

GEF - PROJECT IMPLEMENTATION REPORT (PIR)

Table of contents

1 PROJECT IDENTIFICATION	3
1.1 Project Details	3
1.2 Project Description	4
1.3 Project Contacts	5
2 Overview of Project Status	7
2.1 UNEP PoW & UN	7
2.2. GEF Core and Sub Indicators.....	7
2.3. Implementation Status and Risks	8
2.4 Co Finance.....	12
2.5. Stakeholder.....	12
2.6. Gender	15
2.7. ESSM	15
2.8. KM/Learning	16
2.9. Stories	17
3 Performance	18
3.1 Rating of progress towards achieving the project outcomes	18
3.2 Rating of progress implementation towards delivery of outputs (Implementation Progress)	28
4 Risks	50
4.1 Table A. Project management Risk	50
4.2 Table B. Risk-log	50
4.3 Table C. Outstanding Moderate, Significant, and High risks.....	57
5 Amendment - GeoSpatial	63
5.1 Table A: Listing of all Minor Amendment (TM).....	63
5.2 Table B: History of project revisions and/or extensions (TM)	64

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

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:	33
Project Type:	Medium Sized Project (MSP)
Parent Programme if child project:	10114
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 2024:	\$ 430,801.00
Total expenditure as of 30 June:	\$ 169,938.00

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)	Julien Lheureux
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
	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 progress on these indicators will be calculated by the EA by the time the project reaches technical completion.
11- People benefitting from GEF-financed investments	N/A	Women: 530Men: 510Total: 1,040	Women: 530Men: 510Total: 1,040	Women: 81Men: 134Total: 215

Implementation Status 2023: 2nd PIR

2.3. Implementation Status and Risks

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

Summary of status

Rating toward outcomes (DO): Marginally Satisfactory

During the reporting period, a remarkable development was the public investment totaling 60,690,000 USD, aimed at offering tax exemptions for the purchase of 5,780 electric vehicles imported from July 2023 to March 2024 in Armenia. This significant investment highlights the country's strong appetite for e-mobility technologies and the rapid adoption of these technologies over the past year.

- Outcome 1: Political and technical consensus, institutional mandate, and strategic vision for electric mobility in Armenia among key stakeholders is built.

The project successfully established the permanent Inter-sectorial Electric Mobility Coordination Body, approved by the Deputy Minister of Environment in April 2024. This body includes 16 institutions, including one women's rights NGO, indicating inclusive stakeholder engagement. Furthermore, the capacities of 161 stakeholders, including 58 women, were enhanced through various workshops. Three training workshops were held in Vanadzor, Gyumri, and Dilijan, engaging stakeholders from diverse sectors. Additionally, 11 representatives attended the EBRD workshop in Tbilisi. The final draft of the E-mobility Strategy, which includes a gender assessment and data analysis, has been published on the official Armenian online platform for public review and is planned to be submitted to the Government for adoption after the publication period in October 2024.

Challenges included maintaining gender balance in workshop participation, with women constituting only 37% of participants. The project plans to intensify efforts to improve gender balance in future training sessions. Additionally, the initial strategy developed by the project did not meet the scope and expectations outlined in the CEO Endorsement Document, resembling a regulatory act more than a comprehensive strategy. Consequently, EPIU and UNEP agreed to develop a more detailed strategy aligned with the project's objectives.

- Outcome 2: Proven technical, financial, and environmental feasibility enables project stakeholders to consider scaled-up investment in e-mobility.

The government allocated approximately 2,175,000 USD to co-finance the procurement of 45 electric vehicles, including 39 government officials' cars and 6 service vehicles. The procurement process has advanced, with a winning bidder selected, and vehicle delivery expected by October 2024. Additionally, EVAN LLC, under the

SOLUTIONSplus project, successfully installed and maintained 30 EV charging stations, exceeding the target of 20 chargers, demonstrating the technical, financial, and environmental feasibility of e-mobility infrastructure in Armenia.

Challenges included procurement difficulties where only one bidder met the criteria for EV procurement, highlighting market limitations. Local car dealers, including second-hand dealers, faced participation barriers due to public procurement requirements restricting eligibility to car manufacturers with a local presence and mandating the purchase of vehicles produced in the current year. Additionally, the tender document did not include environmental and safety requirements, including battery recycling procedures as per the Workplan. Efforts are underway to incorporate these requirements in a three-partite agreement involving the winning bidder, EPIU, and the State Property Management Committee.

- 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 project successfully developed comprehensive public procurement guidelines for electric vehicles (EVs), including detailed technical specifications and best practices, which were shared with government entities for review. However, EPIU clarified that the existing procurement laws for public vehicles, including EVs, cannot be amended as part of this project. As a result, the goal of having these guidelines formally adopted by the Government procurement department (Output 3.1) cannot be fully achieved. Despite this limitation, the current public procurement regulations do not prevent the acquisition of EVs, and the provided guidelines will still serve as valuable resources for institutions looking to procure EVs.

Additionally, a significant milestone was reached with the inclusion of a target in the National E-mobility Strategy Final Draft, which mandates that by 2030, at least 50% of the vehicle fleet used by state administration, territorial administration, and local self-government be electric. This draft is scheduled for submission to the Government in October 2024.

On June 7, 2024, the final draft of the e-mobility strategy, policy, and accompanying government decision was made available for public review on the E-Draft platform. Following this review period, the package is expected to be submitted to the government for adoption in October 2024.

Rating towards outputs (IP): Marginally Satisfactory

- Output 1.1: Inter-sectorial electric mobility coordination body is established and includes women's rights NGOs

In the past year, the inter-sectorial electric mobility coordination body continued progressing. The completion rate increased from 70% to 80%. Key achievements included holding multiple E-mobility Inter-Sectorial Working Group meetings, such as the fourth meeting in August 2023 and the fifth meeting in May 2024, where KPIs, strategy

documents, and procurement regulations were discussed and approved. These meetings facilitated consensus on essential matters and ensured continuous progress towards the body's objectives.

- Output 1.2: Key stakeholders are trained in the EV global program activities, prioritising specific women's needs

Significant progress was made in training key stakeholders, with the completion rate increasing from 20% to 70%. Three capacity-building workshops were held in Vanadzor, Gyumri, and Dilijan. However, one planned workshop in Vanadzor was delayed due to flooding and rescheduled for later in the year. Based on feedback from previous sessions, the capacity-building program and identification of stakeholders have been continuously improved. Participation in EBRD platform activities also enhanced collaboration and knowledge sharing. Efforts are ongoing to address the gender balance in workshop participation.

- Output 1.3: A national e-mobility strategy is developed, including all modes of transport and covering charging infrastructure requirements, gender analysis, and action plan, and submitted for adoption

The national e-mobility strategy progressed from 50% to 90% completion. The strategy was revised based on feedback from UNEP's Sustainable Mobility Unit (SMU) and ministries, with the final draft uploaded to the e-draft platform for public review. Critical reports, including analyses of best practices, charging infrastructure needs, and gender issues, were completed and incorporated into the strategy. The final draft strategy is now in the final stages before submission for government adoption.

- Output 2.1: Agreement on demo project is reached between Armenian public entities and EPIU

Progress increased significantly from 10% to 90%. Public calls for participation and beneficiary selection were completed, and procurement processes are nearing finalisation. Agreements with stakeholders, including three-sided contracts, are being prepared for signing before delivery. Regular consultations with international financial institutions are ongoing to explore potential financing for scaling up the project.

- Output 2.2: Public procurement project is designed, data collection systems, reporting and analytical framework are established, including environmental provisions

Technical and environmental criteria for the procurement program have been formulated, and public calls for EV procurement have been issued. Environmental requirements such as battery end-of-life management could not be included in the procurement due to the lack of related local regulations.

- Output 2.3: Electric vehicles are procured, demonstration projects are implemented and monitored, and data are collected, analysed and disseminated

The progress for Output 2.3 is still in the early stages. Key performance indicators and a monitoring methodology were developed, though initial submissions required revisions. The installation of charging infrastructure under the SolutionPlus project (co-finance) is nearly complete, with 95% of the work done. The main challenge has been aligning the EV demonstration project monitoring report with GEF project requirements and ensuring the methodology addresses the pilot component.

-
- Output 3.1: Procurement guidelines, including technical specifications for electric fleet vehicles, are developed and submitted for adoption to the Government procurement department

In Armenia, the regulation for the procurement of electric vehicles (EVs) is embedded within the overall public procurement regulation. EPIU clarified that the current procurement law for public vehicles, including EVs, cannot be changed as a result of this project. Consequently, Output 3.1: "Procurement guidelines including technical specifications for electric fleet vehicles are developed and submitted for adoption to the Government procurement department" cannot be achieved. However, the existing public procurement regulations do not impede the procurement of electric vehicles (EVs). The guidelines provided will support institutions aiming to procure EVs by offering comprehensive technical specifications and best practices.

- 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

Progress on the policy and regulatory package increased from 5% to 75%. The development of regulatory provisions is nearly complete, and a report on the recommended policy package was submitted for consideration. The final draft package, including strategy, policy, and draft government decree, was uploaded to the E-Draft platform for public review. The main challenge has been the time-consuming gathering of government stakeholders' opinions. The national e-mobility forum is planned for later in 2024 to discuss further and disseminate the policy measures.

Risk rating: Moderate

Most of the risks that had been identified in the previous 2023 PIR have now been reduced / mitigated. As far as the risk on communications is concerned (risk 9), while the situation has notably improved during the period under review, there were still a few issues, such as the absence of a timely notification to UNEP for the organization of the December 2023 PSC meeting, or the implementation of budget adjustments without prior consultation with UNEP.

At the time of submitting this PIR, 4 new risks have been identified, which could affect the project's ability to fully reach the expected outcomes:

- Risk 10. Lengthy governmental stakeholder consultations might delay the review and adoption of project documents (Low).
- Risk 11. The fact that the national public procurement law cannot be updated / revised might hinder the scale-up of EV procurement in the public sector (Moderate).
- 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 on the intended scope of work (Moderate).

- Risk 13. Inaccuracies in expenditures reporting hinders proper project oversight for UNEP and could adversely impact the successful delivery of certain project activities (Moderate).

Please refer to section 4 of the PIR for a detailed explanation of the project risk rating and the suggested Risk Mitigation Strategy

2.4 Co Finance

Planned Co-finance:	\$ 4,835,000
Actual to date:	96,171,768
Progress	<p>Justify progress in terms of materialization of expected co-finance. State any relevant challenges:</p> <p>The committed in-kind co-finance from the Ministry of Environment is valued at 275,000 USD, with a public investment contribution of 4,500,000 USD. UNEP pledged a 60,000 USD grant.</p> <p>During the reporting period, the Ministry of Environment secured an additional 100,000 USD in in-kind co-financing and 60,690,000 USD in public investment – corresponding to VAT and customs duty exemptions on electric vehicles. Concurrently, UNEP mobilised 54,000 USD in grants.</p> <p>During the period under review, the Ministry of Environment provided in-kind contributions, including consultations, human resources, meeting spaces, and technical support.</p> <p>Additionally, the Ministry of Environment made public investments by offering tax exemptions for purchasing 5,780 electric vehicles imported from July 2023 to March 2024.</p> <p>The UNEP Grant, disbursed via the SOLUTIONSplus project to the Armenian company EVANS LLC, supported Armenia's transition to electric mobility by installing and maintaining 30 EV chargers, demonstrating feasibility to encourage investment. EVANS LLC successfully installed 30 EVs. Please refer to Table 3.2, Deliverable 3.3.2 for more details. The co-finance grant of 50,000 Euros faced exchange rate fluctuations, reducing the disbursement value from 60,000 USD to 54,100 USD.</p>

2.5. Stakeholder

Date of project steering committee meeting	2023-12-25
---	------------

<p>Stakeholder engagement (will be uploaded to GEF Portal)</p>	<p>One PSC in-person meeting was held on December 25, 2023.</p> <p>A number of events were held under the project's Component 1. The objectives of these events were to build a bridge between public and private stakeholders, discuss challenges and potential solutions for the development of e-mobility in Armenia, and equip future decision-makers with knowledge and skills in e-mobility.</p> <ol style="list-style-type: none"> 1. Three National Capacity Building Workshops: These were held from October to December 2023 in Vanadzor, Gyumri, and Dilijan. Gender balance was maintained, with approximately 45% of the participants being women. The main sessions of the workshops were outlined in the Output 1.1 session. 2. Periodic Stakeholder Meetings: The EPIU project team organised periodic meetings in the Yerevan, Lori, Shirak, Tavush, Armavir, and Gegharkunik regions. These discussions involved various stakeholder groups, including: <ul style="list-style-type: none"> • Public sector representatives • Private sector representatives • Municipality representatives • NGOs • Academia • Media representatives. <p>These meetings aimed to gather opinions on electric mobility development, focusing on challenges and possible solutions.</p> 3. Project Steering Committee (PSC) Meeting: Held on 25 December 2023, this meeting: <ul style="list-style-type: none"> • Discussed and approved work plans and budget revisions. • Made management decisions to ensure timely delivery of quality outputs. • Reviewed project progress and implementation of outputs. • Explored possible project revisions and extensions. • Provided overall guidance and strategic direction. <p>Due to late notification, UNEP could not participate in the PSC meeting in December 2023. However, EPIU will ensure the next PSC meeting is scheduled with at least six weeks' notice to facilitate UNEP's participation, which is crucial for EPIU's strategic planning.</p> 4. Inter-sectoral Working Group Meeting: Held on 31 May 2024, this meeting achieved consensus among stakeholders regarding strategy, policy, government decrees, approved KPIs, and schedules.
---	--



	<p>5. Private Sector Consultation: An in-person meeting with private sector representatives was held in April 2024 to discuss the Terms of Reference (ToRs) and consult on the challenges and potential solutions for successful EV procurement.</p> <p>The next PSC meeting is planned for 8 October 2024.</p>
--	---

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 2024.</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 2024, all capacity-building workshops conducted in the Tavoush, Lori, and Shirak regions focused on gender. These workshops introduced gender-related activities in E-mobility, addressed women’s needs and concerns, and discussed women’s historical engagement in E-mobility usage.</p> <p>Women’s participation was emphasised and ensured in all implemented actions, including WG meetings, capacity-building workshops, 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> <p>N/A</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>

	N/A
Complaints and grievances related to social and/or environmental impacts	<p>Has the project received complaints related to social and/or environmental impacts (actual or potential) during the reporting period?</p> <p>No</p> <p>If yes, please describe the complaint(s) or grievance(s) in detail, including the status, significance, who was involved and what actions were taken?</p> <p>N/A</p>
Environmental and social safeguards management	<p>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.</p>

2.8. KM/Learning

Knowledge activities and products	<p>During the reporting period, the project focused on the following knowledge management (KM) deliverables:</p> <ul style="list-style-type: none"> • Deliverable 1.3.1: A report analysing best practices in national e-mobility adopted by other countries, assessing their potential replication in Armenia, including success and limitation factors. • Deliverable 1.3.2: A report analysing potential charging infrastructure needs and assessing electricity demand management, network, and distribution quality (currently under development). <p>Additionally, the project is part of the global GEF-UNEP Programme on Electric Vehicles. As part of this cooperation, online and offline meetings were held to facilitate knowledge and experience exchange. Lessons learned will be shared with the Global EV Programme through the EBRD Regional Platform. A set of training webinars on electric mobility has also been implemented.</p> <p>Before starting the series of meetings, a pre-session preparation meeting was held on July 6, 2023, involving all participants, including the staff and experts from the "Transition toward Electric Mobility in Armenia" grant project.</p>
--	--

Main learning during the period	Collaboration with the EBRD Platform has been highly productive. During six capacity-building sessions on various aspects of E-mobility, we gained substantial new knowledge that will contribute to the project's successful implementation.

2.9. Stories

Stories to be shared	<p>The project team is pleased to announce a significant achievement. The strategy and policy draft package, which includes the national e-mobility strategy, policy, and the draft government decree, is now available for public review on the E-Draft unified website for the publication of legal act drafts. The E-Draft platform allows for public viewing of all legislative acts. The package can be accessed at the following link: https://www.e-draft.am/en/projects/7328/about. After publication, the package will be submitted to the Government for adoption.</p> <p>Additionally, we are excited to announce that the EBRD Platform Manager participated in all capacity-building workshops as part of the EPIU-EBRD cooperation framework. During each workshop, the manager conducted a one-hour session on electric vehicles, the EBRD platform, and the challenges associated with “green” initiatives.</p>
-----------------------------	---

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)	N/A	It is too early to assess this indicator. It will be assessed in 2025, towards project completion.	S
	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: 80 Men: 134 Total: 215	The project manager and 10 representatives (11 participants total, comprising 5 women and 6 men) from the Ministry of Environment, Statistical Committee of the Republic of Armenia, Municipality of Yerevan, EVAN LLC, Armenia Resident Mission, Asian Development, EU4Energy Programme, and Ministry of Territorial Administration and Infrastructure participated in the EBRD workshop in Tbilisi, Georgia, on November 21-22, 2023. Additionally, 150 stakeholders were trained during three workshops held on October 1-2 in Vanadzor, November 4-5 in Gyumri, and	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>December 16-17 in Dilijan. Of these participants, 64% were men and 36% were women. The workshops included participants from various fields, such as the private sector, public sector, and academia. Thus, the total number of beneficiaries in this reporting instance amounts to 161 participants, 103 men and 58 women. Maintaining gender balance was challenging due to the prominence of men in the e-mobility field. However, the project will enhance its effort to have an overall gender balance within the project beneficiaries.</p>	
	Indicator C: Co-financing (USD)	0	N/A	End-of-project target C: 4,835,000 USD	96,171,768 USD	<p>During the period under review, the Ministry of Environment provided in-kind contributions of 100,000 USD, including consultations, human resources, meeting spaces, and technical support. Additionally, the Ministry of Environment made public investments of 60,690,000 USD by offering tax exemptions for purchasing 5,780 electric vehicles imported from July 2023 to March 2024. The UNEP Grant, disbursed via the SOLUTIONSPlus project to the Armenian company EVANS LLC, supported Armenia's transition to electric mobility by installing and maintaining 30 EV chargers, demonstrating</p>	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
						feasibility to encourage investment. EVANS LLC successfully installed 30 EVs. Please refer to Table 3.2, Deliverable 3.3.2 for more details.	
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	On April 3, 2024, the Deputy Minister of the Ministry of Environment, Mr. A. Meymaryan, signed a letter formally approving the establishment of the permanent Inter-sectorial Electric Mobility Coordination Body, which includes representation from women's rights NGOs. This letter fulfils Deliverable 1.1.1.	S
	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)	214 (37% are women)	The project manager and 10 representatives (11 participants total, comprising 5 women and 6 men) from the Ministry of Environment, Statistical Committee of the Republic of Armenia, Municipality of Yerevan, EVAN LLC, Armenia Resident Mission, Asian Development, EU4Energy Programme, and Ministry of Territorial Administration and Infrastructure participated in the EBRD workshop in Tbilisi, Georgia, on November 21-22, 2023. Please refer to Deliverables 1.2.4 for more details. Additionally, 150 stakeholders were trained during three workshops held on October 1-2 in Vanadzor, November 4-5 in Gyumri, and	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>December 16-17 in Dilijan. Of these participants, 64% were men and 36% were women. The workshops included participants from various fields, such as the private sector, public sector, and academia. Please refer to Deliverables 1.2.4 for more details. Thus, the total number of beneficiaries in this reporting instance amounts to 161 participants (36% are women), bringing the total number of project beneficiaries to 214 (37% are women). Maintaining gender balance was challenging due to the prominence of men in the e-mobility field. However, the project will enhance its effort to have an overall gender balance within the project beneficiaries, by increasing the percentage of women within the remaining two training workshops.</p>	
	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	The final Draft Strategy for e-mobility development in Armenia is officially published for public review.	<p>After reviewing the strategy document shared in July 2023, UNEP noted that the draft strategy document provided by EPIU is more akin to a “regulatory act.” This regulatory act was developed in line with the standard template used by the government of Armenia for such documents. While helpful in supporting the up-scaling of e-mobility in Armenia, it does not meet the expectations and</p>	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
				gender assessment and data analysis		scope of a national e-mobility strategy as envisioned within the GEF project framework. Consequently, EPIU and UNEP agreed that EPIU would develop a comprehensive national e-mobility strategy in parallel with the approval process of the regulatory act, adhering to the original design of the GEF-approved Project Document. After gathering all necessary information from UNEP and circulating it among ministries and governmental bodies, the strategy, policy, and government decisions were re-edited to incorporate all opinions and remarks. The Strategy includes a gender assessment, data analysis and gender-sensitive chapters. On June 7, 2024, the final draft package of the e-mobility strategy, policy, and government decision was uploaded to the E-Draft platform. This official legal platform on The Unified Website for the Publication of Draft Legal Acts contains drafts of regulatory legal acts developed by RA departments. It provides an opportunity for public review and organising online public discussions, allowing civil society representatives to participate in legislative work actively. Following the public review,	

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
						the package is planned to be submitted to the government for adoption in November 2024.	
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	0	Activities related to this Indicator are delayed.The government approved a budget of approximately 2,175,000 USD to co-finance the procurement of 45 electric vehicles (EVs), including 39 government officials' cars and 6 service vehicles, for selected beneficiaries. The procurement process has progressed, and a winning bidder has been selected to supply the vehicles. EPIU is currently preparing the contract with the winning company. The vehicles are expected to be delivered in November 2024.	MS
	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	The Armenia company EVAN LLC successfully participated in the SOLUTIONSplus project (July 1, 2023 - September 20, 2024, subject to extension) under the scope of Work Programme 4 - Comparative Demonstration actions. The locations, timeline, and modality of project implementation were agreed upon with EPIU. EVAN LLC was tasked with installing and maintaining 30 electric vehicle (EV) charging stations in Armenia. The primary objectives were to demonstrate the	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
						<p>technical, financial, and environmental feasibility of electric mobility and to support the GEF project's EV pilot by ensuring the operational efficiency of the charging infrastructure. The project activities were executed in three phases. During the project preparation and set-up phase, a dedicated project team was established, a shared online folder for project documentation was created, components for the 30 charging stations were assembled in Armenia, and Key Performance Indicators (KPIs) were defined. In the project implementation and monitoring phase, a successful kick-off workshop was organized with all partners, optimal locations for the charging stations were selected in close collaboration with EPIU, 30 interoperable charging stations were produced and installed, and the operation of the charging stations was monitored via an intelligent internet platform. The data collected have been shared with EPIU as required by the GEF project. Continuous customer support and operational maintenance were provided.</p>	
	Indicator 2.3: Number of bidders applied to the public tender meeting technical,	Baseline 2.3: None	Mid-point target 2.3: N/A	End-of-project target 2.3: 3 with a price	1 with a price difference between ICEVs	To prepare the procurement call, SPMC and EPIU met with EV private sector representatives to gather feedback and	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
	financial and service & maintenance conditions			difference between ICEVs and EVs of no more than USD 10,000	and EVs of no more than USD 10,000	<p>suggestions for EV procurement, including the EV ToRs. The objective was to design attractive ToRs and encourage car-importing companies to participate in public procurement. Based on the feedback gathered, the State Property Management Committee and EPIU launched a public call to procure EVs. On June 4, 2024, two applications were submitted, but only one met the criteria of offering a price difference between ICEVs and ICEs of no more than 10,000 USD. The selected bidder is Avantgarde LLC. EPIU is preparing a legal agreement with the selected company to provide EVs. EPIU informed that as per public procurement official requirements, only car-producing companies with a local office can be considered in the bidding process, and only vehicles produced the same year can be purchased. This hindered the participation of local car dealers, including second-hand car dealers.</p>	
	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	End-of-project target 2.4: 100% of tender winner commit to adopt the	Environmental and safety requirements, including specifically battery recycling	<p>The winning bidder was selected. A three-partite agreement between Avantgarde, EPIU, and the State Property Management Committee is being prepared. Although the environmental and safety requirements were not included in the</p>	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
			specifically battery recycling procedures, formulated & incorporated in tender doc.	environmental measures included in the contract for procurement of EVs	procedures, were not incorporated in tender doc	tender document, they will be included in the three-partite agreement draft, in alignment with the National E-mobility Strategy final draft. This indicator will be reassessed during the next reporting instance, as the agreement will be finalised and signed.	
	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	No	A report on best practices and lessons learned from the Armenia project will be shared with the global programme during the next reporting period. During the reporting period, the Armenian team actively participated in online and in-person events organised by the Regional E-mobility Platform. A delegation of four members attended an in-person training session on E-buses, where they shared their developed skills and information, which were documented as part of deliverable 1.2.4. Additionally, project staff and experts attended six sessions of EBRD Platform training webinars on electric mobility. A pre-session preparation meeting with participating countries was held on July 6th, covering project updates, challenges, feedback from the Izmir training event, Platform activities, and project replication ideas. Subsequently, the Armenian	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
						delegation, including project manager Liana Nersisyan, attended the "EU at the Energy Policy Conference: Sustainable Transport" in Tbilisi, Georgia, from November 21-23. The conference aimed to highlight the benefits of sustainable transport policies through regional data and case studies, providing practical skills, resources, case studies, and networking opportunities. Throughout 2023, the project maintained intensive cooperation with the Global Platform and EBRD, focusing on capacity-building workshops in Armenia. For more details, refer to Deliverable 1.2.4. Finally, as the procurement process progresses, developed best practices will be shared in the upcoming reporting period, along with planned online and in-person meetings.	
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 3.1: 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 procurement are adopted. A target for a minimum share of EVs	Guidelines for public procurement of EVs were shared for review. A target for a minimum share of EVs procured by the stated is included in the	In Armenia, the regulation for the procurement of electric vehicles (EVs) is embedded within the overall public procurement regulation. EPIU clarified that the current procurement law for public vehicles, including EVs, cannot be changed as a result of this project. Consequently, Output 3.1: "Procurement guidelines including technical specifications for electric fleet	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
				procured by the state is adopted.	National E-mobility Strategy Final Draft.	vehicles are developed and submitted for adoption to the Government procurement department" cannot be achieved. However, the existing public procurement regulations do not impede the procurement of electric vehicles (EVs). The guidelines provided will support institutions aiming to procure EVs by offering comprehensive technical specifications and best practices. Finally, a target for a minimum share of EVs procured by the stated is included in the National E-mobility Strategy Final Draft ("at least 50% of the fleet at the disposal of state administration, territorial administration and local self-government is equipped with electric vehicles by 2030") which is planned to be submitted for adoption to the Government in October 2024.	
	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 final policy package is officially published for public review.	On June 7, 2024, the final draft package of the e-mobility strategy, policy, and government decision was uploaded to the E-Draft platform for public review. Following the public review, the package is planned to be submitted to the government for adoption in October 2024.	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	70%	80%	The activities under this output are on track	S
	Deliverable 1.1.1 The list of members of the group signed up for serving in the body is complete; the inter-sectorial coordination body and the list of its members are approved by the government;	2024-06-30	90%	100%	CompletedOn 3 April 2024 the Deputy Minister of the Ministry of Environment, Mr A.Meymaryan signed a letter which formally approved the establishment of the permanent Inter-sectorial electric mobility coordination body which includes women's rights NGO.	
	Deliverable 1.1.2 The plan and schedule of Working Group meetings including KPIs of its work are adopted	2024-07-31	90%	100%	This deliverable was completed.	
	Deliverable 1.1.3 Working Group meeting protocols;	2025-03-31	60%	80%	On trackDuring the reporting period, two inter-sectorial working group meetings were held:• Fourth Meeting: Held on August 18, 2023, at the Ministry of Environment. The meeting focused on presenting and discussing the KPIs for 2024, reviewing the strategy, policy, and government decree, and discussing comments and recommendations from relevant state entities.• Fifth Meeting: Held on May 31, 2024. The meeting covered:1. The re-edited package (strategy, policy, government decree).2. The draft procurement regulations guideline and the revised and approved work plan for 2024-2025.3. The pilot project's achievements, including the EV procurement procedure and the results of	

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 installed chargers.4. Presentation and discussion of the package, incorporating comments and recommendations. A consensus was reached, and the approved changes in the package will be submitted to the E-draft portal for further acceptance and public discussions.	
	Deliverable 1.1.4 Approval of the inter-sectorial coordination body as a strategic working group on e-mobility, including a CSO working on gender issues recognized by the Government of Armenia	2022-07-31	60%	100%	CompletedBased on the decisions of the Prime Minister (N 719-A, July 6, 2021) and the Deputy Prime Minister (N 894-A, November 11, 2021), the Inter-sectorial Working Group for implementing the requirements and provisions of the UN Framework Convention on Climate Change and the Paris Agreement has been formed. This permanent Interdepartmental Working Group (WG) on Climate Change Mitigation and Adaptation under the Interdepartmental Coordination Council, allowing them to serve as members of the E-Mobility Inter-sectorial Coordination Body. On May 30, 2022, EPIU reached an agreement with the coordinator of the WG on Climate Change Mitigation and Adaptation under the Interdepartmental Coordination Council, allowing them to serve as members of the E-Mobility Inter-sectorial Coordination Body. On April 3, 2024, the Deputy Minister of the Ministry of Environment, Mr. A. Meymaryan, signed a letter formally establishing the E-Mobility	

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
					Inter-sectorial Coordination Body.	
	Output 1.2: Key stakeholders are trained in the EV global programme activities, with the prioritization of specific women needs	2025-06-30	20%	70%	The activities under this output are on track	MS
	Deliverable 1.2.1 Capacity assessment report and stakeholder capacity building program design, including the identification of public (national and regional) and private target groups to train including technical, financial, legal, and environmental aspects are designed and posted online	2022-08-31	80%	80%	DelayedThe capacities of stakeholders were assessed through a survey, and the capacity-building program was partially designed. However, the purpose of the capacity assessment and program design was misunderstood. The survey primarily focused on identifying the challenges faced by the Armenian public in adopting and scaling up e-mobility, rather than assessing the technical, financial, legal, and environmental expertise of Armenian professionals. Additionally, capacity-building activities (Deliverable 1.2.3) commenced before the capacity-building program was fully finalized. As a result, the program design has been developed concurrently with the ongoing training sessions and will be completed in the next reporting period, following the conclusion of the training activities.	
	Deliverable 1.2.2 Stakeholders for each type of training are identified	2022-07-31	50%	75%	DelayedChallengesThe deliverable is only partially completed, largely due to a misunderstanding of its objective. A significant challenge was the accurate identification of appropriate	

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
					stakeholders for each training session. Stakeholders were recruited through public calls posted on the EPIU State Agency's social media platforms, but this process was carried out concurrently with the organization of the training sessions. While participants were drawn from a broad spectrum of fields, including the private and public sectors and various institutions, the process did not fully address the intended gender balance, as the goal of achieving a 50% gender representation among stakeholders was not met.	
	Deliverable 1.2.3 Six (6) training packages prepared and delivered to identified stakeholders	2025-06-30	20%	75%	On track Three capacity-building workshops have been successfully held in Vanadzor, Gyumri, and Dilijan. Women represented 37% of the training participants. Challenges Due to the misunderstanding of the Deliverable 1.2.2 objective, gender balance could not be achieved during the training workshops. Finally, one additional workshop was scheduled for May in Vanadzor; however, due to natural disasters, specifically a heavy flood in the region, the workshop has been rescheduled to September. The next workshop is planned for November 2024.	

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
	Deliverable 1.2.4 Participation in the EBRD platform	2024-11-30	10%	80%	On track. Project experts and staff participated in six online EBRD Platform webinars. To strengthen collaboration with the EBRD platform, the platform manager was invited to four regional and national capacity workshops and provided additional input to the training.	
	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	50%	90%	The activities under this output are on track	S
	Deliverable 1.3.1 Report containing the analysis of best practices in national e-mobility adopted by other countries in national e-mobility projects, including battery waste management, the gender analysis and action plan, assessment of their replication to Armenia including success and limitation factors, and recommendations is submitted.	2023-01-31	90%	100%	Completed The report was completed taking into account best practices and lessons learned.	
	Deliverable 1.3.2 Report containing the analysis of potential charging infrastructure needs and the assessment of electricity demand management, network, and distribution quality	2023-01-31	90%	100%	This deliverable was completed.	
	Deliverable 1.3.3 Report containing the analysis of gender issues to be mainstreamed through the scope of project's components is submitted and incorporated in the draft strategy	2023-01-31	80%	100%	This deliverable was completed.	
	Deliverable 1.3.4 Draft e-mobility strategy is submitted for stakeholder consultation	2024-01-31	70%	100%	Completed After reviewing the strategy document shared in July 2023, UNEP noted that the draft strategy document provided by EPIU is more akin to a "regulatory act." This regulatory act was developed in line with the	

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
					<p>standard template used by the government of Armenia for such documents. While helpful in supporting the up-scaling of e-mobility in Armenia, it does not meet the expectations and scope of a national e-mobility strategy as envisioned within the GEF project framework. Consequently, EPIU and UNEP agreed that EPIU would develop a comprehensive national e-mobility strategy in parallel with the approval process of the regulatory act, adhering to the original design of the GEF-approved Project Document. After gathering all necessary information from UNEP the strategy was circulated among ministries and governmental bodies, including:</p> <ol style="list-style-type: none"> 1. Ministry of Economy 2. Ministry of Environment 3. Ministry of High-Tech Industry 4. Ministry of Territorial Administration and Infrastructure 5. Ministry of Education, Science, Culture and Sports 6. Urban Development Committee 7. Yerevan Municipality 8. Ministry of Finance 9. Cadaster Committee 10. Ministry of Internal Affairs <p>After gathering all necessary information from UNEP and circulating it among ministries strategy, policy, and</p>	

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
					government decisions were re-edited to incorporate all opinions and remarks. The Strategy includes a gender assessment, data analysis and gender-sensitive chapters. On June 7, 2024, the final draft package of the e-mobility strategy, policy, and government decision was uploaded to the E-Draft platform. This official legal platform on The Unified Website for the Publication of Draft Legal Acts contains drafts of regulatory legal acts developed by RA departments. It provides an opportunity for public review and organising online public discussions, allowing civil society representatives to participate actively in legislative work. Following the public review, the package will be submitted in October 2024 to the Ministry of Justice for adoption.	
	Deliverable 1.3.5 Final draft e-mobility strategy is submitted for adoption	2024-11-30	0%	0%	The activities associated with this deliverable have not started	
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	10%	90%	The work under this output has been delayed	MU
	Deliverable 2.1.1 Public call to interested public sector parties for participation in UNEP-GEF project issued by EPIU	2024-04-30	10%	90%	DelayedA public call was issued to interested public sector entities, and with support from UNEP, the project team designed a survey on electric vehicles (EVs) to assess stakeholder applications	

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
					<p>based on specific criteria. This assessment aimed to ensure the success of the demo project and the alignment with its objectives as per the project design. The survey was distributed among public sector participants to identify their needs and facilitate the selection process. The survey's questions are as follows</p> <ol style="list-style-type: none"> 1. If selected as a beneficiary, what will be the km run per month for the EV granted to your entity? 2. For what purposes will the EV be used? 3. Please clarify the geographical scope of your daily operations (Yerevan or regions). 4. What will be your strategy to ensure appropriate visibility of EVs and their advantages? 5. What will be your strategy to ensure the shift to EVs within your entity's fleet? 6. How will you ensure gender balance in the daily operation of EVs (driver/passenger)? 7. Is your office 	

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
					<p>equipped with charging stations? Please clarify their types and sources of energy.</p> <p>8. If selected as a beneficiary, will you be ready to provide information on EV operations according to the scheme provided by the project's monitoring expert?</p> <p>9. If selected as a beneficiary, will you be ready to follow the environmental and waste management guidelines developed by the project's expert team?</p> <p>The results of the survey will be included in the deliverable report and submitted to UNEP.ChallengesThe selection of project beneficiaries (Deliverable 2.1.2) was conducted before the complete responses to the survey were collected. Hence the responses to the survey could not be used for the selection of the beneficiaries as per workplan. EPIU informed that the beneficiaries were selected based on their needs. However, the detailed criteria used for selecting the beneficiaries were not shared with UNEP.</p>	
	Deliverable 2.1.2 Procurement project beneficiaries are selected in Yerevan, Gyumri, and Vanadzor	2024-05-31	10%	100%	Completed The project beneficiaries for EVs were selected in Yerevan,	

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
					<p>considering the needs assessment of the public procurement and the above-mentioned public entities applied for fleet renovation and the saturation with EVs. They are:1. National Assembly of Armenia,2. Compulsory Enforcement Service of the Ministry of Justice,3. Central Electoral Commission,4. Ministry of Environment,5. Commission on TV and Radio,6. State Revenue Committee,7. Prosecutor's Office of RA,8. The Government of RA. ChallengesThe selection of project beneficiaries was completed before the full responses to the survey (Deliverable 2.1.1) were collected. As a result, the survey data were not utilized in the beneficiary selection process as initially planned. Furthermore, the project did not include stakeholders from the municipalities of Gyumri and Vanadzor as beneficiaries, contrary to the original work plan. EPIU indicated that the State Property Management Committee conducted an assessment of potential beneficiaries' needs and determined that candidates from Gyumri and Vanadzor did not exhibit a sufficient need for electric vehicles (EVs) at this time,</p>	

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
					leading to their exclusion from the procurement project. According to the Environmental Projects Implementation Unit (EPIU), beneficiaries were chosen based on their identified needs; however, the specific criteria used in this selection were not provided to UNEP.	
	Deliverable 2.1.3 IFI's (e.g. EBRD, ABD) consulted about potential financing to scale-up the pilot	2024-03-31	40%	50%	DelayedRegular discussions and meetings regarding potential scale-up mechanisms are ongoing. A series of meetings and discussions have been held with representatives from the Asian Development Bank (ADB). ADB is developing an E-Mobility Program for submission to the Green Climate Fund (GCF) for funding approval in March 2024. This proposed project presents a significant opportunity for Armenia to reduce oil imports, improve energy security, mitigate greenhouse gas emissions, and avoid local air pollution. The proposed project supports the following activities: 1. Component 1: Increase climate resilience of urban transport infrastructure (grant financed). 2. Component 2: Deploy public and non-motorized transportation measures (grant and loan financed). 3. Component 3: Deploy	

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
					electric bus fleets, including charging infrastructure (loan financed; most significant component).4. Component 4: Provide technical assistance, including project sourcing, due diligence, policy assistance (such as EV roadmaps), development of business models for EV deployment, capacity building and training, knowledge products, and project monitoring (grant financed).We have conducted several negotiations with EBRD, USAID, ADB, the Norwegian Government, and local representatives of international banks, including:• Armswiss Bank• ACBA Credit Agricole Bank• Ameria BankAs a result of these negotiations, we often find the field very interesting and potentially fruitful, especially with subsidies or accessible soft loans.ChallengesThe electric mobility field is relatively new in Armenia, and investors are cautious about risk factors.	
	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	80%	100%	The work under this output has been completed	MS
	Deliverable 2.2.1 Technical, operational, service and maintenance, environmental, and financial qualification and selection criteria are formulated and approved by PSC for procurement programme	2024-01-31	80%	100%	Completed.On April 25, 2024, private sector representatives met to discuss the potential structures and features of	

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
					<p>the TOR. Various representatives from car importing companies participated, offering their suggestions for improving and creating the TOR. Additionally, all relevant challenges related to the EV procurement field were discussed. The designed TORs were shared and circulated among PSC members for their comments, remarks, and approval. Following the circulation, the TORs were approved by the PSC members. Additionally, the EPIU, in cooperation with the State Property Management Unit, organized the procurement procedure. Challenges The tender document does not include environmental requirements. While the document acknowledges that it would be desirable to include a requirement for mechanisms to neutralize faulty batteries after their operational life or during use, this requirement was not included. The document explains that in Armenia, the current scale of electric vehicle (EV) adoption is not substantial enough for battery neutralization to be a priority or to attract business interest for EV providers.</p>	
	<p>Deliverable 2.2.2 The public call for the procurement of EVs issued by EPIU, including environmental requirements (e.g. battery end-of-life services management (recycle/reuse))</p>	<p>2024-05-31</p>	<p>80%</p>	<p>100%</p>	<p>Completed. According to the Government Decision N-166 of September 28, 2023, the State Property Management Committee</p>	

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
					<p>(SPMC) implements the public procurement of the EVs. The SPMC plans to procure 45 EVs for the identified beneficiaries, including 39 official vehicles at an average price of 50,000 USD each and six service vehicles at an average price of 37,500 USD each. The state co-financing amounted to 2,175,000 USD. Public procurement tenders can be found at the following links: 1. Tender 12. Tender 2</p> <p>Challenges: The tender document does not include environmental requirements. While the document acknowledges that it would be desirable to include a requirement for mechanisms to neutralize faulty batteries after their operational life or during use, this requirement was not included. The document explains that in Armenia, the current scale of electric vehicle (EV) adoption is not substantial enough for battery neutralization to be a priority or to attract business interest for EV providers.</p>	
	<p>Deliverable 2.2.3 The analysis of offers published; the contract with the winner signed by EPIU, including environmental requirements (e.g., battery end-of-life services management (recycle/reuse))</p>	2024-07-31	0%	100%	<p>Completed Two enterprises responded to the public call. The procurement committee selected the winning bidder based on the cost it offered for the EVs. The winning bidder proposed 45 EVs, including 39 official vehicles at an</p>	

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
					average price of \$50,000 each and 6 service vehicles at an average price of \$37,500 each. The contract has already been signed with the selected bidder. ChallengesThe signed contract does not include environmental requirements.	
	Output 2.3 Electric vehicles are procured, demonstration projects are implemented and monitored, and data are collected, analysed and disseminated.	2025-09-30	0%	30%	The work under this output has been delayed	MS
	Deliverable 2.3.1 A set of key performance indicators to monitor the progress and to evaluate the pilot (financial and energy savings, bottlenecks, experience of vehicle users (charging, maintenance, etc., including any gender-related aspects) upon its completion are identified and a methodology for data collection for monitoring and evaluation is prepared, including excel-based tool to collect and analyse data	2024-02-29	0%	50%	DelayedThe deliverable report was initially submitted to UNEP in April 2024. However, it did not meet the requirement criteria for the GEF project. Based on the feedback, the monitoring specialist is revising the report. The revised deliverable will be provided in August 2024.ChallengesThe objective of the deliverable was misunderstood. The report produced was an M&E methodology for implementing the e-mobility project and was not specific to the pilot component. The deliverable is currently being revised.	
	Deliverable 2.3.2 EVs are delivered and transferred to the participating entities	2024-10-31	0%	0%	The activities associated with this deliverable have not started yet	
	Deliverable 2.3.3 Charging infrastructure procured and installed	2024-07-31	10%	95%	On track.EVAN LLC successfully executed the SOLUTIONS plus project under WP4 - Comparative Demonstration	

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
					<p>actions. Objectives and Activities EVAN LLC was tasked with installing and maintaining 30 electric vehicle (EV) charging stations in Armenia. The primary goals were to Demonstrate electric mobility's technical, financial, and environmental feasibility. - Support the GEF project's EV pilot by ensuring the operational efficiency of the charging infrastructure. The project activities were executed in three phases: 1. Project preparation and set up - Project Team Formation: A dedicated project team was established. - Documentation System: A shared online folder for project documentation was created. - Component Assembly: Components for the 30 charging stations were assembled in Armenia. - KPIs Definition: Key Performance Indicators (KPIs) were defined 2. Project implementation and monitoring - Kick-Off Workshop: A successful kick-off workshop was organized with all partners. - Location Selection: Close collaboration with EPIU ensured optimal locations for the charging stations. - Charging Stations Installation: 30 interoperable charging stations were produced and installed. - Operational</p>	

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
					Monitoring: The operation of the charging stations was monitored via an intelligent internet platform. 2 - Customer Support and Maintenance: Continuous customer support and operational maintenance were provided.	
	Deliverable 2.3.4 The monitoring report with preliminary lessons learned containing the corrective measures, if needed, is submitted by the end of year 2, including confirmation of the number and characteristics of procured vehicles (as one of the KPIs)	2025-08-31	0%	0%	The activities associated with this deliverable have not started	
	Deliverable 2.3.5 The evaluation report with lessons learned and recommendations for scale up is submitted and disseminated among project stakeholders and the Global Programme.	2025-09-30	0%	0%	The activities associated with this deliverable have not started	
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	5%	60%	On track. In Armenia, the regulation for the procurement of electric vehicles (EVs) is embedded within the overall public procurement regulation. EPIU clarified that the current procurement law for public vehicles, including EVs, cannot be changed as a result of this project. Consequently, Output 3.1: "Procurement guidelines including technical specifications for electric fleet vehicles are developed and submitted for adoption to the Government procurement department" cannot be achieved. However, the existing public procurement regulations do not impede	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 procurement of electric vehicles (EVs). The guidelines provided will support institutions aiming to procure EVs by offering comprehensive technical specifications and best practices.	
	Deliverable 3.1.1 The assessment of possible public procurement targets and regulations related to EVs, and charging infrastructure including the recommendations for the targets and set of provisions to adopt (esp. for battery and e-waste management), taking into account the lessons learned from the demonstration	2024-04-30	20%	90%	DelayedBased on lessons learned and various meetings and consultations, the assessment of public procurement guidelines and targets related to EVs and charging infrastructure was conducted. ChallengesThe primary reason for the delay was the time-consuming process of gathering and incorporating feedback from all relevant governmental bodies. Once revised, the guidelines will be presented to UNEP.Additional challenges included that lessons learned from the demonstration project could not be fully included in this deliverable due to delays in the demo project's implementation.	
	Deliverable 3.1.2 The draft proposal for procurement regulations, including EV-related targets, taking into account the lessons learned from the demonstration, is submitted and distributed for stakeholder consultation.	2024-04-30	20%	90%	DelayedAs explained above public procurement regulations could not be developed. Instead, the Public procurement guidelines were developed after extensive negotiations, meetings, and discussions with various ministries and private sector representatives. The public procurement guidelines include	

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
					<p>the overall RA Procurement Law aspects, the details of procurement, and helpful points for creating and preparing the TORs of EVs. It is intended for use by institutions conducting internal procurement procedures. The Armenian version of the guideline has already been distributed to beneficiary institutions for review. Finally, a target for a minimum share of EVs procured by the stated is included in the National E-mobility Strategy Final Draft (“at least 50% of the fleet at the disposal of state administration, territorial administration and local self-government is equipped with electric vehicles by 2030”) which is planned to be submitted for adoption to the Government in October 2024.</p> <p>ChallengesAs mentioned earlier, the regulations for public procurements cannot be directly transposed into the national public procurement regulations, as these regulations cannot be amended within the scope of this project. The primary reason for the delay was the time-consuming process of gathering and incorporating feedback from all relevant governmental bodies, which was essential to ensure the guidelines were thorough</p>	

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
					and aligned with national standards. Once the revisions are complete, the guidelines will be presented to UNEP. Additionally, there were other challenges that further complicated the process. The delay in the implementation of the demonstration project meant that lessons learned from this critical phase could not be incorporated into the deliverable. This lack of real-world insights has limited the ability to refine the guidelines based on practical experience, which could have provided valuable context and improvements.	
	Deliverable 3.1.3 Stakeholder consultation on the draft proposal conducted with the Project Board and beyond; the feedback is gathered	2024-05-31	0%	50%	Delayed. The Armenian version of the guideline has already been distributed to beneficiary institutions for review, and consultation with the Project Board has been carried out. Challenges The delay is primarily due to the time-consuming process of gathering all necessary opinions from the government stakeholders.	
	Deliverable 3.1.4 Proposal for procurement regulations which takes into account the feedback is finalized and submitted for adoption by relevant national and municipal entities (mandates for adoption to be assigned in the national e-mobility strategy as they are currently lacking).	2024-11-30	0%	0%	The activities associated with this deliverable have not started	
	Output 3.2 Package of policy and regulatory measures to facilitate the uptake of electric mobility in the medium and long-term is	2024-12-31	5%	75%	The activities associated with this deliverable are on track	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
	developed and submitted for adoption to relevant Ministries.					
	Deliverable 3.2.1 Development of regulatory provisions to address the following topics, as recommended by the e-mobility strategy - battery use and energy supply, various vehicle fleets, urban planning and land use, environmental and social risks, business models for charging, awareness raising	2024-04-30	15%	100%	CompletedThe overall Policy package was finalised and published for public review.ChallengesThe delay is primarily due to the time-consuming process of gathering all necessary opinions from the government stakeholders.	
	Deliverable 3.2.2 Report on the recommended policy package and its success and limitation factors based on the assessment of potential policy packages is submitted for consideration and adoption to relevant Ministries (to be identified and assigned appropriate mandate as part of e-mobility strategy to be prepared under Component 1)	2024-04-30	0%	90%	Delayed.On June 7, 2024, the final draft package of the e-mobility strategy, policy, and government decision was uploaded to the E-Draft platform for public review. After publication, the package will be submitted to the Government for adoption in October 2024.ChallengesThe delay is primarily due to the time-consuming process of gathering all necessary opinions from the government stakeholders.	
	Deliverable 3.2.3 National e-mobility forum conducted	2024-10-31	0%	0%	The activities associated with this deliverable have not started	

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	Moderate	Moderate
2 Governance structure - Oversight	Moderate	Low
3 Implementation schedule	Low	Low
4 Budget	Low	Low
5 Financial Management	Moderate	Moderate
6 Reporting	Moderate	Moderate
7 Capacity to deliver	Moderate	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	↓	The Government approved a budget of 2.175.000 USD in 2024 to purchase 45 electric vehicles through the pilot procurement programme funded by the GEF project. The funds will co-finance the purchase of 28 EVs and fully finance the purchase of an additional 17 electric vehicles.
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	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
COVID-19 pandemic affects project implementation due to travel restrictions. 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					=	Flooding occurred in the Lori region. where the fifth national capacity-building workshop was planned in Vanadzor. Although the preparation work was completed. the event was cancelled. The workshop will be rescheduled and implemented during the next reporting period.
Risks identified in the 2023 PIR								N/A	=	
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	↓	The Government approved a budget of 2.175.000 USD in 2024 to purchase 45 electric vehicles through the pilot procurement programme funded by the GEF project. The funds will co-finance the purchase of 28 EVs and fully finance the purchase of an additional 17 EVs.
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-	Outcome 1	N/A	S	L				L	↓	The national e-mobility strategy was revised based on UNEP's feedback to align with the originally planned deliverable of the GEF-approved project document. The revised strategy will be submitted to the

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
term vision for e-mobility development.										Government for adoption in the next reporting period.
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				M	↓	EPIU is in daily communication with UNEP. In case of misunderstandings UNEP and EPIU organise urgent meetings for solving issues. Over the course of the reporting period, the communication has improved. Nonetheless, it is noteworthy to highlight that 2 of the actions risk mitigation actions 9 and 10 of the PIR 2023 were not fully implemented. • UNEP was not informed 6 weeks before the PSC Meeting, and the meeting was organised on a UN Holiday. Therefore, UNEP could not participate in the meeting. • Changes in the project budget were implemented by EPIU without prior presentation to or approval from UNEP. This is associated with the risk on “Management structure – Roles and responsibilities” in section 4.1 above.
Risks identified in the 2024 PIR		N/A	N/A	N/A				N/A		
Risk 10. Lengthy governmental stakeholder consultations might delay the review and adoption of project documents.	Output 3.1 and 3.2	N/A	N/A	L				L		The process for policies and regulations document reviews and feedback collection requires more

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										time than planned. This has delayed the development and approval of project documents such as the procurement guidelines (Output 3.1) and the e-mobility policy package (Output 3.2). however. the related activities are currently close to completion. Being a Low risk, no specific mitigation action is required.
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		In Armenia. the regulation for the procurement of electric vehicles (EVs) is embedded within the overall public procurement regulation. EPIU clarified that the current procurement law for public vehicles. including EVs. cannot be changed as a result of this project. Consequently. Output 3.1: "Procurement guidelines including technical specifications for electric fleet vehicles are developed and submitted for adoption to the Government procurement department" cannot be achieved. However. the existing public procurement regulations do not impede the procurement of electric vehicles (EVs). The guidelines provided will support institutions aiming to procure EVs by offering

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										comprehensive technical specifications and best practices. Finally, a target for a minimum share of EVs procured by the stated is included in the National E-mobility Strategy Final Draft (“at least 50% of the fleet at the disposal of state administration, territorial administration and local self-government is equipped with electric vehicles by 2030”) which is planned to be submitted for adoption to the Government in November 2024.
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				M		During Project Audit 2024, a discrepancy was identified in the USD/AMD conversion rates used for contracting purposes since the project's inception. The Environmental Project Implementation Unit (EPIU) reported that the exchange rate used for contracting project staff and experts differs from the rate used to convert the project grant from USD to AMD. This decision was made to address challenges posed by fluctuations in the USD/AMD exchange rate. UNEP is currently assessing the deviation from the approved project budget

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										(see Risk 14). Once the assessment is completed, discussions will be held to address the financial discrepancies. This is associated with the risk "Financial Management" in section 4.1 above.
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		During Project Audit 2024, it was found that incorrect AMD/USD conversion rates were applied to report project expenditures for the all-project implementation period. due to a misunderstanding by EPIU regarding the appropriate rates for reporting purposes. This impacts UNEP's ability to ensure proper financial oversight of the project. Nonetheless, it appears that the erroneous exchange rates applied by EPIU are actually leading to under-expenditures compared to what was previously reported. While a full assessment of the situation is yet to be completed, this could result in opportunities for the project. This is associated with the risk on "Reporting" in section 4.1 above.
			S	M	N/A	N/A	N/A	M	↓	The project is rated at Moderate risk

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 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.	Action 7 [2023]:EPIU to send to UNEP a soft copy of all draft / completed project deliverables as well as the minutes of the meetings / workshops / trainings (with attendance lists) that have not been shared yet. as outlined in section 3.2 above.	Action 7: Partially implemented. Deliverables 1.2.1, 1.2.3, 2.1.1, 2.1.3, 2.3.1 are still pending submissions.	Action 1 [2024]: EPIU to send to UNEP a soft copy of all draft / completed project deliverables as well as the minutes of the meetings / workshops / trainings (with attendance lists) that have not been shared yet. as outlined in section 3.2 above.	Before end of August 2024	EPIU project team
	Action 8 [2023]: Online meetings between EPIU and UNEP to be held at least twice a month to discuss project progress, challenges, reporting, etc., with a view to improve communication and coordination	Action 8: Implemented. Meeting between EPIU and UNEP has been held more than twice a month, to discuss project progress and challenges. In case of misunderstandings UNEP and EPIU are organising urgent meetings for solving issues	Action 2 [2024]: Online meetings between EPIU and UNEP to be held at least twice a month to discuss project progress. challenges. reporting. etc.. with a view to improve communication and coordination.	Until project completion	EPIU / UNEP
	Action 9 [2023]:Preparatory work for the organisation of future PSC meetings (twice per year):- EPIU to ensure UNEP is informed in	Action 9: EPIU did not adhere to the requirement.- UNEP was informed of the date of the PSC meeting a few days	Action 3 [2024]: Preparatory work for the organisation of future PSC meetings (twice per year):- EPIU to ensure	Until project completion	EPIU project team

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
	<p>writing of the date of PSC meetings at least 6 weeks in advance, and that interpretation services can be provided if meetings are held in Armenian language (for remote or in-person participation of UNEP). -</p> <p>PSC meeting draft agenda and presentation slides to be shared with UNEP at least 3 weeks before the meeting, for review. -Final agenda (and other ad hoc documents) to be shared with all PSC members at least 10 days before the meeting. -</p> <p>Draft minutes of the PSC meetings (+attendance list) to be submitted to UNEP for review no later than 1 week after the meeting.</p>	<p>before the meeting, instead of 6 weeks in advance. The PSC meeting was scheduled on a UN Holiday (25 December) without prior consultations on UNEP’s availability.- PSC meeting draft agenda and presentation slides were not shared with UNEP at least 3 weeks before the meeting, for review.</p>	<p>UNEP is informed in writing of the date of PSC meetings at least 6 weeks in advance. and that interpretation services can be provided if meetings are held in Armenian language (for remote or in-person participation of UNEP). -</p> <p>PSC meeting draft agenda and presentation slides to be shared with UNEP at least 3 weeks before the meeting. for review. -Final agenda (and other ad hoc documents) to be shared with all PSC members at least 10 days before the meeting. -</p> <p>Draft minutes of the PSC meetings (+attendance list) to be submitted to UNEP for review no later than 1 week after the meeting.</p>		
	Action 10 [2023]:In the event that EPIU wishes to suggest any deviation to the	Action 10: EPIU did not fully adhere to the requirement. As explained for Risk 12,	Action 4 [2024]: In the event that EPIU wishes to suggest any deviation to the	Until project completion	EPIU project team / UNEP

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
	<p>GEF-approved design or budget, EPIU will need to notify UNEP in writing, with supporting documentation. In addition, before any suggested change to the project design, workplan, budget or results framework can be effectively implemented by EPIU, these changes need to be approved by UNEP's Division Director through a formal project revision process.</p>	<p>deviations from the project budget were implemented without prior consultation with and approval by UNEP.</p>	<p>GEF-approved design or budget. EPIU will need to notify UNEP in writing. with supporting documentation. In addition. before any suggested change to the project design. workplan. budget or results framework can be effectively implemented by EPIU. these changes need to be approved by UNEP's Division Director through a formal project revision process.</p>		
<p>Risk 11. The fact that the national public procurement law cannot be updated / revised might hinder the scale-up of EV procurement in the public sector.</p>	<p>N/A</p>	<p>N/A</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</p>	<p>By 28 February 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
			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 shared with UNEP by end of February 2025.		
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 the intended scope of work.	N/A	N/A	Action 6 [2024]: Following UNEP’s assessment of the deviation from the project budget (See mitigation measures for Risk 13). including those resulting from signed contracts with project consultants, a budget revision may need to be prepared.	By 31 October 2024	EPIU Director EPIU PMUNEP
Risk 13. Reporting.	N/A	N/A	Action 7 [2024]: Project	7.1-7.5: September	7.1. EPIU PM 7.2. UNEP 7.3.

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
Inaccuracies in expenditures reporting hinders proper project oversight for UNEP and could adversely impact the successful delivery of certain project activities			<p>expenditures will need to be corrected through the following actions/steps:</p> <p>7.1 Submission to UNEP of past project expenditures in local currency (AMD). 7.2 Assessment by UNEP of the financial discrepancy between previously reported and actual expenditures and deviation from project project-approved budget. 7.3 Revision of the project expenditure reports for 2022, 2023, and 2024. 7.4 Correction of the project audit reports 7.5 Discussion and implementation of necessary budget and work plan revisions. 7.6 UNEP mission to Yerevan to finalize the discussion on the budget and work plan revision. 7.7 Oversight support</p>	2024.6: October 2024.7: February 2024., June 2024.	EPIU PM 7.4. EPIU PM 7.5. UNEP and EPIU PM 7.6. UNEP and EPIU PM7.7. UNEP and EPIU Director and PM

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
			missions to Yerevan by UNEP		

High Risk (H): There is a probability of greater than 75% that assumptions may fail to hold or materialize, and/or the project may face high risks. Significant Risk (S): There is a probability of between 51% and 75% that assumptions may fail to hold and/or the project may face substantial risks. Moderate Risk (M): There is a probability of between 26% and 50% that assumptions may fail to hold or materialize, and/or the project may face only modest risks. Low Risk (L): There is a probability of up to 25% that assumptions may fail to hold or materialize, and/or the project may face only modest risks.

5 Amendment - GeoSpatial

Project Minor Amendments

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

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

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

Minor amendments

Component and cost:

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 2025.

Implementation schedule:

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 revised project technical completion date is now 30 September 2025.

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

Version	Type	Signed/Approved by UNEP	Entry Into Force (last signature Date)	Agreement Expiry Date	Main changes introduced in this revision
Original legal instrument		2021-10-13	2021-10-21	2025-09-30	N/A
Revision 1	Revision	2022-08-06	2022-08-06	2025-09-30	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.Workplan:• The Workplan was adjusted to reflect the start of the technical activities.
Revision 2	Extension	2024-05-31	2024-06-10	2026-09-30	Budget:• Budget lines were revised to reflect actual expenditures as reported by the Environmental Project Implementation

Version	Type	Signed/Approved by UNEP	Entry Into Force (last signature Date)	Agreement Expiry Date	Main changes introduced in this revision
					<p>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 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.</p>

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
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]