

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.: 10273	Umoja WBSE: SB-017761
	SMA IPMR ID: 84797	Grant ID: S1-32GFL-000679
	Project Short Title: EM Sierra Leone	
Project Title	Supporting Sierra Leone with the Shift to Electric Mobility	
Duration months	Planned	48 Months
	Age	21 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	Sierra Leone	
GEF Focal Area(s)	Climate Change Mitigation	
GEF financing amount	\$ 423,716	
Co-financing amount	\$1,651,600	
Date of CEO Endorsement/Approval	18 October 2021	
UNEP Project Approval Date (on Decision Sheet)	19 August 2021	
Start of Implementation (PCA entering into force)	20 August 2021	
Date of Inception Workshop, if available	24 November 2021	
Date of First Disbursement	13 October 2021	
Total disbursement as of 30 June 2023	Total: \$ 91,500 - EPA: \$ 80,000 - UNEP SMU \$ 11,500	
Total expenditure as of 30 June 2023	Total: \$ 31,872 - EPA: \$ 31 872 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>	30 September 2025
	<i>Revised – Current PCA</i>	N/A

¹ At the time of submission of this PIR to the GEF, the expenditures reported as of 30 June 2023 have been approved by the UNEP Task Manager and Administrative Officer, but have not yet been recorded in the UNEP system (Umoja).

Expected Terminal Evaluation Date	31 March 2026
Expected Financial Closure Date	30 September 2026

1.2. Project description

<p>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.</p> <p>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</p> <p>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</p> <p>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</p> <p>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</p> <p>Executing Agency: Environmental Protection Agency – Sierra Leone</p>
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1.3. Project Contacts

Division(s) Implementing the project	Industry and Economy Division
Name of co-implementing Agency	N/A
Executing Agency	Environment Protection Agency – Sierra Leone (EPA-SL)
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	Hassan Coulibaly
EA Manager/Representative	Sheikh Ahmed Tunis
EA Chief Technical Advisor	Alpha Bockari
EA Finance Manager	Alusine C. A Kargbo
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	UNSDCF Sierra Leone 2020-2023
Link to relevant SDG Goal(s)	SDG 3 – Ensure healthy lives and promote well-being for all at all ages 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	Direct: 116,422 tCO _{2e} Indirect: 271,162 tCO _{2e} (over the 2021-2036 period)	Direct: 116,422 tCO _{2e} Indirect: 271,162 tCO _{2e} (over the 2021-2036 period)	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	Total: 100 (Women: 30 Men: 70)	Total: 1,215 (Women: 477 Men: 738)	Total: 1,215 (Women: 477 Men: 738)	So far, all stakeholder consultative groups from the project steering committee membership to the Intersectoral Coordination Body and workshop participants, the Female to Male ratio has always exceeded the 30% threshold. Direct beneficiaries will start being accounted for in the next reporting period (2024 PIR), after the organization of the different consultation workshops and trainings, as well as the implementation of the pilot E-Kekes fleet.

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)	MU				
Risk rating (section 4.2)	M				

Rating towards outcomes:

The project has experienced delays and is still at a very early stage of activity implementation. The experts in charge of delivering most of the work have just been recruited in May 2023. While it is too early to assess progress towards reaching the expected outcomes, the enabling conditions to ensure project is properly implemented now seem to be in place, so the likelihood of meeting the expected outcomes is currently rated as **“Satisfactory”**.

Rating towards outputs:

With the exception of the preparation of ToRs to hire experts, little progress has been achieved over the period under review on the project outputs and deliverables. As described earlier, the EPA has experienced lengthy administrative and recruitment processes, which have hindered implementation. Indeed, nearly 18 months after project kick off, the Executing Agency has just managed to hire the International Policy, Business and Strategy Expert and the International E-mobility Technology Expert in May 2023, and the call for applications of the remaining experts is still to be initiated. In addition, only 2 meetings of the national inter-sectorial coordination body on e-mobility have been organized so far, while these were supposed to be held on a quarterly basis. The substantive / technical activities that have taken place over the past 12 months are mainly associated with the events organized by the Africa Regional Support and Investment Platform of the Global GEF-7 E-mobility Programme, whereby representatives from Sierra Leone participated in the Africa E-mobility Forum organized in Tanzania in March 2023.

However, with the appointment of the International Policy, Business & Strategy Expert and the International E-mobility Technology Expert in May 2023, the work related to the development of the national strategy (Output 1.2), the policies / regulations / financing schemes (Outputs 3.1 and 3.2) and the e-keke pilot project (Outputs 2.1 and 2.2) are expected to gain momentum in the second half of year 2023, starting with the organization of a country mission by the experts to undertake preliminary consultations on the topics listed above in August 2023.

Overall, the majority of project outputs and deliverables find themselves far behind the milestones set out in the workplan that was agreed upon at the time of signature of the legal agreement between EPA and UNEP. The 2 agencies are currently working on a workplan revision to factor in the delays incurred, the procurement / hiring constraints, and propose new completion dates for all project outputs and deliverables. Final version of the workplan and budget revisions prepared by the EPA were shared with UNEP on 25 July 2023.

For the reasons described above and based on the detailed analysis carried out in section 3.2 of the PIR, the project’s rating towards output achievement” is considered **“Moderately Unsatisfactory”**. Several mitigation actions to overcome the implementation challenges are described in section 4 of the PIR.

Overall risk rating:

After nearly 1.5 years of implementation, EPA has managed to achieve very little progress of the GEF funded e-mobility project. The main risks identified are the following:

- The project faces overall delayed implementation due to lengthy procurement processes and within the EPA. However, the experts in charge of developing the national strategy and policies /

regulations as well as the pilot project have finally been recruited in May 2023. The work is therefore expected to gain momentum in the next few months.

- The coordination and engagements among key national stakeholders on the topic of e-mobility is still relatively sporadic. Since project start, EPA only managed to organize 2 meetings of the national coordination body on e-mobility, while the body is supposed to meet every quarter. EPA also still needs to establish the thematic working groups with representatives from key ministries / institutions to support the work on the different project themes (i.e. e-mobility technology, e-mobility policy & finance, e-mobility sustainability), otherwise the deliverables prepared by international experts risk lacking national ownership.
- The other risk the project suffered is the national election held in June 2023 that saw the coming of new government appointments after the release of former personnel. This risk will however be mitigated by the EPA through a briefing note to provide the necessary understanding to the incoming Ministers of the Environment, Transport and Energy sectors.

As such and based on the detailed analysis carried out in section 4 of the PIR, the project is currently rated at **“Moderate”** risk. A detailed set of actions are outlined in section 4 to attempt mitigating these risks.

[section will be uploaded into the GEF Portal]

2.4. Co-financing

<p>Planned Co-finance Total: \$1,651,600</p> <p>Actual to date: US\$ 1,365,765 (=83%)</p>	<p>During the period under review, the following co-finance contributions have been mobilized²:</p> <ul style="list-style-type: none"> - US\$ 32,806 in the form in-kind contributions from the EPA - US\$ 5,000 in the form of in-kind contributions from the Ministry of Transport and Aviation - US\$ 1.3 million in the form of public investment from the Ministry of Energy. <p>UNEP SMU has not mobilized any co-finance at of 30 June 2023. The SMU contribution will materialize in the nest reporting period.</p> <p>Adding to the US\$ 27,959 mobilized from the previous reporting period, this leads to a total of US\$ 1,365,765 of co-finance mobilized since project start.</p>
<p>Progress</p>	<p>The EPA’s in-kind contributions include premises sharing, electricity / utilities for the project team, communication expenses, supplies, working hours of the National Project Director and administrative support.</p> <p>The Ministry of Transport’s in-kind contribution corresponds to office space / premises for the organization of meetings / workshops with keke drivers.</p> <p>The public investment mobilized by the Ministry of Energy corresponds to the construction and commissioning of a 6 MW solar power plant, funded by the Abu Dhabi Development funds.</p> <p>The UNEP SMU SolutionsPlus co-finance contribution will be provided through a contractor called d Mobile Power (SL) Limited. The contractor will import and locally assemble 55 electric-motorcycles, install solar charging infrastructure on the roof of 6 car washes across Freetown that will charge MOPOMax Batteries for keke drivers, and train of at least 50 riders to safely operate the e-motorcycles. The SolutionsPlus project is expected to disburse this co-finance contribution during the next reporting period.</p>

² Note that at the time of submission of this PIR to the GEF, not all the partners’ co-finance reports have been signed.

2.5. Stakeholder engagement

Date of project steering committee meeting (during reporting period)	20 April 2023
Stakeholder engagement	<p>At the current stage of project implementation, stakeholder engagements have been relatively limited, since the implementation project substantive activities have barely started, following the recruitment in May 2023 of the international experts expected to work on Components 1, 2 and 3. They are expected to gain momentum in the 2nd half of year 2023, starting with a series of consultations to take place in August 2023 on the national strategy, the pilot project and the development of regulations / policies.</p> <p>During the period under review, two main sets of stakeholders were engaged by the project team:</p> <ul style="list-style-type: none"> • the E-Keke Transport Providers and the E-Keke Transport Operators • the members of the national inter-sectoral coordination body on e-mobility <p>It is noteworthy to mention that the Project Director together with other EPA representatives have also participated in several events / trainings organized by the African Regional Support and Investment Platform of the Global E-mobility Programme (see more details on the knowledge management section below).</p> <p>The project's 2nd PSC meeting was organized on 20 April 2023 in the EPA's board room, with a total of 13 participants representing the different PSC members institutions.</p> <p>Finally, the Intersectoral Coordination Body (ISCB) on e-mobility has started playing a role in the provision on national data / information to support's the project implementation. However, since project start, EPA only managed to organize 2 meetings of the national coordination body on e-mobility (8 December 2022 and 10 May 2023), while the body is supposed to meet every quarter. This situation will have to be corrected in the next reporting period, with the EPA ensuring the coordination body members formally meet at least once per quarter.</p> <p>[section will be uploaded into the GEF Portal]</p>

2.6. Gender

Does the project have a gender action plan?	Yes
Gender mainstreaming	<p>Meetings were held between the e-mobility project team and 2 Gender Officers of the Ministry of Gender and Children's Affairs to map the way forward for Gender Inclusiveness in the E-Keke transition. The Ministry's officers showed how the policy they developed builds on and reinforces existing legal and strategic frameworks for addressing the myriad of political and socioeconomic challenges to women's empowerment. The present E-Mobility project will provide an opportunity for women in a male dominated society. The Gender Focal point of the Ministry provided various gender empowerment/related documents and what they as a ministry required to be in the strategy and legislation on e-mobility.</p> <p>During the period under review, the 1st workshop of the Inter-Sectoral Coordination Body on E-mobility was held on 8th December 2022 where three (3) women (30%) and seven (7) men (70%) participated, (with an additional 2 women females and 2 men from the PMU). The 2nd meeting of the coordination body was held on 10 May 2023, with 12 participants, of which 4 women (33%).</p>

	<p>The representative of the Gender’s Ministry shared with the members of the coordination body information on the Gender Sensitive Private-Public-Partnership (PPP) Regulation and Gender Empowerment Regulation. The Gender Ministry’s representative stated that the E-Mobility project would likely benefits from these documents, especially during the development of the market strategy and the pilot phase.</p> <p>The project’s 2nd PSC meeting was organized on 20 April 2023 in the EPA’s board room, with a total of 13 participants, including 5 women (38%) and 8 men (62%), thus exceeding the 30% threshold set by the project’s Gender Action Plan.</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 2023 Half-Yearly Progress Report and in the 2024 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) • The national e-mobility strategy will include a gender analysis and action plan to mainstream gender equality, from the very beginning of the development process, and gender related action items will be included in the strategy (output 1.2) • 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) <p>[section will be uploaded into the GEF Portal]</p>
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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	The project is gradually drawing experience and knowledge from the various stakeholders engaged in transport facility provision, transport operation including
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	<p>the transport regulators. The EPA’s project management unit (PMU) is developing a Data Repository Portal (that will be hosted within the EPA and Ministry of Transport and Aviation). The E-Mobility Technology and Strategy experts are expected to share best practices with the EPA for the management of such a data repository, based on past experiences.</p> <p>Since the project has achieved very little progress so far, the main knowledge related activities carried out so far are related to the events organized by the Africa Regional Support and Investment Platform of the Global GEF-7 E-mobility Project.</p> <p>The EPA National Project Director (NPD) of the GEF project and a representative from the Climate Change Secretariat participated in the virtual training on national and local e-mobility policies held on July 6, 2022. The NPD also participated in the 17-18 October and the 1-2 Nov 2022 virtual trainings on electric 2-3 wheelers.</p> <p>A representative from the EPA 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>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 / barriers for 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). <p>[section will be uploaded into the GEF Portal]</p>
<p>Main learning during the period</p>	<p>When the EPA brought together the Transport Providers and Operators, useful information was obtained about the type of constraints faced by the drivers, including on the mileage per fuel for each of the present five Brands of ekes in the country (Bajal, TVS, ATUL, PIAGGOU and RE). Since Freetown is located in a mountainous terrain, the transport operators showered that some keke models are more suitable for hilly places than others. They also informed the EPA about</p>

	<p>the durability of the various models and the means of payment that have been working for their members (in paying the keke providers) without recourse to policy actions. As such, the International E-Mobility Strategy & Policy Expert now have access to information on these different models that could be informative for his assignment related to the strategy and regulations / policies development.</p>
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2.9. Stories to be shared

<p>Stories to be shared</p>	<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 ³	Summary of progress to achieve indicator targets as of 30 June 2023,	Progress rating ⁴
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.	Indicator A: Direct and Indirect Greenhouse Gas Emissions Mitigated (metric tons of CO2e) over the period 2021-2036.	Baseline A: 0	Mid-point target A: N/A	End-of-project target A: Direct: 116,422 tCO2 Indirect: 271,162 tCO2	NA	Reporting against this indicator will only be possible towards project completion.	S
	Indicator B: Number of direct beneficiaries ⁵ 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	Not available yet.	So far, all stakeholder consultative groups from the project steering committee membership to the Intersectoral Coordination Body and workshop participants, the female to male ratio has always exceeded the 30% threshold. Direct beneficiaries will start being accounted for in the next reporting period (2024 PIR), after the organization of the different consultation workshops and trainings, as well as the implementation of the pilot E-Keke fleet. It is however noteworthy to mention that in some institutions (i.e. Ministry of Energy) it is challenging to appoint female representatives in the steering committee or in the coordination body, since female representation in senior staff in those institutions is very low.	S

³ Numeric, percentage, or binary entry only

⁴ 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).

⁵ In the project document, direct beneficiaries are identified as:

- Participants in meetings, trainings and events organized either as part of this project or through the Global Electric Mobility Programme (including the Africa Support and Investment Platform).
- Number of unique passengers being transported by the demonstration electric vehicles (15 e-keke units).

**PIR FY 2023
EM Sierra Leone**

Project objective and outcomes	Indicator	Baseline	Mid-term target	End-of-project target	Progress as of current period³	Summary of progress to achieve indicator targets as of 30 June 2023,	Progress rating⁴
Outcome 1: The government has established a coordinated institutional framework and endorses a gender sensitive strategy for the promotion of low-carbon electric mobility	Indicator 1.1: A national inter-sectorial coordination body to support and promote the uptake of low-carbon e-mobility in Sierra Leone is established, formalized and operational.	Baseline 1.1: No	Mid-point target 1.1: The national coordination body is established and includes all key institutions. It has formulated shared goals and defined roles and responsibilities of all members.	End-of-project 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. .	The national coordination body is established and includes all key institutions and functional	The inter-sectorial coordination body (ISCB) was formed on 24 th November 2022 and its first workshop was conducted for members to know their roles and responsibilities as we await the respective expert recruitment. A second workshop of the coordination body was held on 10 May 2023. The members have been liaising with the various sector data collectors and started work in preparation for the international experts. There are 12 member MDAs on the ISCB but the key members are the Ministries of the Environment, Transport, Energy, Finance, Trade and Industry and Gender and Children's Affairs. The main agencies/departments involved are the EPA-SL, Standard Bureau, Road Safety Authority, Statistics Sierra Leone, Road Transport Cooperation, etc.	S
	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	Key Ministries are starting to discuss the draft strategy framework.	The expert in charge of delivering the work related to this indicator has just been hired in May 2023. Too early to report on this indicator.	S
	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	Reporting against this indicator will only be possible towards the end of the project.	S

Project objective and outcomes	Indicator	Baseline	Mid-term target	End-of-project target	Progress as of current period ³	Summary of progress to achieve indicator targets as of 30 June 2023,	Progress rating ⁴
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 expert in charge of delivering the work related to this indicator has just been hired in May 2023. Too early to report on this indicator.	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	No	The expert in charge of delivering the work related to this indicator has just been hired in May 2023. Too early to report on this indicator.	S
	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	No	The expert in charge of delivering the work related to this indicator has just been hired in May 2023. Too early to report on this indicator.	S
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	No	The expert that will be in charge of delivering the work related to this indicator has not been hired yet. Too early to report on this indicator.	S

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

Output / Deliverable	Completion date as per workplan ⁶	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 ⁷
COMPONENT 1: Institutionalization of low-carbon electric mobility					
Output 1.1: An inter-sectorial electric mobility coordination body is established.	31 May 2025	0%	45%	The inter-sectorial electric mobility coordination body was established in year 2022 where members were acquainted through a workshop organized on 8 of December 2022. However, the project has managed to organize only 2 meetings of the coordination body so far, while it is normally supposed to meet on a quarterly basis.	MS
Deliverable 1.1.1: Inter-ministerial workshops participation and report	28 Feb 2023	0%	100%	The Inter-Sectorial Coordination Body initial workshop was held on 8 December 2022 at the EPA-SL Boardroom., which lead to the validation of the inter-sectoral coordination body formation through the report issued on 20 December 2022. The body comprise of 10 regular members (4 women and 6 men) and 13 ad hoc members (5 women and 8 men).	S
Deliverable 1.1.2: Quarterly coordination body meetings participation and report	30 Sep 2024	0%	10%	Only two workshops of the coordination body were organized so far, while the EPA Project Management Unit is supposed to organize these on a quarterly basis. The next one is planned for August 2023, as part of the country mission of the 2 international experts. New estimated completion date: 30 September 2025	MU
Deliverable 1.1.3: Selection of gender focal points and e-mobility champion and establishment of local data repository and e-mobility helpdesk	31 Mar 2022	0%	70%	The focal points have been nominated by respective MDAs. The EPA's project management unit (PMU) is developing a Data Repository Portal (that will be hosted within the EPA and Ministry of Transport and Aviation). The E-Mobility Technology and Strategy experts are expected to share best practices with the EPA for the management of such a data repository, based on past experiences. New estimated completion date: 31 December 2023	S
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)	31 May 2025	0%	0%	To be done at the end of the project. New estimated completion date: 30 September 2025	S
Output 1.2: A gender-sensitive national e-mobility strategy is developed and formally proposed.	30 Sep 2023	0%	40%	The international expert working under this output was just hired in May 2023. New estimated completion date: 30 June 2024	MU
Deliverable 1.2.1: Set-up of the national strategy development team, including ToRs for the International Policy, Business and Strategy expert	31 Mar 2022	0%	100%	Although significantly delayed, the recruitment of the International Policy, Business and Strategy expert was completed in May 2023.	MS

⁶ Refer to approved workplan appended to the PCA (Appendix 17)

⁷ 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).

Output / Deliverable	Completion date as per workplan ⁶	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 ⁷
Deliverable 1.2.2: National e-mobility strategy workshop	31 Oct 2022	0%	0%	The consultation workshop on the national e-mobility strategy is planned to be organized in August 2023.	MS
Deliverable 1.2.3: Collection and consolidation of transport and energy sector data	30 June 2022	0%	80%	Most of the required data was collected by the intersectoral coordination body and presented to strategy expert/team. The additional data required is under collection by the relevant MDA and members of the inter-sectorial coordination body. New estimated completion date: 31 August 2023.	MS
Deliverable 1.2.4: Draft gender sensitive national e-mobility strategy	31 Jan 2023	0%	20%	The Strategy Expert started work just after recruitment. Based on the inception report and outline of the document provided, this may be completed by end of September 2023. New estimated completion date: 30 September 2023.	MU
Deliverable 1.2.5: Final gender sensitive national e-mobility strategy, submitted for adoption	30 Sep 2023	0%	0	The work related to this deliverable will start in Q3 2023. The final strategy is expected to be completed in December 2023, with the target of having it formally submitted to the government for adoption by end of June 2024. New estimated completion date: 30 June 2024.	MU
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.	31 Jan 2025	0%	50%	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	28 Feb 2022	0%	N/A	The Africa Platform was launched virtually on 30 March 2022. Unfortunately, the EPA team could not participate.	N/A
Deliverable 1.3.2: Participation in first regional electric mobility training	30 June 2022	0%	100%	The EPA National Project Director (NPD) of the GEF project and a representative from the Climate Change Secretariat participated in the virtual training on national and local e-mobility policies held on July 6, 2022.	S
Deliverable 1.3.3: Participation in first regional training on electric 2&3 wheelers	31 Oct 2022	0%	100%	The EPA NPD participated in the 17-18 October and the 1-2 Nov 2022 virtual trainings on electric 2-3 wheelers.	S
Deliverable 1.3.4: Participation in first Meeting on financing/marketplace	31 Jan 2023	0%	100%	An Africa e-mobility forum was organized in March 2023 in Tanzania. 1 representative from EPA participated in the event and issued a mission report. This Forum brought together ≈100 delegates from over 20 African cities with financiers and companies working on the transition to e-mobility in the region. The Forum was an opportunity to: <ul style="list-style-type: none"> Showcase private sector innovation in electric mobility. Connect financiers with companies that need financing for electric mobility projects. 	S
Deliverable 1.3.5: Participation in second meeting of the Africa Platform	31 May 2023	0%	100%	See explanation above. The Africa E-mobility Forum organized in Tanzania also included the 2 nd meeting of the Africa Support and Investment Platform (including the E-mobility Innovators fair). The Forum was jointly organized by SOLUTIONSplus, the Africa Support and Investment Platform for E-mobility led by UNEP and TUMI E-bus Mission.	S

Output / Deliverable	Completion date as per workplan ⁶	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 ⁷
Deliverable 1.3.6: Participation in second regional training on electric 2&3wheelers	31 Aug 2023	0%	0%	This will take place in Bangkok in October 2023. Sierra Leone will be sending 2 representatives to the Conference.	S
Deliverable 1.3.7: Participation in second meeting on financing/marketplace	31 Jan 2024	0%	0%	This is planned for year 2024	S
Deliverable 1.3.8: Participation in third meeting of the Africa Platform	31 July 2024	0%	0%	This is planned for year 2024	S
Deliverable 1.3.9: Participation in replication event	31 Jan 2025	0%	0%	This is planned for year 2025	S
COMPONENT 2: Short term barrier removal through low-carbon e-mobility demonstrations					
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 reporting and analytical framework.	31 Dec 2022	0%	20%	The international expert working under this output was just hired in May 2023. Work under this output will start in Q3 2023. New estimated completion date: 31 December 2023	U
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	31 Mar 2022	50%	100%	Although significantly delayed, the recruitment of the International E-mobility Technology expert was completed in May 2023. The National E-Mobility Technology Expert has also been hired in July 2023.	MS
Deliverable 2.1.2: A private sector partner to implement the demonstration is officially selected and onboard	30 June 2022	0%	0%	The work related to this deliverable will start in Q3 2023. New estimated completion date: 30 September 2023.	U
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	31 May 2022	0%	0%	The work related to this deliverable will start in Q3 2023. New estimated completion date: 30 September 2023.	U
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	31 May 2022	0%	0%	The work related to this deliverable will start in Q3 2023. New estimated completion date: 31 October 2023.	U
Deliverable 2.1.5: The final feasibility study and the demonstration implementation plan including framework for data collection, reporting, and analysis are developed	31 Dec 2022	0%	0%	The work related to this deliverable will start in Q3 2023. New estimated completion date: 31 December 2023.	U
Output 2.2: Demonstration vehicles and charging equipment are procured, staff trained, demonstration projects are implemented, monitored and data are collected, analyzed and disseminated.	30 Sep 2024	0%	0%	The international expert working under this output was just hired in May 2023. Work under this output will start in Q3 2023. New estimated completion date: 31 January 2025	MU
Deliverable 2.2.1: Technical requirements of the electric vehicles and charging equipment to be procured are developed	30 June 2022	0%	0%	The work related to this deliverable will start in Q3 2023. New estimated completion date: 31 October 2023.	MU
Deliverable 2.2.2: Procurement of 15 electric kekes, based on specifications established in D2.2.1, to be managed by EPA-SL	30 Nov 2022	0%	0%	The work related to this deliverable will start in Q4 2023. New estimated completion date: 31 January 2024.	MU

**PIR FY 2023
EM Sierra Leone**

Output / Deliverable	Completion date as per workplan ⁶	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 ⁷
Deliverable 2.2.3: Procurement and installation of charging equipment, based on specifications established in D2.2.1, to be managed by UNEP	30 Nov 2022	0%	0%	The work related to this deliverable will start in Q4 2023. New estimated completion date: 31 January 2024.	MU
Deliverable 2.2.4: Driving manual and protocol established, with operation and safety training conducted with drivers	31 Jan 2023	0%	0%	The work related to this deliverable will start in Q3 2023. New estimated completion date: 28 February 2024.	MU
Deliverable 2.2.5: Final report on the demonstration results presented to the coordination body and to the Global Electric Mobility Programme	30 Sep 2024	0%	0%	The piloting of the e-keke fleet is expected to start in February 2024 and run for a period of at least 10 months. The final report will therefore be prepared by end of January 2025. New estimated completion date: 31 January 2025.	S
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.	31 Mar 2024	10%	20%	The international expert working under this output was just hired in May 2023. Work under this output will start in Q3 2023. New estimated completion date: 30 September 2024	MU
Deliverable 3.1.1: Detailed terms of reference are developed including an implementation plan and deliverables for the International Policy, Business and Strategy expert	31 Mar 2022	50%	100%	Although significantly delayed, the recruitment of the International Policy, Business and Strategy expert was completed in May 2023. The National E-Mobility Technology Expert has also been hired in July 2023.	MS
Deliverable 3.1.2: Draft vehicle import taxation proposal developed and presented at a workshop	31 July 2023	0%	0%	The work related to this deliverable will start in Q3 2023. New estimated completion date: 31 December 2023.	MU
Deliverable 3.1.3: Draft vehicle import regulation proposal developed and presented at a workshop	31 July 2023	0%	0%	The work related to this deliverable will start in Q3 2023. New estimated completion date: 31 December 2023.	MU
Deliverable 3.1.4: Draft vehicle registration proposal developed and presented at a workshop	31 July 2023	0%	0%	The work related to this deliverable will start in Q3 2023. New estimated completion date: 31 December 2023.	MU
Deliverable 3.1.5: Final policy package delivered and presented	31 Mar 2024	0%	0%	The work related to this deliverable will start in Q4 2023. The final policy package is expected to be completed in March 2024, with the target of having it formally submitted to the government for adoption by end of September 2024. New estimated completion date: 30 September 2024.	MU
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.	30 Sep 2023	0%	30%	The international expert working under this output was just hired in May 2023. Work under this output will start in Q4 2023. New estimated completion date: 31 July 2024	MU
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	31 Dec 2022	0%	100%	Although significantly delayed, the recruitment of the International Policy, Business and Strategy expert was completed in May 2023. The National E-Mobility Technology Expert has also been hired in July 2023.	MS
Deliverable 3.2.2.: Draft financing mechanism and business models developed and presented	31 July 2023	0%	0%	The work related to this deliverable will start in Q4 2023. New estimated completion date: 31 May 2024.	MU
Deliverable 3.2.3: Final financing scheme, a procurement guideline, business models developed and proposed	30 Sep 2023	0%	0%	The work related to this deliverable will start in Q2 2024. New estimated completion date: 31 July 2024.	MU

Output / Deliverable	Completion date as per workplan ⁶	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 ⁷
COMPONENT 4: Long-term environmental sustainability of low-carbon electric mobility					
Output 4.1: A study on integration of renewable power for electric vehicle charging is carried out and formally disseminated.	31 Jul 2024	0%	10%	The international expert working under this output will be hired by end of year 2023. New estimated completion date: 31 December 2024	S
Deliverable 4.1.1: Detailed terms of reference are developed including an implementation plan and deliverables for the International Charging & Renewable Energy integration expert	31 May 2023	0%	30%	The TORs are under preparation and the expert is expected to be hired by end of year 2023. New estimated completion date: 28 February 2024.	MS
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	31 Dec 2023	0%	0%	The work related to this deliverable will start in Q1 2024. New estimated completion date: 30 September 2024.	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.	31 Jul 2024	0%	0%	The work related to this deliverable will start in Q4 2024. New estimated completion date: 31 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.	31 Jul 2024	0%	10%	The international expert working under this output will be hired by end of year 2023. New estimated completion date: 31 December 2024	S
Deliverable 4.2.1: Detailed terms of reference are developed including an implementation plan and deliverables for the International Battery Technology expert	31 May 2023	0%	30%	The TORs are under preparation and the expert is expected to be hired by end of year 2023. New estimated completion date: 28 February 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	31 Dec 2023	0%	0%	The work related to this deliverable will start in Q1 2024. New estimated completion date: 30 September 2024.	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.	31 Jul 2024	0%	0%	The work related to this deliverable will start in Q4 2024. New estimated completion date: 31 December 2024.	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	M
3. Implementation schedule	M	M
4. Budget	L	L
5. Financial Management	L	L
6. Reporting	M	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	Δ	Justification
Risks identified at CEO Endorsement					
The e-kekes might not perform as planned	Outcome 2	M	-	-	The e-kekes have not been purchased nor piloted yet. Too early to assess this risk.
Charging stations face operational challenges	Outcome 2	M	-	-	The charging stations have not been purchased nor installed. Too early to assess this risk.
Lack of linkages with available funding/financing for EVs fleets.	Outcome 2	S	L	↓	The Trade and Industry Ministry together with the Transport Ministry's policy on commercial transportation is working well from the number of private commercial transportation in the country which is more than 90%
Higher upfront cost of electric vehicles may pose a barrier to implementation and scale up of activities	Outcomes 2 and 3	M	L	↓	This may be a partial challenge to private beginners like some Bike riders that graduate from owning one bike to gradually purchase the present type kekes as we are having now. However when the present kekes were introduced, the challenge was encountered. The cost has always been increasing but the kekes on the road keep increasing. Thus this challenge is surmountable.

Objection or low commitment from industry and lack of interest or participation from market players/private sector.	Outcomes 2 and 3	M	L	↓	Some of the present importers of 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	↓	This risk has not materialized so far, given that 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 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	↓	So far, most of the meetings and workshops organized as part of the project have met the target of at least 30% of female participants. The project will continue to encourage and monitor the participation of women in the next reporting periods.
Leadership change: change in leadership and priorities in the government	All	M	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.
Time lag of results: Major results of the project may not be seen before the end of the project period.	All	M	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.
New risks identified in the current 2023 PIR					
The project has incurred delay on the implementation of certain outputs due to lengthy procurement processes.	All	-	M		Lengthy procurement processes have led to significant delays in project implementation. UNEP as IA has been closely following up with the EPA on this matter through regular communications and through 1 in-country missions in November 2022. A revised project workplan and budget is currently being prepared by the EPA to set revised timelines.
Coordination and engagements with key national stakeholder have been too sporadic.	All	-	M		Since project start, the EPA only managed to organize 2 meeting of the national coordination body on e-mobility, while the body is supposed to meet every quarter. The EPA also needs to set up the different thematic technical working groups outlined in 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, otherwise the deliverables prepared by international experts may lack national ownership.
Consolidated project risk			M		<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	<p>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.</p> <p>Action 2 [2023]: Revised workplan / budget to be presented by EPA during next PSC meeting.</p>	<p>By 31 July 2023</p> <p>Next PSC meeting, before end of year 2023</p>	<p>EPA / UNEP</p> <p>EPA / CTA</p>
Coordination and engagements with key national stakeholder have been too sporadic.			<p>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.</p> <p>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.</p> <p>Action 5 [2023]: CTA / NPD to set up the 3 thematic technical working groups (e-mobility technology, e-mobility policy & finance, e-mobility sustainability) mentioned in the Project Document and share list with UNEP.</p>	<p>Continuously, until project completion</p> <p>Before 15 September 2023</p> <p>Before 30 September 2023</p>	<p>CTA, NPD</p> <p>CTA</p> <p>CTA / NPD</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. Project Minor Amendments

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 type="checkbox"/> Other |

Minor amendments	The EPA is in the process of preparing a budget and workplan revision. These will be included in the next 2024 PIR.
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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		19 August 2021	20 August 2021	30 September 2026	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](https://openstreetmap.org/) or [GeoNames](https://www.geonames.org/) 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
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