

GEF - PROJECT IMPLEMENTATION REPORT (PIR)

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UNEP GEF PIR Fiscal Year 2025
Reporting from 1 July 2024 to 30 June 2025

1 PROJECT IDENTIFICATION

1.1 Project Details

GEF ID: 10280	Umoja WBS: SB-017833
SMA IPMR ID: 85347	Grant ID: S1-32GFL-000678
Project Short Title: Armenia E-mobility	
Project Title: Transition Towards Electric Mobility in Armenia	
Duration months planned:	36
Duration months age:	48
Project Type:	Medium Sized Project (MSP)
Parent Programme if child project:	
Project Scope:	National
Region:	Europe
Countries:	Armenia
GEF Focal Area(s):	Climate Change Mitigation
GEF financing amount:	\$ 592,202.00
Co-financing amount:	\$ 4,835,000.00
Date of CEO Endorsement/Approval:	2021-06-10
UNEP Project Approval Date:	2021-10-13
Start of Implementation (PCA entering into force):	2021-10-21
Date of Inception Workshop, if available:	2022-03-26
Date of First Disbursement:	2021-12-31
Total disbursement as of 30 June 2025:	\$ 536,228.00
Total expenditure as of 30 June:	\$ 510,357.00

Midterm undertaken?:	n/a
Actual Mid-Term Date, if taken:	
Expected Mid-Term Date, if not taken:	
Completion Date Planned - Original PCA:	2024-09-30
Completion Date Revised - Current PCA:	2025-09-30
Expected Terminal Evaluation Date:	2026-03-31
Expected Financial Closure Date:	2026-09-30

1.2 Project Description

The Ministry of Environment is the executing entity through the Environmental Project Implementation Unit (EPIU).

The overall objective of the project is to contribute to the achievement of Armenia’s national GHG emission reduction targets in the transport sector by supporting the transition to e-mobility at a scale and pace consistent with the Paris Agreement.

Component 1: Institutionalization and strategic planning for low-carbon e-mobility

Component 1 will support the establishment, operationalization and institutionalization of an inter-sectorial e-mobility coordination body consisting of representatives from relevant ministries, municipalities, NGOs, and academia to coordinate and guide the policy-making process, facilitate the exchange of knowledge and information among sector stakeholders and build the consensus regarding Armenia’s long-term e-mobility strategy. Technical assistance will also be provided under this Component to build the capacity of the e-mobility inter-sectorial coordination body and relevant stakeholders in the various aspects of e-mobility, including exposure to international best policy and regulatory practices. The national e-mobility strategy will focus on road transport, particularly light-duty vehicles. The strategy shall address, among other things, the following key cross-sectorial issues essential for the sustainable development of this new sector in Armenia: - intelligent use of electric vehicle batteries for storage to raise overall power supply efficiency by smoothing out production peaks, aligning production and load curves more closely and supplying balancing energy in future; - modifications of urban planning laws and changes in future land use (location of and access to charging stations in public spaces) - enabling framework to address environmental and social risks of e-mobility, in particular waste battery management and recycling - business models for investment in charging infrastructure and appropriate regulatory framework - fostering social acceptance of e-mobility and communicating benefits to the broader audience.

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

Component 2 will demonstrate the technical, financial and environmental feasibility of e-mobility through the pilot national EV procurement program. Its principal objective is to take Armenia’s first significant step towards creating demand for EVs, demonstrate market potential to manufacturers which are currently not present in Armenia, and enable Armenian public institutions, municipalities, and ministries to procure EVs under optimal conditions, including appropriate provisions for environmental and social risk management. Moreover, the project will fasten charging infrastructure development in Yerevan and initiate this development in Gyumri and Vanadzor (2nd and 3rd biggest cities in Armenia). Through this pilot project, stakeholders can undertake similar procurement actions, and the blueprint will be developed for replication by all interested public and private sector organisations. In addition, by demonstrating e-mobility in action and disseminating results, relevant stakeholders, such as fleet managers and the public, will be made aware of the social and economic benefits of e-mobility.

Component 3: Policy development for scale-up and replication of low-carbon electric mobility based on lessons learned from the pilot

Component 3 aims to create an enabling policy and regulatory environment to stimulate the transition to e-mobility by building on the results of the pilot program in Component 2 and keeping it in line with strategic directions, targets, and priorities defined and agreed upon under Component 1. First, building on the pilot EV procurement programme results, official guidelines and technical specifications for procurement of EV vehicles for public and private sector organisations will be developed, and a feasible target for public EV procurement will be proposed in line with international best practices. Second, in line with strategic priorities identified in the national e-mobility strategy and identified policy and regulatory gaps, recommendations will be formulated to address key cross-sectoral issues and barriers, such as the regulations to enable charging infrastructure development on a market basis, integration of e-mobility and power grid management, environmental and safety rules for used battery management, as well as financial and non-financial incentives to stimulate individual EV market growth. At this point, the effectiveness of the existing fiscal incentive package will be assessed, as well as the overall market readiness for the uptake of e-mobility, including the need for additional financial incentives.

1.3 Project Contacts

Division(s) Implementing the project	Climate Change Division
Name of co-implementing Agency	N/A
Executing Agency (ies)	Environmental Project Implementation Unit (EPIU) of the Ministry of Environment of the Republic of Armenia
names of Other Project Partners	N/A
UNEP Portfolio Manager(s)	Asher Lessels
UNEP Task Manager(s)	Katarina Barunica
UNEP Budget/Finance Officer	Fatma Twahir
UNEP Support Assistants	Camilla Piviali
Manager/Representative	Armen Yesoyan

Project Manager	Liana Nersisyan
Finance Manager	Mariam Nikoghosyan
Communications Lead, if relevant	Margarita Gasparyan

2 Overview of Project Status

2.1 UNEP PoW & UN

UNEP Current Subprogramme(s):	Thematic: Climate action subprogramme
UNEP previous Subprogramme(s):	
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 Priority area: To foster economic “green” transformation and to support responsive and effective governance systems and a cross-cutting outcome related to gender equality and the empowerment of women. Outcome Statement: Ecosystems are managed sustainably, and people benefit from participatory and resilient development and climate smart solutions
Link to relevant SDG Goals	<ul style="list-style-type: none"> Goal 11: Make cities and human settlements inclusive, safe, resilient and sustainable Goal 13: Take urgent action to combat climate change and its impacts
Link to relevant SDG Targets:	<ul style="list-style-type: none"> 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 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	Remarks
	Mid-term	End-of-project	Total Target		
6- Greenhouse gas emissions mitigated	N/A	Direct: 197,450 tCO2eIndirect: 43,202 tCO2eTotal: 240,653 tCO2e	Direct: 197,450 tCO2eIndirect: 43,202 tCO2eTotal: 240,653 tCO2e		The EA will calculate the progress on these indicators by the time the project

Indicators	Targets - Expected Value				Remarks
	Mid-term	End-of-project	Total Target	Materialized to date	
					reaches technical completion.
11- People benefitting from GEF-financed investments	N/A	Women: 530Men: 510Total: 1,040	Women: 530Men: 510Total: 1,040	Women: 564Men: 573Total:1138	

Implementation Status 2025: 3rd PIR

2.3. Implementation Status and Risks

	PIR#	Rating towards outcomes (section 3.1)	Rating towards outputs (section 3.2)	Risk rating (section 4.2)
FY 2025	3rd PIR	S	S	M
FY 2024	2nd PIR	MS	MS	M
FY 2023	1st PIR	MS	MU	S
FY 2022				
FY 2021				
FY 2020				
FY 2019				
FY 2018				
FY 2017				
FY 2016				
FY 2015				

Progress: Information on progress outcomes of project implementation activities

Progress towards Outcomes: Satisfactory
Progress towards Outputs: Satisfactory
Outcome 1: Political and technical consensus, institutional mandate and strategic vision for electric mobility in Armenia among key stakeholders is built
The project reached a critical milestone in advancing national policy development. The final draft of Armenia’s National E-Mobility Strategy, including a comprehensive gender assessment, data analysis, and implementation framework, was submitted to the Prime Minister’s Office in July 2025, initiating the formal adoption process. This follows formal endorsement by the Ministry of Environment and extensive multi-stakeholder consultations. The Inter-sectorial Coordination Body, established in the previous period and comprising 16 institutions (including a women’s rights NGO), continued to function effectively,

convening regular working group sessions. Capacity-building efforts also advanced, with two additional workshops held in Gyumri and Vanadzor. The total number of direct beneficiaries now stands at 1,138, surpassing the project's target of 1,040 and reflecting growing national engagement with e-mobility topics. Outcome 2: Proven technical, financial and environmental feasibility enables project stakeholders to consider scaled-up investment in e-mobility. A major achievement during the reporting period was the successful procurement and allocation of 45 electric vehicles for use by public institutions, exceeding the original end-of-project target of 28 EVs. This was supported by direct government co-financing of USD 1.96 million and legally formalized through Government Decision No. 483-A (dated 23 April 2025), ensuring structured allocation and compliance. Data-sharing agreements were signed with all beneficiary institutions to enable consistent monitoring. The project team presented Armenia's progress at the EBRD's international workshop "Scaling up Investments in Electric Mobility" (September 2024), highlighting national experiences and contributing to global learning. Outcome 3: Armenia is able to shift the vehicle market towards low-carbon electric mobility and accelerate the introduction of appropriate electric vehicles among different market segments through establishing an enabling policy and institutional environment. The First National E-Mobility Forum, held in April 2025, provided a platform for stakeholder dialogue, validation of policy proposals, and mapping of future actions. Draft procurement guidelines and recommendations on fiscal incentives were developed and shared with relevant ministries. Two Memoranda of Understanding were signed: one with the Armenian State University of Economics to promote academic collaboration on sustainable mobility, and another with the "Women in Climate and Energy" NGO to advance gender-responsive approaches. These efforts support long-term institutional capacity and the sustainability of project results.

Challenges: Information on challenges of project implementation activities

Outcome 1: While the development and submission of the national e-mobility strategy marked a milestone, its official adoption has yet to be completed. The formal governmental review process is still underway, involving extensive inter-ministerial consultations. Furthermore, although women's participation in training activities improved, women still accounted for only 37% of total beneficiaries. More targeted outreach and adjustments in training modalities will be needed to address this imbalance and ensure that capacity-building efforts are inclusive and gender-responsive. Outcome 2: The procurement process for EVs faced limited market participation. Only one bidder met the tender criteria, primarily due to restrictive procurement rules requiring local presence and same-year vehicle production, which excluded many potential suppliers, including second-hand dealers. Additionally, environmental and safety requirements, especially those related to battery end-of-life management, could not be incorporated into the procurement process, as national regulations on this issue are not yet in place. Although a draft law on Extended Producer Responsibility has been developed, it remains under public consultation and is yet to be adopted. Consequently, the related project output was rated "Moderately Unsatisfactory." Interim mitigation arrangements, including monthly reporting from EV users and reliance on manufacturer warranties, have been put in place. Outcome 3: While the First National E-Mobility Forum was successfully held and strategy documents finalized, the formal adoption of key regulatory and fiscal measures remains pending. The delay in policy approval limits the project's ability to influence market behavior and scale-up investments in the short term. Additionally, coordination across government bodies has been time-consuming and administratively demanding, slowing the pace of legislative and institutional reforms needed to support sustained e-mobility deployment. Ongoing risks and mitigation measures (Overall risk Rating: Moderate) Risk 10: Delays in governmental stakeholder consultations may hinder the timely adoption of project documents. This risk continues to affect the review and adoption of the national e-mobility strategy and related policy instruments. The extended inter-ministerial consultation and approval processes pose a challenge to achieving project targets under Indicators 1.3, 3.1, and 3.2. They also risk delaying the start of the EV pilot, which could impact its effective monitoring and evaluation. Mitigation measures: the Environmental Project Implementation Unit (EPIU) has actively supported the approval process by engaging relevant ministries, coordinating meetings, responding to technical inquiries, and maintaining regular follow-up with the Prime Minister's Office.

Preparatory work for the EV pilot monitoring has been advanced to ensure prompt implementation once the vehicles are distributed. Furthermore, EPIU has committed to continuing to monitor the pilot for nine months beyond project closure, with this arrangement formally included in beneficiary agreements. Risk 11: Limitations in national public procurement law may hinder scale-up of EV procurement in the public sector. Current national procurement regulations prevent updates that would institutionalize EV-specific procurement criteria, such as sustainability or lifecycle cost considerations. This limitation may restrict the long-term replication and scale-up of public sector EV procurement. Mitigation measures: A report documenting lessons learned and best practices, including EV procurement recommendations, will be finalized and shared with key stakeholders, including the Inter-Sectoral Working Group, the State Property Management Committee, the Global Electric Mobility platform, and UNEP. The report will also inform the project's terminal evaluation. Although delayed, the report is now scheduled for completion by 30 September 2025.

2.4 Co Finance

Planned Co-finance:	\$ 4,835,000
Actual to date:	241967030
Progress	<p>Justify progress in terms of materialization of expected co-finance. State any relevant challenges:</p> <p>During the period under review, the Ministry of Environment provided in-kind contributions of 65,000 USD, including consultations, human resources, meeting spaces, and technical support. Between July 2024 and June 2025, Armenia imported 13,168 electric vehicles. The government granted tax exemptions totaling over 143.7 million USD and directly co-financed 45 EVs for official use. The combined value of co-financing measures during the reporting period amounted to approximately 145.7 million USD. During the period under review, the Ministry of Environment provided in-kind contributions of 65,000 USD, including consultations, human resources, meeting spaces, and technical support. Between July 2024 and June 2025, Armenia imported 13,168 electric vehicles. The government granted tax exemptions totaling over 143.7 million USD and directly co-financed 45 EVs for official use. The combined value of co-financing measures during the reporting period amounted to approximately 145.7 million USD.</p>

2.5. Stakeholder

Date of project steering committee meeting	2025-05-20
Stakeholder engagement (will be uploaded to GEF Portal)	The Project Steering Committee (PSC) meeting reviewed key project achievements, challenges, and strategic next steps. The Government highlighted its strong commitment to low-emission transport, with the successful procurement and distribution of 45 electric vehicles—exceeding the original target. Discussions covered reallocation of project savings to cover exchange rate deficits, staff honoraria, and an e-mobility market assessment. Updates were provided on delays related to pilot implementation and strategy adoption. Stakeholders acknowledged progress and reinforced support for continued inter-agency collaboration, monitoring, and institutional engagement to ensure project sustainability.



2.6. Gender

Does the project have a gender action plan?	Yes
Gender mainstreaming (will be uploaded to GEF Portal):	<p>Yes, the GEF-approved CEO Endorsement Document includes a Gender Action Plan, and the project team developed a dedicated gender action plan for 2025.</p> <p>Each year, a gender action plan is created to ensure that gender aspects are thoroughly integrated throughout the implementation process.</p> <p>In 2025, two capacity-building workshops conducted in the Lori, and Shirak regions focused on gender. These workshops introduced gender-related activities in E-mobility, addressed women's needs and concerns.</p> <p>Women's participation was emphasised and ensured in all implemented actions, including inter-sectorial WG meetings, capacity-building workshops, national e-mobility forum and EBRD-related platform meetings.</p> <p>A national e-mobility strategy has been prepared, which includes a gender assessment and data analysis.</p>

2.7. ESSM

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

related to social and/or environmental impacts	If yes, please describe the complaint(s) or grievance(s) in detail, including the status, significance, who was involved and what actions were taken?
Environmental and social safeguards management	The project undertook stakeholder consultations to identify and inform key partners about the project. The project's policies and regulations are expected to positively impact people's ability to move from ICE vehicles to EVs. At this stage, a grievance redress mechanism was not envisaged as it is not anticipated that any direct action of the project would detrimentally impact people. In addition, the Ministry of Environment (as the entity responsible for demonstration projects) follows its own rules and procedures in addressing any such situation arising from demo projects. The project considers potential partial economic benefits while not excluding marginalised or vulnerable groups, including women in poverty.

2.8. KM/Learning

Knowledge activities and products	<p>Knowledge Management (KM) Activities during the Reporting Period</p> <p>Throughout the reporting period, the project advanced several key knowledge management deliverables:</p> <ul style="list-style-type: none"> • Deliverable 1.3.2: Assessment Report on Charging Infrastructure and Electricity Demand Management – This report, currently in progress, aims to evaluate the anticipated needs for charging infrastructure while examining electricity demand, grid capacity, and distribution network reliability. • Deliverable 3.2.3: Documentation of the First National Electric Mobility Forum – This report, currently under preparation, will capture key discussions, outcomes, and policy recommendations emerging from the forum. <p>In addition, the project actively contributed to the Global GEF-UNEP Programme on Electric Vehicles. As part of this cooperation, a series of virtual and in-person meetings were organized to foster the exchange of knowledge and best practices. The insights and lessons gained will be shared via the EBRD Regional Platform to support the wider Global EV Programme. A set of capacity-building webinars on electric mobility was also delivered during the period</p>
Main learning during the period	The collaboration with the EBRD Regional Platform has yielded highly constructive outcomes and continues to serve as a vital channel for knowledge exchange and capacity enhancement. Participation in the in-person workshop held in London—dedicated to exploring various technical, regulatory, and policy aspects of electric mobility—provided the project team with in-depth insights and up-to-date international best practices. These learnings are directly relevant to the Armenian context and will play a key role in informing the design and implementation of national interventions. Moreover, the workshop offered an excellent opportunity to engage with regional and international experts, fostering peer learning and strengthening institutional capacities within the project team.

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Reflows

Reflows (for NGIs only)	
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2.9. Stories

Stories to be shared	<p>Summary of the National Electric Mobility Forum 18–19 April 2025 Yerevan, Meridian Exhibition Center</p> <p>The Forum gathered key stakeholders to advance Armenia’s electric mobility agenda. It fostered high-level policy dialogue, shared international best practices, and mobilized broad support for future action. Key outputs include draft strategy recommendations, stakeholder mapping, and commitments for continued collaboration. A detailed proceedings report is submitted (Deliverable 3.2.3).</p> <p>As part of efforts to strengthen multi-stakeholder collaboration and promote knowledge exchange in the field of electric mobility and climate action, the Ministry of Environment and the Environmental Project Implementation Unit (EPIU) signed two Memoranda of Understanding. The first was signed with the Armenian State University of Economics, aiming to enhance academic and research cooperation in sustainable transport, policy development, and capacity-building initiatives. The second was signed with the “Women in Climate and Energy” NGO, with the objective of promoting gender-responsive approaches and empowering women’s participation in the green energy and mobility sectors. These partnerships are expected to contribute significantly to the implementation of the project and to broader environmental and educational goals in Armenia.</p>
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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
Reduce transport sector GHG emissions by promoting transition to e-mobility	Indicator A: Direct lifetime CO2 emission reductions as a result of project-facilitated increase of EVs (total emissions reduced)	0	N/A	End-of-project target A: Direct: 197,450 tCO2e Indirect: 43,202 tCO2e Total: 240,653 tCO2e (by year 2035)		It is too early to assess this indicator. It will be evaluated in 2025, towards project completion	S
Reduce transport sector GHG emissions by promoting transition to e-mobility	Indicator B: Number of beneficiaries (men/women), including the experts trained, workshop participants and e-vehicle users	0	N/A	End-of-project target B: Women: 530 Men: 510 Total: 1,040	Women: 564 Men: 573 Total: 1,138	Total participants: 923 Total women: 484 Total men: 439 The project assistant and 2 Armenian representatives (3 women) participated in the EBRD workshop in London, GB, on September 9-12, 2024. Additionally, 69 stakeholders were trained during three workshops held on December 17 in Gyumri and December 20 in Vanadzor. Of these participants, 60% were men and 40% were women. The workshops included participants from various fields, such as the private sector, public sector, NGOs and academia. Thus, the total number of beneficiaries in this reporting instance amounts to 69 participants, 43 men and 26 women. The target was successfully achieved and	HS

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
						even exceeded during the first National E-Mobility Forum. In particular, the event recorded the participation of 455 women and 396 men.	
Reduce transport sector GHG emissions by promoting transition to e-mobility	Indicator C: Co-financing (USD)	0	N/A	End-of-project target C: 4,835,000 USD	241,637,930	During the period under review, the Ministry of Environment provided in-kind contributions of 65,000 USD, including consultations, human resources, meeting spaces, and technical support. Between July 2024 and June 2025, Armenia imported 13,168 electric vehicles. The government granted tax exemptions totaling over 143.7 million USD and directly co-financed 45 EVs for official use. The combined value of co-financing measures during the reporting period amounted to approximately 145.7 million USD..	HS
Outcome 1: Political and technical consensus, institutional mandate and strategic vision for electric mobility in Armenia among key stakeholders is built	Indicator 1.1: Number of institutions involved in the inter-sectorial body from ministries, municipalities, academia, public and private entities	Baseline 1.1: 1	Mid-point target 1.1: 7	End-of-project target 1.1: 14, including a women rights NGO	16, including a women rights NGO	The target was achieved during the previous reporting period.	S
Outcome 1: Political and technical consensus, institutional mandate and strategic vision for electric mobility in Armenia among key stakeholders is built	Indicator 1.2: Number of stakeholders trained (% of women)	Baseline 1.2: None	Mid-point target 1.2: 14	End-of-project target 1.2: 28 (50% women)	283 (37% are women)	Total: 69 Men: 43 Women: 26 69 stakeholders were trained during three workshops held on December 17 in Gyumri and December 20 in Vanadzor. Of these participants, 60% were men and 40% were women. The workshops included participants from various fields, such as the private sector, public sector, NGOs and academia. Thus, the total number of beneficiaries in this reporting instance amounts to 69 participants, 43 men and 26 women	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
Outcome 1: Political and technical consensus, institutional mandate and strategic vision for electric mobility in Armenia among key stakeholders is built	Indicator 1.3: Long-term vision formulation of e-mobility development in Armenia	Baseline 1.3: None	Mid-point target 1.3: N/A	End-of-project target 1.3: Strategy for e-mobility development in Armenia adopted, which, among others, includes the gender assessment and data analysis	Strategy for e-mobility development was submitted to the Prime Minister's Office to initiate the formal review and adoption process.	The final draft of the e-mobility development strategy has been formally presented to the Ministry of Environment, marking a significant milestone in the project's progress. Following this presentation, the complete strategy package—including supporting analyses, recommendations, and implementation frameworks—was submitted to the Prime Minister's Office in July 2025. This submission initiates the next critical phase involving formal governmental review, inter-ministerial consultations, and approval procedures. Once adopted, the strategy will provide a comprehensive roadmap to guide Armenia's transition to sustainable electric mobility, aligned with national climate and development objectives.	S
Outcome 2: Proven technical, financial and environmental feasibility enables project stakeholders to consider scaled-up investment in e-mobility.	Indicator 2.1: Number of EVs procured	Baseline 2.1: None	Mid-point target 2.1: 14	End-of-project target 2.1: 28	45	The procurement process for electric vehicles under the state-supported initiative has been successfully finalized, marking a significant milestone in the implementation of Armenia's transition to sustainable transport solutions. This achievement reflects the effective coordination between the Ministry of Environment, the Environmental Project Implementation Unit (EPIU), and relevant government entities. As part of the financing framework for this procurement, the Government of the Republic of Armenia has contributed co-financing in the amount of USD 1,958,488, demonstrating its strong commitment to advancing low-emission transport infrastructure and supporting climate-resilient	HS

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
						development in the country. To ensure the appropriate distribution and official allocation of the procured electric vehicles among eligible public sector beneficiaries, the Government has adopted Decision No. 483-A, dated April 23, 2025, titled "On the Withdrawal and Assignment of Transportation Means." This legal act outlines the procedures for the withdrawal of conventional vehicles and the assignment of newly procured electric vehicles to state institutions, in line with national climate policy and public sector modernization goals. This decision plays a crucial role in facilitating the practical deployment of electric mobility assets across government structures and contributes directly to the broader objectives of reducing greenhouse gas emissions in the transport sector and improving public fleet efficiency.	
Outcome 2: Proven technical, financial and environmental feasibility enables project stakeholders to consider scaled-up investment in e-mobility.	Indicator 2.2: Number of chargers installed	Baseline 2.2: 10	Mid-point target 2.2: N/A	End-of-project target 2.2: 20	40	As per the previous PIR	S
Outcome 2: Proven technical, financial and environmental feasibility enables project stakeholders to consider scaled-up investment in e-mobility.	Indicator 2.3: Number of bidders applied to the public tender meeting technical, financial and service & maintenance conditions	Baseline 2.3: None	Mid-point target 2.3: N/A	End-of-project target 2.3: 3 with a price difference between ICEVs and EVs of no more than USD 10,000	1	1 with a price difference between ICEVs and EVs of no more than USD 10,000. Armenia has not yet established regulations for end-of-life battery management. However, the Ministry of Environment, in collaboration with the American University of Armenia, has developed a draft law entitled "Law of the Republic of Armenia on Extended Producer Responsibility" (available at https://www.e-draft.am/projects/8867). The draft law is presently	MS

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
						<p>undergoing public consultation and review. Upon completion of this phase, it will proceed through the standard legislative adoption process. Given that electric vehicle batteries are covered by a three-year warranty, the responsibility for battery waste management during this period lies with the winning bidder. Following the adoption of the law, the management and disposal of end-of-life batteries will be conducted in accordance with the provisions set forth in the enacted legislation. This progress is largely due to an agreement established with the relevant governmental bodies that have acquired electric vehicles (EVs). As part of this agreement, these entities have committed to providing all necessary information related to the usage of EVs on a monthly basis over a nine-month period, ensuring proper monitoring and compliance with the environmental and safety standards. The following institutions are designated as the obtainers of electric vehicles (EVs): the Ministry of Territorial Administration and Infrastructure, Ministry of Economy, Ministry of High-Tech Industry, Central Electoral Commission, Public Services Regulatory Commission, Cadastre Committee, Urban Development Committee, as well as the regional administrations of Aragatsotn, Ararat, Armavir, Gegharkunik, Lori, Kotayk, Shirak, Syunik, Vayots Dzor, and Tavush. Additionally, the National Assembly of Armenia is also among the recipients. This allocation was defined by the Government of the Republic of Armenia Decision No. 483-A of April 23, 2025, titled</p>	

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
						"On the Withdrawal and Assignment of Transportation Means."	
Outcome 2: Proven technical, financial and environmental feasibility enables project stakeholders to consider scaled-up investment in e-mobility.	Indicator 2.4: Status of compliance with environmental and safety requirements, including specifically battery recycling procedures	Baseline 2.4: None	Mid-point target 2.4: Environmental and safety requirements, including specifically battery recycling procedures, formulated & incorporated in tender doc.	End-of-project target 2.4: 100% of tender winner commit to adopt the environmental measures included in the contract for procurement of EVs	0%	Environmental and safety requirements, including specifically battery recycling procedures, were not incorporated in tender doc. Armenia has not yet established regulations for end-of-life battery management. However, the Ministry of Environment, in collaboration with the American University of Armenia, has developed a draft law entitled "Law of the Republic of Armenia on Extended Producer Responsibility" (available at https://www.e-draft.am/projects/8867). The draft law is presently undergoing public consultation and review. Upon completion of this phase, it will proceed through the standard legislative adoption process. Given that electric vehicle batteries are covered by a three-year warranty, the responsibility for battery waste management during this period lies with the winning bidder. Following the adoption of the law, the management and disposal of end-of-life batteries will be conducted in accordance with the provisions set forth in the enacted legislation. This progress is largely due to an agreement established with the relevant governmental bodies that have acquired electric vehicles (EVs). As part of this agreement, these entities have committed to providing all necessary information related to the usage of EVs on a monthly basis over a nine-month period, ensuring proper monitoring and compliance with the environmental and safety	MU

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
						standards. The following institutions are designated as the obtainers of electric vehicles (EVs): the Ministry of Territorial Administration and Infrastructure, Ministry of Economy, Ministry of High-Tech Industry, Central Electoral Commission, Public Services Regulatory Commission, Cadastre Committee, Urban Development Committee, as well as the regional administrations of Aragatsotn, Ararat, Armavir, Gegharkunik, Lori, Kotayk, Shirak, Syunik, Vayots Dzor, and Tavush. Additionally, the National Assembly of Armenia is also among the recipients. This allocation was defined by the Government of the Republic of Armenia Decision No. 483-A of April 23, 2025, titled "On the Withdrawal and Assignment of Transportation Means."	
Outcome 2: Proven technical, financial and environmental feasibility enables project stakeholders to consider scaled-up investment in e-mobility.	Indicator 2.5: Best practices and lessons learned from the Armenia project are shared with the global programme	Baseline 2.5: No	Mid-point target 2.5: N/A	End-of-project target 2.5: Yes	Yes	From 10 to 12 September 2024.the Armenian Delegation took part in the EBRD's "Scaling up Investments in Electric Mobility" workshop in London (September 10-12, 2024). They presented Armenia's electric mobility status, project progress, and challenges, and engaged in discussions with international peers. The event included sessions on strategy, financing, and practical collaboration. A site visit to the London Bus Management Centre provided insights into electric public transport integration.	MS
Outcome 3: Armenia is able to shift the vehicle market towards low-carbon electric mobility and accelerate introduction of appropriate electric vehicles among	Indicator 3.1: Status of procurement regulations and targets in regard to EVs after the project	Baseline 3.1: None	Mid-point target 3.1: N/A	End-of-project target 3.1: The public regulations for the EV	The public regulations for EV procurement are not adopted. A target for a	As amendments to the public procurement regulations were found to be outside the scope of this project, Public Procurement Guidelines for EVs were developed and approved by the State Property Management Committee. The Committee	MU

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
different market segments through establishing an enabling policy and institutional environment.				procurement are adopted. A target for a minimum share of EVs procured by the state is adopted.	minimum share of EVs procured by the state is set in the National E-mobility Strategy submitted for adoption.	committed to applying the guidelines produced by the project for the future procurement of public EVs.	
Outcome 3: Armenia is able to shift the vehicle market towards low-carbon electric mobility and accelerate introduction of appropriate electric vehicles among different market segments through establishing an enabling policy and institutional environment.	Indicator 3.2: Status of policy design and implementation to enable the scale up of EVs	Baseline 3.2: None	Mid-point target 3.2: N/A	End-of-project target 3.2: The identified policy package is transposed into the national legislation	The identified policy package was submitted to the Cabinet of Ministries for adoption.	The finalized and revised e-mobility strategy package, comprising the government decision, justification, and summary, has been forwarded to the Prime Minister's Office for the next steps in the adoption process.	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 and strategic planning for low-carbon mobility	Output 1.1: Inter-sectorial electric mobility coordination body is established and includes women rights NGO	2025-03-31	80%	100%	Working group meeting protocol has been submitted for UNEP for formal review (deliverable 1.1.3)	S
1 COMPONENT 1:	Output 1.2: Key stakeholders are trained in the EV global	2025-06-30	70%	90%	All deliverables completed besides: 1.2.4 :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
Institutionalization and strategic planning for low-carbon mobility	programme activities, with the prioritization of specific women needs				Armenian delegation took part in a face-to-face workshop conducted in London from September 9 to 12. The concluding event is planned to be held in Berlin later in September. - Progress on 1.2.1, 1.2.2, 1.2.3: Two capacity-building workshops were held in Gyumri and Vanadzor on December 17 and 20, respectively. The associated deliverables have been submitted to UNEP for formal review.	
1 COMPONENT 1: Institutionalization and strategic planning for low-carbon mobility	Output 1.3: A national e-mobility strategy is developed including all modes of transport and covering charging infrastructure requirements as well as a gender analysis and action plan, and submitted for adoption.	2024-11-30	90%	100%	The draft re-edited strategy package (National e-mobility strategy, Justification, Government Decree and summary sheet) has been submitted to the Prime Minister's office for adoption in July 2025	S
2 COMPONENT 2: Short term barrier removal through low-carbon e-mobility demonstrations	Output 2.1 Agreement on demo project is reached between Armenian public entities and EPIU	2024-05-31	90%	95%	2.1.1 (Completed): Public call has been issued and the beneficiaries were selected 2.1.3. (90%) Within the framework of the First National E-Mobility Forum, initial consultations were launched to explore opportunities for scaling up financing mechanisms to support the development and implementation of electric mobility initiatives in Armenia. These discussions aimed to engage key stakeholders, including representatives from government institutions, international development partners, and the private sector, to assess potential financial models, identify funding gaps, and align resources with national priorities. The final round of consultations is planned to take place during the upcoming	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
					in-person event in Berlin. This will provide an opportunity to consolidate initial findings, discuss concrete proposals for financial support, and strengthen cooperation with international partners in advancing the country's transition toward sustainable and low-emission transport solutions.	
2 COMPONENT 2: Short term barrier removal through low-carbon e-mobility demonstrations	Output 2.2 Public procurement project is designed, data collection systems, reporting and analytical framework are established, including environmental provisions (i.e. waste management).	2024-07-31	100%	100%	Completed. However, certain critical environmental provisions—specifically those pertaining to battery end-of-life management—could not be integrated into the procurement documentation due to the current absence of relevant national regulatory frameworks	MS
2 COMPONENT 2: Short term barrier removal through low-carbon e-mobility demonstrations	Output 2.3 Electric vehicles are procured, demonstration projects are implemented and monitored, and data are collected, analysed and disseminated.	2025-09-30	30%	60%	2.3.1 Completed 2.3.2 (90%) The EVs are delivered to the participating entities, deliverables will be provided in the next reporting period. 2.3.3 Completed 2.3.4 (10%) The identification and finalization of the list of project beneficiaries has been successfully completed, ensuring alignment with the project's objectives and target criteria. In parallel, the monitoring methodology has been fully developed, providing a structured framework for tracking progress, assessing outcomes, and ensuring accountability throughout the project implementation. The project has now entered the next critical phase, which involves establishing and strengthening communication channels with the identified beneficiaries. This engagement aims to facilitate	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
					the systematic collection of qualitative and quantitative data necessary for the preparation of the monitoring and evaluation (M&E) report. This phase is essential for ensuring that the M&E report is based on accurate, up-to-date, and representative information, which will in turn inform evidence-based assessments of the project's effectiveness, impact, and areas for improvement.2.3.5 (0%) Due during next reporting instance.	
3 COMPONENT 3: Policy development for scale-up and replication of low-carbon electric mobility based on lessons learned from the pilot	Output 3.1 Procurement guidelines including technical specifications for electric fleet vehicles are developed and submitted for adoption to Government procurement department	2024-11-30	60%	100%	CompletedAs amendments to the public procurement regulations were found to be outside the scope of this project, Public Procurement Guidelines for EVs were developed and approved by the State Property Management Committee. The Committee of State Property Management reviewed and endorsed the submitted EV Procurement Guidelines as a reference for future electric vehicle acquisitions. In line with its mandate under Government Decision No. 1660-N, the Committee will use the Guidelines to support sustainable, cost-effective, and environmentally responsible procurement in the public sector.	MU
3 COMPONENT 3: Policy development for scale-up and replication of low-carbon electric	Output 3.2 Package of policy and regulatory measures to facilitate the uptake of electric mobility in the medium and long-term is developed and submitted for adoption to relevant Ministries.	2024-12-31	75%	95%	3.2.2 The draft package of the strategy has been formally submitted to the Office of the Prime Minister to initiate the official adoption process. The document has undergone several rounds of circulation among relevant stakeholders, during which all received comments,	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
mobility based on lessons learned from the pilot					recommendations, and suggestions were thoroughly reviewed and duly incorporated. As a result, the current version of the strategy reflects a broad consensus and is considered final. Accordingly, all responsibilities assigned to the Environmental Project Implementation Unit (EPIU) and the Ministry of Environment with regard to the development and submission of the strategy have been fully completed.3.2.3 On April 18–19, the inaugural National Electric Mobility Forum was held in Yerevan at the Meridian Exhibition Center. The event attracted approximately 800 participants and featured four panel discussions along with one plenary session. A total of 26 speakers took part, including two deputy ministers—the Deputy Minister of Environment and the Deputy Minister of Economy. Deliverable 3.2.3 has been submitted following the forum..	

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

4 Risks

4.1 Table A. Project management Risk

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

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

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

4.2 Table B. Risk-log

Implementation Status (Current PIR)

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

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
Risk 1. Institutional. The e-mobility is a new topic for Armenian policy making and the bodies designing and implementing it do not yet exist. Currently. the stakeholders	All	L	L	L	L					

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
involved into the policy making and implementation are fragmented and it will take time to build enough capacity. establish an effective institutional system with a responsible body. and ensure effective exchange and coordination between its stakeholders. Until it exists. fragmentation of related structures and low expertise and capacity in regard to e-mobility is a risk for project success.										
Risk 2. Financial. Whereas the total costs of ownership of EVs over 8 years is lower than for ICEV. the vehicle upfront acquisition costs of EVs are significantly higher than ICEV (CAPEX). This is the major financial risk that may constrain the upscale of EV sales.	All	L	S	L	L					
Risk 3. Technical. EVs will only be able to effectively replace ICEVs. if they will be able to deliver at least the same service. This however could be constrained by the availability of the charging infrastructure along the routes of those who will purchase EVs. Armenia is already implementing one project which aims to build several charging stations. This might be however not be enough.	All	L	L	L	L					
Risk 4. Organizational / Economic. The COVID-19 pandemic affects project implementation due to travel restrictions.	All	L	L	L	L					

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
restrictions with regards to meetings and meeting size and restricted access to offices.										
Risk 5. Political / Economic. The COVID-19 pandemic leads to a severe economic crisis	All	L	L	L	L					
Risk 6. Climate risk.	All	L	L	L	L					
Risks identified in the 2023 PIR										
Risk 7. The absence of public CAPEX budget for years 2022 and 2023 to invest in EVs affects the project's ability to implement the public procurement programme and pilot fleet (component 2) as per the original GEF-approved design.	Outcome 2	N/A	S	L	L					
Risk 8. The misalignment of the national e-mobility strategy deliverable prepared so far (output 1.3) compared to the originally planned deliverable of the GEF-approved project document may limit the country's ability to formulate a comprehensive long-term vision for e-mobility development.	Outcome 1	N/A	S	L	L					
Risk 9. Communications and coordination between EPIU and UNEP have been challenging over the past 12 months. which has led to misunderstandings and uncoordinated decision making.	All	N/A	S	M	L					Although challenges remain, particularly in communicating the progress of pilot activities, the risk is now rated as Low due to the mitigation actions implemented during the reporting period.
Risks identified in the 2024 PIR		N/A	N/A	N/A						
Risk 10. Lengthy governmental stakeholder consultations might delay the review and adoption of project documents. (Includes	Component 2 and 3	N/A	N/A	L	S					The lengthy governmental consultation and approval processes may hinder the adoption of the

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
Risk 3 of Table 5.A: Implementation Schedule)										strategy and policy package by the end of the project, thereby affecting the achievement of project targets for Indicators 1.3, 3.1, and 3.2. These same delays have also affected the procurement and distribution of EVs for the project's demonstration component (Component 2). This, in turn, poses a risk to the effective monitoring and evaluation of the pilot project, potentially hindering the successful achievement of Outcome 2.
Risk 11. The fact that national public procurement law cannot be updated / revised might hinder the scale-up of EV procurement in the public sector.	Output 3.1	N/A	N/A	M	M					Although public procurement regulations for EVs will not be adopted to be legally binding, the State Management Property Committee committed to apply them for future public EV procurement.
Risk 12. Financial management. Deviations from the project-approved budget may lead to financial discrepancies. This could potentially result in project delays and/or impact of the intended scope of work	All	N/A	N/A	M	L					Over expenditures were incurred and not timely reported to UNEP. However, these were reported on a later stage and previous report corrected accordingly.
Risk 13. Reporting. Inaccuracies in expenditures reporting hinders proper project oversight for UNEP and could adversely impact the successful delivery of certain project activities	All	N/A	N/A	M	M					Over expenditures were incurred and not timely reported to UNEP. However, these were reported on a later stage and previous report corrected accordingly. Additionally,

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										delays occur in project reporting. However, project reporting is currently up to date for the reporting instance.
Risks identified in PIR 3										
Risk 14 The lack of incorporation of environmental and safety requirements, including specifically battery recycling procedures, formulated & incorporated in tender documents may result in environmental harm associated with the deployment and eventual disposal of project-funded EVs.	Component 2	N/A	N/A	N/A	L					Although environmental and safety requirements, including battery recycling procedures, were not incorporated into the tender documents and Armenia has yet to adopt regulations on end-of-life battery management, a draft “Law on Extended Producer Responsibility” is currently undergoing public consultation and is expected to be adopted soon. In the interim, electric vehicle batteries are covered by a three-year warranty, making the winning bidder responsible for their management during this period. Furthermore, an agreement with all recipient government entities ensures monthly reporting on EV usage and compliance with safety standards, enabling close monitoring and reducing the likelihood of environmental harm.
			S	M	M	N/A	N/A			Key risks rated as Moderate and

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										substantial include the lengthy governmental consultation and approval processes (Risk 10), which may delay the adoption of the strategy and policy package beyond the project completion (Indicators 1.3, 3.1, and 3.2) and the effective monitoring of the pilot project , and the inability to revise public procurement laws (Risk 11), which may hinder the scale-up of EV procurement in the public sector.

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
Risk 10. Lengthy governmental stakeholder consultations might delay the review and adoption of project documents (Includes Risk 3 of Table 5.A: Implementation Schedule)	N/A	1. EPIU continuously supported the review and approval process by actively engaging with relevant ministries, agencies, and other stakeholders to facilitate consensus-building and address any technical or procedural questions that arose during	1. EPIU will continue supporting the review and approval process by actively engaging with relevant ministries, agencies, and other stakeholders to facilitate consensus-building and address any technical or procedural questions that arose during	1 & 2: September 2025	EPIU

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
		<p>consultations. This included organizing coordination meetings, providing clarifications and additional documentation as requested, and following up systematically with the Prime Minister's Office and line ministries to ensure the timely progression of the documents through the required approval steps.2. EPIU has advanced the preparatory work for the EV pilot monitoring to the fullest extent possible, ensuring that monitoring activities can be promptly launched upon vehicle distribution. EPIU has also committed to continue monitoring the pilot for nine months beyond project completion, and this extended timeline has been formally included in the agreements signed with the EV beneficiary institutions.</p>	<p>consultations. This included organizing coordination meetings, providing clarifications and additional documentation as requested, and following up systematically with the Prime Minister's Office and line ministries to ensure the timely progression of the documents through the required approval steps. A final report on support provided to the adoption process will be included in Deliverable 1.3.5. 2. EPIU will ensure effective monitoring from the outset of the EV pilot and will share the collected data in line with the planned deliverables and reporting schedule, and include the agreement for pilot monitoring for 9 months in the Deliverable 2.3.2.</p>		

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
<p>Risk 11. The fact that national public procurement law cannot be updated / revised might hinder the scale-up of EV procurement in the public sector.</p>	<p>Action 5 [2024]: A report on the project's lessons learned and recommendations on best practices. including for EV public procurement. will be developed and shared with public state entities. the Global Electric Mobility platform and UNEP. This will include a report presentation to the E-mobility Inter-Sectoral Working Group and the State Property Management Committee. This approach ensures that challenges and successful practices encountered during the project implementation are documented. included in the project Terminal Review and provided to stakeholders. informing future decisions and policies on e-mobility. A draft of the report will have to be</p>	<p>Not implemented</p>	<p>1. Action 5 [2024] is rescheduled to be completed during the next reporting instance</p>	<p>30 September 2025</p>	<p>EPIU PM</p>

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
	shared with UNEP by end of February 2025.				

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:	
Components and Cost:	
Institutional and implementation arrangements:	
Financial Management:	
Implementation Schedule:	
Executing Entity:	
Executing Entity Category:	
Minor project objective change:	
Safeguards:	
Risk analysis:	
Increase of GEF financing up to 5%:	
Location of project activity:	
Other:	

Minor amendments

None

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		2021-10-13	2021-10-21	2025-09-30	N/A
Revision 1	Revision	2022-08-06	2022-08-06	2025-09-30	<p>Budget:• Budget lines were revised based on updated services and item costs. • Budget was allocated to training activities and the Inception Workshop as the related budget lines were missing in the CEO-approved Budget.</p> <p>Workplan:• The Workplan was adjusted to reflect the start of the technical activities.</p>
Revision 2	Extension	2024-05-31	2024-06-10	2026-09-30	<p>Budget:• Budget lines were revised to reflect actual expenditures as reported by the Environmental Project Implementation Unit (EPIU) in 2020, 2021, 2022 and 2023 of US\$ 169.938. and to re-phase the EA's unspent budget of US\$ 422.264 to years 2024 and</p>

Version	Type	Signed/Approved by UNEP	Entry Into Force (last signature Date)	Agreement Expiry Date	Main changes introduced in this revision
					2025.Workplan:• To accommodate for delays in implementation of the project due to delayed start. The delay was occasioned by the government of Armenia facing challenges in securing co-financing to procure the 28 electric vehicles as part of the pilot project planned under Component 2, which impacted the overall implementation schedule of the project. The new technical completion date is now 30 September 2025.

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
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Location Name	Latitude	Longitude	GEO Name ID	Location Description	Activity Description
Yerevan	40.18589	44.51808	616052		

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]