caches numbers that they usually use to identify transport during vehicle registration. As a consequence, the International E-Mobility Technology Expert conducted a training on what to look for, where to look for it and the means of identifying EVs. This is an important requirement, as the country has started having EVs that needs to be appropriately registered. This provided a good exchange of knowledge in the learning process of SLRTSA modus operandi.</p> <p>The collaboration between the Freetown City Council and the E-Mobility Project where the former opted to provide the special charging facility in each of their two motor parks under construction (almost completed now) provided a new lesson on inter-ministerial collaboration.</p>

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2.9. Stories

Stories to be shared	N/A
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3 Performance

3.1 Rating of progress towards achieving the project outcomes

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
To mitigate GHG emissions in Sierra Leone by accelerating the introduction of electric mobility through development of legal, regulatory and institutional framework, capacity building, demonstration pilots of electric vehicles, development of business models for private sector engagement and finance schemes for upscaling and replication.	Indicator A: Direct and Indirect Greenhouse Gas Emissions Mitigated (metric tons of CO ₂ e) over the period 2021-2036.	0	N/A	End-of-project target A: Direct: 116,422 tCO ₂ Indirect: 271,162 tCO ₂	N/A	Reporting against this indicator will only be possible towards project completion (end of 2025)	S
	Indicator B: Number of direct beneficiaries of the project, disaggregated by gender.	Baseline B: 0	Mid-point target B: Women: 30 Men: 70	End-of-project target B: Women: 477 Men: 738	N/A	The total number of direct beneficiaries from the project disaggregated by sex has not been provided yet by the EPA. During the next reporting period, the EPA will need to prepare a detailed list of individuals (disaggregated by sex) that have benefited from the project through training workshops and the participation in international / regional events. In addition, the EPA will need to monitor the number of users of the e-kekes during the pilot operations and disaggregate this information by sex.	MS
Outcome 1: The government has established a coordinated	Indicator 1.1: A national inter-sectorial coordination body to	Baseline 1.1: No	Mid-point target 1.1: The	End-of-project	The national coordination body	The inter-sectorial coordination body (ISCB) was formed on 24th November 2022.	S

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
institutional framework and endorses a gender sensitive strategy for the promotion of low-carbon electric mobility	support and promote the uptake of low-carbon e-mobility in Sierra Leone is established, formalized and operational.		national coordination body is established and includes all key institutions. It has formulated shared goals and defined roles and responsibilities of all members.	target 1.1: Yes - The coordination body remains operational and has agreed on post-project plan to promote e-mobility. - The national coordination body has at least 30% female members. .	is established and includes all key institutions and functional	Although it has not met on a quarterly basis as originally planned, the ISCB has been active during the period under review. Beyond the ISCB, several informal engagements were made between the ISCB members and the PMU, especially during the provision of data and information for the international experts during the preparation of their respective deliverables. The ISCB was also helpful during the formation of the three TWGs and during the validation of the membership of each of the TWGs.	
	Indicator 1.2: The government of Sierra Leone endorses a gender sensitive national 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 draft gender sensitive strategy document has been prepared and is under final review.	A 1st draft of the strategy was prepared by the international expert and shared for review in February 2024. Comments were provided and an updated draft of the strategy was shared with the EPA and presented to national stakeholder during a workshop in May 2024. The strategy is currently undergoing a review by the relevant TWGs and is expected to be finalized by the end of September 2024 – following which the EPA will work on formally submitting it to the government	S

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
						of Sierra Leone for adoption.	
	Indicator 1.3: # of reports on best practices and lessons learned on e-mobility shared by the national coordination body with the Global e-mobility project.	Baseline 1.3: 0	Mid-point target 1.3: 0	End-of-project target 1.3: 1	0	This report will be prepared in year 2025. Reporting against this indicator will only be possible towards the end of the project (Q3 2024).	S
Outcome 2: Technical, financial and environmental feasibility of introducing e-mobility in the country is successfully demonstrated by developing a business case for e-kekes	Indicator 2.1: # of mobility providers demonstrating interest to invest in e-kekes in Sierra Leone based on the evidence generated through the demonstration project.	Baseline 2.1: 0	Mid-point target 2.1: 0	End-of-project target 2.1: At least 1 mobility provider issues a formal expression of interest	0	The e-keke pilot will start operations in Q4 of 2024. The results associated with this indicator are therefore expected to materialize once the e-keke pilot has been completed, i.e. in Q2 or Q3 of year 2025. However, it is noteworthy to mention that during some of the engagements undertaken during the period under review, three private sector investment companies that attended consultation workshops organized by the project have shown a potential interest in investing in EVs. Whether this interest translates into a formal commitment will depend on the results of the e-keke pilot.	S
Outcome 3: The government adopts fiscal policies & regulations and endorses a financing scheme to accelerate introduction of electric vehicles in Sierra Leone	Indicator 3.1: The policy/regulatory package (including vehicle import taxation, import regulations and registration) to incentivize the uptake of electric mobility is adopted by the government.	Baseline 3.1: No	Mid-point target 3.1: No	End-of-project target 3.1: Yes	A draft of the policy / regulatory package on EV imports and registration has been prepared	The international experts have prepared a draft policy / regulatory package on EV imports and registration. These were presented and discussed with national stakeholders from the TWGs during a series of workshops in May 2024. The stakeholders consulted on the EV import	S

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
						taxation included Income-tax and Ministry of Finance. The Ministry of Finance already has provision for Carbon Tax in its Mid Term Revenue Strategy 100a and will be reviewing its Financial Action Policy by the end of the year, incorporating the key elements of the deliverables produced under output 3.1, to encourage the growth of EVs in the country.	
	Indicator 3.2: The financing scheme (including a procurement guideline and business models) for the procurement of electric vehicles is endorsed by the government.	Baseline 3.2: No	Mid-point target 3.2: No	End-of-project target 3.2: Yes	A report on financing and business models to scale up e-3W is under preparation	Based on consultations undertaken during the period under review and given the current context in Sierra Leone, the project will likely not be developing a financing mechanism for the upscaling of EVs in the country, as originally planned. Instead, the international expert is developing a report aimed at the private sector on how e-3W can be scaled up in the country with a focus on business models and financing. Nonetheless, during the national consultations undertaken in May 2024, it was suggested by the Ministry that in future, the purchase of Government vehicles and public mass transport could be EVs. The TWG also suggested reduced tariff to be considered for these EVs, for inclusion in the Ministry of Finance’s “National Financial Policy	S

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
						for 2025-2028".	
Outcome 4: Measures are developed to ensure long-term environmental sustainability of electric mobility in Sierra Leone.	Indicator 4.1: The scheme for re-use, recycling and sound disposal of used electric vehicle batteries is endorsed by the Ministry of Environment.	Baseline 4.1: No	Mid-point target 4.1: N/A	End-of-project target 4.1: Yes	Activities related to the preparation of the draft scheme for batteries end-of-life management have recently started	An international expert was hired by the EPA in April 2024 to start working on the activities associated with outcome 4. The expert was part of the mission visit that took place in May 2024 in Sierra Leone and met with the relevant stakeholders and some members of the ISCB to collect the required data on the current context with regards to e-waste / battery management. The expert is now using data collected to prepare the roadmap / scheme for used EV battery disposal. The aim is to have the scheme endorsed by the Ministry of Environment by project completion.	S

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

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
1 COMPONENT 1: Institutionalization of low-carbon electric mobility	Output 1.1: An inter-sectorial electric mobility coordination body is established.	2025-09-30	45%	59%	While the Intersectoral Coordination Body (ISCB) was established in year 2022, the EPA has only managed to organize only 3 meetings of the coordination body so far, when it is normally supposed to meet on a quarterly basis. This is a weakness of the project since the very few opportunities created for stakeholder engagement may affect the ownership of the project's deliverables and results by national institutions. Moving forward, the EPA will have to ensure meetings of the ISCB are organized on a quarterly basis between now and project completion.	MS
	Deliverable 1.1.1: Inter-ministerial workshops participation and report	2022-12-31	100%	100%	Completed during the previous reporting period	S
	Deliverable 1.1.2: Quarterly coordination body meetings participation and report	2025-09-30	10%	50%	Only two (2) meetings were held with the ISCB, one on 23 November 2023 and one on 5 April 2024, while these should normally be organized on a quarterly basis. However, during both mission visit from the international experts (in August 2023 and in May 2024), almost all the members of the ISCB were present. For the remaining period, the EPA expects to have the meeting regularly since during the e-keke pilot phase, a	MS

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					lot will be happening that will necessitate the session for updates and addressing the operational challenges.	
	Deliverable 1.1.3: Selection of gender focal points and e-mobility champion and establishment of local data repository and e-mobility helpdesk	2023-12-31	70%	85%	The Helpdesk has been established at both the EPA and the Minister of Gender Affairs after the detachment of the Children’s affairs from the former ministry of Gender and Children’s Affairs. The focal point of the ministry of Gender Affairs works with the PMU at EPA from time to time. The Keke Transport Operators’ Union (known as Keke Drivers’ Union) were told that the pilot keke will strictly follow the Ministry of Gender Affairs’ minimum 30% female to male driver ratio. The Ministry of Gender and Children’s Affairs appointed three persons for the E-Mobility project: one in the PSC, one in the ISCB and one in the TWGs of which the ISCB member doubles on the TWG on E-Mobility Sustainability. The Data repository portal is currently being developed by the EPA’s Project Management Unit and will be presented during the next ISCB meeting for validation. After the validation of the portal, the EPA Web-link shall be created for online access and will include all project deliverables and	MS

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					knowledge products. The online data repository shall be made available by 31 December 2024.	
	Deliverable 1.1.4: Final e-mobility coordination body report, including all best practices and lessons learned from the project (to be shared with the Global Electric Mobility Programme)	2025-09-30	0%	0%	The EPA project team will start preparing this report in Q2 2025.	S
	Output 1.2: A gender-sensitive national e-mobility strategy is developed and formally proposed.	2024-06-30	40%	89%	The international expert working on this output undertook a mission to Freetown in August 2023 to consult with national stakeholders on the development of the e-mobility strategy. A first version of the strategy was shared with the PMU for analysis in February 2024. The document is currently being evaluated by the technical working group with a view to finalize it in September 2024. Subsequently, the national e-mobility strategy will be submitted by the EPA to the government for approval.	S
	Deliverable 1.2.1: Set-up of the national strategy development team, including ToRs for the International Policy, Business and Strategy expert	2023-05-31	100%	100%	The recruitment of the International Policy, Business and Strategy expert was completed in May 2023.	S
	Deliverable 1.2.2: National e-mobility strategy workshop	2023-08-31	0%	100%	The workshop was organized on 10 August 2023, to which two International E-Mobility Technology and Strategy Consultants participated as well a delegation from UNEP. The workshop training participants were briefed on the assignment of the consultants, the	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					role they were to play and the data to collect.	
	Deliverable 1.2.3: Collection and consolidation of transport and energy sector data	2023-08-31	80%	90%	The only remaining data is the one requested by the E-Mobility Battery and Charging Expert requested during the second mission visit. This is being coordinated by the ISBC energy and SLRSA members through the local experts and transmitted to the international expert. New expected completion date is 30 September 2024.	S
	Deliverable 1.2.4: Draft gender sensitive national e-mobility strategy	2023-09-30	20%	100%	A 1st draft of the strategy was prepared by the international expert and shared for review in February 2024. Comments were provided and an updated draft of the strategy was shared with the EPA, and presented to national stakeholder during a workshop on 27 May 2024.	S
	Deliverable 1.2.5: Final gender sensitive national e-mobility strategy, submitted for adoption	2024-06-30	20%	55%	The international expert presented the "Gender Sensitive E-Mobility Strategy" that was part of the Strategy Document validated. The document is presently with the TWGs on Policy and Finance and that of E-Mobility Sustainability for review and extraction of necessary parts for the subsequent documentation of the final "Gender-Sensitive National E-Mobility Strategy", that will be submitted for adoption. The new expected completion	MS

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					date of the final e-mobility strategy is 30 September 2024. Once the e-mobility strategy is finalized, the EPA will formally submit it to the government of Sierra Leone for adoption.	
	Output 1.3: Key stakeholders are trained in the EV global programme activities (national and regional workshops, trainings and thematic working groups) and awareness is raised among key stakeholders on electric mobility.	2025-01-31	50%	75%	See further details below on the activities undertaken during the period under review.	S
	Deliverable 1.3.1: Participation in launch of the Africa Platform	2022-02-28	N/A	N/A	The Africa Platform was launched virtually on 30 March 2022. Unfortunately, the EPA team could not participate.	
	Deliverable 1.3.2: Participation in first regional electric mobility training	2022-07-31	100%	100%	Completed during the previous reporting periods.	S
	Deliverable 1.3.3: Participation in first regional training on electric 2&3 wheelers	2022-10-31	100%	100%	Completed during the previous reporting periods.	S
	Deliverable 1.3.4: Participation in first Meeting on financing/marketplace	2023-03-31	100%	100%	Completed during the previous reporting periods.	S
	Deliverable 1.3.5: Participation in second meeting of the Africa Platform	2023-03-31	100%	100%	Completed during the previous reporting periods.	S
	Deliverable 1.3.6: Participation in second regional training on electric 2&3wheelers	2023-10-31	0%	100%	Representatives from the EPA and the Ministry of Transport and Aviation participated in the Bangkok event in October 2023. A mission report was prepared by the delegation for the same.	S
	Deliverable 1.3.7: Participation in second meeting on financing/marketplace	2024-02-28	0%	100%	The PMU Director and Mr Fomba Sheriff attended workshop in Dakar (14-17 May 2024) , Senegal and presented the	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					experience and workshop deliberation in the accompanying report	
	Deliverable 1.3.8: Participation in third meeting of the Africa Platform	2024-07-31	0%	0%	This will take place in the 2nd semester of 2024.	S
	Deliverable 1.3.9: Participation in replication event	2025-01-31	0%	0%	This is planned for year 2025.	S
	Output 2.1: A comprehensive implementation plan for electric vehicle demonstration including a low-carbon charging scheme, and a data collection framework is developed along with the reporting and analytical framework.	2023-12-31	20%	96%	The work under this output is nearly completed, pending the selection of the successful bidder for the e-kekes.	S
2 COMPONENT 2: Short-term barrier removal through low-carbon e-mobility demonstrations	Deliverable 2.1.1: Detailed terms of reference are developed including an implementation plan and deliverables for the International E-Mobility Technology expert and the National E-Mobility Technology Expert	2023-05-31	100%	100%	The international expert working under this output was hired in May 2023.	S
	Deliverable 2.1.2: A private sector partner to implement the demonstration is officially selected and onboard	2023-09-30	0%	80%	The selection process is almost completed as some four private sector companies bided. The delivery of the 15 e-Kekes and accompanying spare parts will start in Q3 2024.	MS
	Deliverable 2.1.3: A study to identify locations, technology and capacity of a e-keke charging (including both overnight charging and battery swapping) is developed	2023-09-30	0%	100%	A draft of feasibility study including suggested locations for the pilot rout and charging infrastructure was prepared by the international expert and shared with the EPA for review in February 2024.	S
	Deliverable 2.1.4: A draft feasibility study including the development of business models for the vehicles and the charger operators as well as a finance scheme is developed and presented during workshop to the coordination body for endorsement	2023-10-31	0%	100%	The draft of feasibility study with business models for the EV and charging operators was prepared by the international expert and shared with the EPA for review in February 2024.	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
	Deliverable 2.1.5: The final feasibility study and the demonstration implementation plan including framework for data collection, reporting, and analysis are developed	2023-12-31	0%	100%	The final feasibility study and the EV pilot implementation plan (with the data collection / analysis framework) were prepared by the international expert and presented to national stakeholders in a workshop in May 2024.	S
	Output 2.2: Demonstration vehicles and charging equipment are procured, staff trained, demonstration projects are implemented, monitored and data are collected, analyzed and disseminated.	2025-01-31	0%	38%	While the deployment of the e-keke is behind schedule, significant progress was achieved over the past few months. The EPA advertised the tender for the procurement of the e-kekes pilot fleet and the contract will be awarded in Q3 2024. Battery swapping stations will be deployed through the SolutionsPlus co-finance contribution. The e-kekes will be piloted and data monitored over a period of 9 months. The new expected completion date of this output is now 30 June 2025.	MS
	Deliverable 2.2.1: Technical requirements of the electric vehicles and charging equipment to be procured are developed	2023-10-31	0%	80%	The technical requirements for the e-kekes were developed by the International E-Mobility Technology Expert and validated accordingly during the latest country mission. The charging infrastructure is in progress. During the latest mission visit, additional specifications for the electric charging equipment were prepared to provide further guidance for the purchase of the pilot e-kekes. The expected completion	MS

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					date is now 31 August 2024	
	Deliverable 2.2.2: Procurement of 15 electric kekes, based on specifications established in D2.2.1, to be managed by EPA-SL	2024-01-31	0%	50%	The completion of this deliverable suffered some delay due to the previous recruitment issues of the experts. However, the procurement process is well on course as the awardee is just awaiting the disbursement of funds to bring in the pilot e-kekes. The new expected completion date is 30 September 2024	MS
	Deliverable 2.2.3: Procurement and installation of charging equipment, based on specifications established in D2.2.1, to be managed by UNEP	2024-01-31	0%	50%	The international expert on charging prepared a report. which is being used in the specifications for the procurement of charging infrastructure. Battery swapping stations will be deployed through the SolutionsPlus co-finance contribution. The new expected completion date is 30 September 2024	MS
	Deliverable 2.2.4: Driving manual and protocol established, with operation and safety training conducted with drivers	2024-02-28	0%	10%	The project is developing this manual in collaboration with the Ministry of Transport and Aviation and the Sierra Leone Road Transport Safety Agency (SLRTSA). It will incorporate a training on EV identification. The new expected completion date is 30 September 2024	MS
	Deliverable 2.2.5: Final report on the demonstration results presented to the coordination body and to the Global Electric Mobility Programme	2025-01-31	0%	0%	The Final Report will be prepared in Q2-Q3 2025, once the piloting phase is completed. The EPA will pilot the	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					e-kekes and collect data on their operations over a period of approximately 9 months. As soon as the operation of the E-Kekes starts, periodic reports shall be generated to measure progress with the hope of addressing any emerging challenges. The periodic reports shall also include the number of direct beneficiaries / users of the e-kekes, disaggregated by sex.	
3 COMPONENT 3: Preparation of scale-up and replication of electric mobility	Output 3.1: Fiscal policies and regulatory schemes to incentivize the uptake of electric mobility are developed and formally proposed.	2024-09-30	20%	79%	A 1st draft of the EV import regulations and vehicle registration proposal was prepared by the international expert and presented to national stakeholders in a workshop on 27 May 2024. Inputs / comments are being collected from national counterparts to finalize the policy / regulatory package by the end of year 2024. Once the e-package is finalized, the EPA will oversee the formal submission process to the government of Sierra Leone for adoption.	S
	Deliverable 3.1.1: Detailed terms of reference are developed including an implementation plan and deliverables for the International Policy, Business and Strategy expert	2023-05-31	100%	100%	The international expert working under this output was hired in May 2023.	S
	Deliverable 3.1.2: Draft vehicle import taxation proposal developed and presented at a workshop	2023-12-31	0%	90%	A 1st draft of the vehicle import taxation proposal was prepared by the expert and presented in a workshop on 27 May 2024. The elements of the proposal dealing with EV taxation will be	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					incorporated by the Ministry of Finance in its 2025-2028 Financial Policy currently under preparation. The project's relevant TWG is currently examining the proposal prepared by the experts and shall return comments if deemed necessary.	
	Deliverable 3.1.3: Draft vehicle import regulation proposal developed and presented at a workshop	2023-12-31	0%	90%	A 1st draft of the vehicle import regulation proposal was prepared by the expert and presented in a workshop on 27 May 2024. The project's relevant TWG is currently examining the proposal prepared by the experts and shall return comments if deemed necessary. EPA-SL's legal department also had a virtual engagement with the expert and provided input into the draft regulation to suit national circumstances.	S
	Deliverable 3.1.4: Draft vehicle registration proposal developed and presented at a workshop	2023-12-31	0%	90%	A 1st draft of the vehicle registration proposal was prepared by the expert and presented in a workshop on 27 May 2024. The project's relevant TWG is currently examining the proposal prepared by the experts and shall return comments if deemed necessary.	S
	Deliverable 3.1.5: Final policy package delivered and presented	2024-09-30	0%	25%	The final policy package including the different taxation / regulations proposals for EVs will be prepared once inputs and comments are collected from all relevant national stakeholders,	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					including the project's TWGs The new expected completion date is 31 December 2024	
	Output 3.2: Based on the demonstration project, a financing scheme including a procurement guideline and business models for the procurement of electric vehicles is developed and formally proposed.	2024-07-31	30%	50%	A draft report on financing and business models to scale up e-3W is being developed by the international expert. The new expected completion date is 28 February 2025. The new expected completion date is 31 December 2024	S
	Deliverable 3.2.1: Detailed terms of reference including an implementation plan and deliverables for the International Policy, Business and Strategy expert and the National E-Mobility Technology Expert	2023-05-31	100%	100%	The international expert working under this output was hired in May 2023.	S
	Deliverable 3.2.2.: Draft financing mechanism and business models developed and presented	2024-05-31	0%	50%	The international expert is developing a draft report on how e-3W can be scaled up in the country with a focus on business models and financing, based on data/information collected in the country. The draft report will be shared with the EPA and the TWGs in the second half of 2024 for review. The new expected completion date is 30 October 2024.	MS
	Deliverable 3.2.3: Final financing scheme, a procurement guideline, business models developed and proposed	2024-07-31	0%	0%	The work on this deliverable will start once deliverable 3.2.2 is completed. The new expected completion date is 28 February 2025.	MS
4 COMPONENT 4: Long-term	Output 4.1: A study on integration of renewable power for electric vehicle charging is carried out and formally disseminated.	2024-02-28	30%	47%	The International Charing, RE Integrations and Batteries Expert was	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
environmental sustainability of low-carbon electric mobility					recruited in April 2024 and undertook a country mission in August 2024. He is currently working on the data and information provided to develop the required study.	
	Deliverable 4.1.1: Detailed terms of reference are developed including an implementation plan and deliverables for the International Charging & Renewable Energy integration expert	2024-02-28	30%	100%	The international expert working under this output was hired in April 2024.	S
	Deliverable 4.1.2: A draft study to integrate renewable power for electric vehicle recharging and technical standards for 2&3 wheelers are developed and circulated for review	2024-09-30	0%	40%	This deliverable is under development. The International expert conducted a country mission in August 2024 to undertake a series of consultations and engagements with stakeholders for the type of data required for the study.	S
	Deliverable 4.1.3: The study to integrate renewable power for electric vehicle recharging is finalized and disseminated to all local stakeholders and the Global Programme knowledge management focal point.	2024-12-31	0%	0%	The finalization of the study to integrate renewable power for electric vehicle recharging awaits the conclusion of the draft in deliverable 4.1.2 above. The dissemination to all local stakeholders and the Global Programme knowledge management focal point is expected by December 2024.	S
	Output 4.2: A scheme for re-use, recycling and sound disposal of used electric vehicle batteries is developed and formally proposed.	2024-12-31	10%	40%	The International Charging, RE Integrations and Batteries Expert was recruited in April 2024 and undertook a country mission in August 2024. He is currently working on the draft scheme for re-use, and collection for recycling and sound disposal of used electric	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					vehicle batteries.	
	Deliverable 4.2.1: Detailed terms of reference are developed including an implementation plan and deliverables for the International Battery Technology expert	2024-02-28	30%	100%	The international expert working under this output was hired in April 2024.	S
	Deliverable 4.2.2: A draft scheme for re-use, and collection for recycling and sound disposal of used electric vehicle batteries is developed and presented for review	2024-09-30	0%	20%	This deliverable is under development. The international expert conducted a country mission in August 2024 to undertake a series of consultations and engagements with national stakeholders to develop the draft scheme.	S
	Deliverable 4.2.3: The scheme for re-use, and collection for recycling and sound disposal of used electric vehicle batteries is finalized and disseminated to all local stakeholders, the coordinating body and the Global Programme knowledge management focal point.	2024-12-31	0%	0%	The finalization of the scheme awaits the conclusion of the draft prepared in deliverable 4.2.2 above. The dissemination to all local stakeholders and the Global Programme knowledge management focal point is expected by February 2025.	S

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

4 Risks

4.1 Table A. Project management Risk

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

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

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

4.2 Table B. Risk-log

Implementation Status (Current PIR)

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

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
The e-kekes might not perform as planned	Outcome 2	M	N/A	N/A				N/A	=	The e-kekes are in the process of being purchased and will be piloted in the 2nd half of year 2024. This will be assessed during the next reporting

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										period.
Charging stations face operational challenges	Outcome 2	M	N/A	N/A				N/A	=	The battery swapping stations are in the process of being purchased and will be installed in the 2nd half of year 2024. This will be assessed during the next reporting period.
Lack of linkages with available funding/financing for EVs fleets.	Outcome 2	S	L	L				L	=	The e-kekes and battery swapping stations are being procured and will be piloted in the 2nd half of 2024. At the moment, the private sector imports ICEs in the country and people/general public buys from them for use either as commercial or private. The possible government incentive of ordering EVs for government vehicle procurement will greatly boost the shift to EVs. The possible reduced tariff on EVs will provide the necessary linkage between financing for EVs. Some financial institutions like ECO Bank, ACTB, etc., have existing scheme for loan mainly for ICE vehicles, if they invest in electric vehicles that can increase the uptake of e-mobility in the country
Higher upfront cost of electric vehicles may pose a barrier to implementation and scale up of activities	Outcomes 2 & 3	M	L	L				L	=	Since the running cost of EVs far outweighs the initial cost (the average yearly running cost was proven by the

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										business model of the international expert to be more than the extra high cost of EVs compared to ICEs), the participants in the workshop and those consulted shows that the shift will be welcome where much recurrent savings on EVs can be added advantage.
Objection or low commitment from industry and lack of interest or participation from market players/private sector.	Outcomes 2 & 3	M	L	L				L	=	Some of the present importers have shown interest in working with the government to partner on the deployment of electric 2-3 wheelers.
Materials from EVs (e.g. from batteries) might generate environmental pollution	Outcome 4	S	L	L				L	=	The project has a dedicated component to tackle the issue of sound disposal of used electric vehicle batteries. This risk should be mitigated by activities under project Component 4.
The project faces political / institutional resistance to appoint female representatives in the coordination body and to select female participants for the trainings. events and workshops.	ALL	M	L	L				L	=	There is gender representation across the board though women representation is relatively low. This is a systemic problem which is out of the control of the GEF project, because of the institutional set-up where more males are in strategic government positions than women. While this is not ideal from a gender equality perspective, this poses a limited risk to the overall success of

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										the project.
Leadership change: change in leadership and priorities in the government	ALL	M	L	L				L	=	The project is implemented at the EPA where the PMU is established. It is a Parastatal (autonomous national organisation) that is the guidance to the country's international environmental obligations. Sierra Leone just had a national election which left the government unchanged. The institutional stability should therefore keep this risk Low. However, there was a change in institutional leadership at the EPA as the Executive Charmian was replaced
Time lag of results: Major results of the project may not be seen before the end of the project period.	ALL	M	L	L				L	=	This cannot really qualify as a risk to the project, since by nature most of the project expected outcomes will only be achieved by the time the project reaches completion. Project results will be shared with the Global Program and the Africa Support & Investment Platform as they materialize.
2023 PIR risk: The project has incurred delay on the implementation of certain outputs due to lengthy procurement processes.	ALL	N/A	M	L				L	↓	The EPA and UNEP have worked jointly on a workplan revision to factor in the delays incurred, which was approved by UNEP in August 2023. The EPA has now hired all international experts expected to

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										work on the project, and work is generally being delivered as per the timelines set out in the revised workplan
2023 PIR risk: Coordination and engagements with key national stakeholder have been too sporadic.	ALL	N/A	M	M				M	=	The situation has improved over the reporting period, The EPA has now established different thematic technical working groups in line with the Project Document (i.e. e-mobility technology, e-mobility policy & finance, e-mobility sustainability) with representatives from key ministries / institutions to support the work on the different project themes. The EPA also organized consultation workshops with national institutions and virtual meetings with the international experts to work on the development of the project deliverables. However, the level of coordination and engagements with key national stakeholders is still not optimal. Since project start, the EPA has organized very few meetings of the national coordination body on e-mobility (output 1.1), while the body is supposed to meet every quarter. This poses the risk of low ownership of the project's results by key

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										national stakeholders / institutions. Over the next 12 months, it will be crucial for the EPA to actively engage national stakeholders, particularly on the national e-mobility strategy (output 1.2), the policy / regulatory package to incentivize EVs (output 3.1) and the scheme for battery end-of-life management (output 4.2), to ensure these are formally adopted / endorsed by the government of Sierra Leone by the time the project reach completion in September 2025. Refer to the associated risk identified in the 2024 risks below.
2024 PIR risk: Difficulties with collection of information to report on the GEF Core Indicator 11 associated with direct project beneficiaries from the project, disaggregated by sex.	M&E	N/A	N/A	L				L	=	While this is not a risk to the achievement of the project itself (thus the Low risk level), it is a requirement from the donor to accurately report on the number of individuals directly benefiting from the project. As such, the EPA will have to ensure that during the next reporting period it is able to monitor this indicator and back the figures with supporting evidence.
2024 PIR risk: Lack of appropriate monitoring of the pilot e-keke operations could hinder the ability to generate	Outcome 2	N/A	N/A	M				M	↑	Since the e-keke pilot phase will be starting in Q4 2024, it will be crucial for the EPA to establish an

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
evidence on their performances										appropriate data collection and monitoring system / protocols to gather relevant data on the e-kekes performances and ridership. Without appropriate data collection protocol, the EPA will not be able to generate sound evidence to make the case for EVs, and the pilot would miss its goal. This risk is associated with the Moderate risk category “Capacity to deliver” in section 4.1 above.
2024 PIR risk: Lengthy governmental processes could hinder the ability to have some the key project deliverables adopted or endorsed by the government of Sierra Leone before project completion.	Outcomes 1, 3 and 4.	N/A	N/A	M				M	↑	In the next few months, some of the key project deliverables such as the national e-mobility strategy, the policy / regulatory package on EV imports and registration, and the scheme for battery end-of-life management will be finalized. Once they are finalized, the next key step will be for the EPA to ensure that they are formally adopted / endorsed by the government of Sierra Leone, before project completion. The EPA will have to closely manage these processes to ensure the project achieves the expected outcomes by September 2025. This risk is associated with the Moderate risk categories “Implementation

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										schedule”, “Capacity to deliver” and “Governance structure – Oversight” in section 4.1 above.
		N/A	M	M				M	=	The project overall risk is rated as Moderate.

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

Additional mitigation measures for the next periods

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
Risks from the 2023 PIR					
The project has incurred delay on the implementation of certain outputs due to lengthy procurement processes.	Action 1 [2023]:EPA to work with UNEP on preparing a workplan and budget revision to reflect delays incurred and set new completion dates for different project deliverables / outputs. Final version of the workplan and budget revisions shall be shared with UNEP for approval.	Action cleared. The workplan and budget revision were prepared and approved by UNEP in August 2023.			
	Action 2 [2023]:Revised workplan / budget to be presented by EPA during	Action cleared. The project revision was presented in the April 2024 PSC meeting.			

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
	next PSC meeting.				
Coordination and engagements with key national stakeholder have been too sporadic.	Action 3 [2023] Chief Technical Advisor (CTA) and National Project Director (NPD) to ensure members of the national coordination body on e-mobility meet on a quarterly basis.	The last meeting of the ISCB was held on 5 April 2024. The EPA did not manage to organize quarterly meeting of the coordination body during the period under review.	Action 1 [2024]:The EPA needs to ensure ISCB meetings are held on a quarterly basis until project completion. EPA shall notify ISCB members and UNEP at least 3 weeks before holding a meeting. EPA shall then prepare minutes of each of the ISCB meetings and share with UNEP with 2 weeks of the meeting.	Every quarter, until project completion	EPA
	Action 4 [2023]:CTA to share with UNEP and national stakeholders a tentative planning of expected PSC & coordination body meeting dates to be held between now and until end of year 2024.	The tentative planning was shared, but the EPA did not manage to hold quarterly PSC and ISCB meetings.	Action 2 [2024]:The EPA needs to prepare a new tentative planning of expected PSC & coordination body meeting dates to be held between now and until September 2025	By 31 August 2024, latest	EPA
	Action 5 [2023]:CTA / NPD to set up the 3 thematic TWGs (e-mobility technology, e-mobility policy & finance, e-mobility sustainability) mentioned in	Action cleared. The TWGs have been established and are being consulted as part of the project activities.			

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
	the Project Document and share with UNEP.				
New risks from the 2024 PIR					
Difficulties with collection information to report on the GEF Core Indicator 11 associated with direct project beneficiaries from the project, disaggregated by sex.	N/A	N/A	Action 3 [2024]:The EPA will compile a detailed list of all individuals that have directly benefitted from the project since its start in 2022 and will share an updated list with UNEP every quarter. Note that direct beneficiaries to be considered and accounted for are either (1) beneficiaries of trainings / capacity building workshops conducted as part of the project, (2) individuals that have participated in the global / regional events organised by the Global E-Mobility Programme or (3) riders and passengers of the 15 e-kekes. The list of direct beneficiaries should be disaggregated by sex. For the 3rd category, seek action below.	September 2024 December 2024 March 2025 June 2025 September 2025	EPA / PMU

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
Lack of appropriate monitoring of the pilot e-keke operations could hinder the ability to generate evidence on their performances (Note that this risk is associated with the Moderate risk category “Capacity to deliver” in section 4.1 above).	N/A	N/A	Action 4 [2024]:The EPA will prepare and share with UNEP an overview of its data collection system and protocols before the end of October 2024, to ensure it is able to adequately monitor the performances and ridership of the 15 pilot e-kekes In particular, the data collection system should enable the EPA to count the number of single users of the e-kekes and disaggregate the data by sex.	By 30 September 2024	EPA / PMU
			Action 5 [2024]:During the 9 months of pilot operations, the EPA will prepare and share with UNEP a brief monthly monitoring report on the operations of the 15 e-kekes, including data on their performances and ridership (disaggregated by sex).	October 2024 to June 2025 (monthly)	EPA / PMU
Length governmental processes could hinder the	N/A	N/A	Action 6 [2024]:The EPA will prepare and share with	By 30 October 2024	EPA / PMU

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
<p>ability to have some the key project deliverables adopted or endorsed by the government of Sierra Leone before project completion. (Note that this risk is associated with the Moderate risk categories “Implementation schedule”, “Capacity to deliver” and “Governance structure – Oversight” in section 4.1 above.)</p>			<p>UNEP a plan and timetable outlining the different steps and timelines of submission and adoption by the government of the following project deliverables:</p> <ul style="list-style-type: none"> • The gender sensitive national strategy to promote low-carbon electric mobility • The policy / regulatory package on EV import and registration • The scheme for re-use, recycling and sound disposal of used EV batteries 		
			<p>Action 7 [2024]:The EPA will provide monthly updates to UNEP on the approval processes of the above listed deliverables by the government of Sierra Leone, and any challenges encountered.</p>	<p>From January to September 2025.</p>	<p>EPA / PMU</p>

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

between 26% and 50% that assumptions may fail to hold or materialize, and/or the project may face only modest risks. Low Risk (L): There is a probability of up to 25% that assumptions may fail to hold or materialize, and/or the project may face only modest risks.

5 Amendment - GeoSpatial

Project Minor Amendments

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

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

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

Minor amendments

Components and cost: the project has undergone a no-cost budget revision, which was approved by UNEP in August 2023.

Implementation schedule: the project has undergone a workplan revision, which was approved by UNEP in August 2023. The project completion date remains the same, i.e. 30 September 2025.

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

Version	Type	Signed/Approved by UNEP	Entry Into Force (last signature Date)	Agreement Expiry Date	Main changes introduced in this revision
Original legal instrument		2021-08-19	2021-08-20	2026-09-30	N/A
Project Revision 1	Revision	2023-08-22	2023-08-22	2026-09-30	The workplan and budget were revised to factor out the delay incurred since the beginning of the project.

GEO Location Information:

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

Location Name	Latitude	Longitude	GEO Name ID	Location Description	Activity Description
Freetown. Sierra Leone	8.48714	-13.2356	2409306		

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

N/A

[Annex any linked geospatial file]