

UNEP GEF PIR Fiscal Year 2023

Reporting from 21 October 2022 to 30 June 2023

1. PROJECT IDENTIFICATION

1.1. Project details

Identification Table	GEF ID.: 10280	Umoja WBS: SB-017833
	SMA IPMR ID: 85347	Grant ID: SB-017833
	Project Short Title: E-mobility Armenia	
Project Title	Transition Towards Electric Mobility in Armenia	
Duration months	Planned	36
	Age	21
Project Type	Medium Size Project	
Parent Programme if child project	Global project to support countries with the shift to electric mobility (10270)	
Project Scope	National	
Region	Europe	
Countries	Armenia	
GEF Focal Area(s)	Climate Change	
GEF financing amount	592,202 USD	
Co-financing amount	4,835,000 USD	
Date of CEO Endorsement/Approval	10 Jun 2021	
UNEP Project Approval Date (on Decision Sheet)	13 Oct 2021	
Start of Implementation (PCA entering into force)	21 Oct 2021	
Date of Inception Workshop, if available	26 March 2022	
Date of First Disbursement	31 Dec 2021	
Total disbursement as of 30 June 2023	430,801 USD	
Total expenditure as of 30 June 2023	85,479 USD ¹	
Midterm undertaken?	No	
Actual Mid-Term Date, if taken	N/A	
Expected Mid-Term Date, if not taken	N/A	
Completion Date	<i>Planned – original PCA</i>	30 Sep 2024
	<i>Revised – Current PCA</i>	N/A
Expected Terminal Evaluation Date	31 March 2025	
Expected Financial Closure Date	30 Sep 2025	

¹ These are the expenditures as of 31 March 2023. At the time of submitting this PIR to the GEF, the expenditures as of June 2023 have not yet been approved by UNEP.

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 transport sector by supporting transition to e-mobility at the scale and pace consistent with 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 policy-making process, facilitate exchange of knowledge and information among sector stakeholders, and build consensus regarding Armenia's long-term e-mobility strategy. Technical assistance will also be provided under this Component to build 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 be focused on road transport, in particular light-duty vehicles. The strategy shall address, inter alia, 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 wider audience.

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

Component 2 will demonstrate 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, capacity of stakeholders to undertake similar procurement actions will be built and the blueprint developed for its replication by all interested public, but also private sector organizations. In addition, by demonstrating e-mobility in action and disseminating results awareness will be built among relevant stakeholders, such as fleet managers, but also public at large about the social, 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 at creating enabling policy and regulatory environment to stimulate transition to e-mobility by building on the results of the pilot program in Component 2 and in line with strategic directions, targets and priorities defined and agreed-upon under Component 1. First, building on the results of pilot EV procurement programme, official guidelines and technical specifications for procurement of EV vehicles for both public and private sector organizations will be developed and feasible target for public EV procurement 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-sectorial 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 regulations for used battery management, as well as financial and non-financial incentives to stimulate individual EV market growth. At this point the effectiveness of existing fiscal incentive package will be assessed, as well as over-all market readiness for uptake of e-mobility, including the need for additional financial incentives.

1.3. Project Contacts

Division(s) Implementing the project	Industry and Economy Division
Name of co-implementing Agency	N/A

Executing Agency(ies)	Environmental Project Implementation Unit of the Ministry of Environment of the Republic of Armenia
Names of Other Project Partners	N/A
UNEP Portfolio Manager(s)	Geordie Colville
UNEP Task Manager(s)	Julien Lheureux
UNEP Budget/Finance Officer	Fatma Twahir
UNEP Support/Assistants	Camilla Piviali
EA Manager/Representative	Armen Yesoyan
EA Project Manager	Liana Nersisyan
EA Finance Manager	Mariam Nikoghosyan
EA Communications Lead, if relevant	Margarita Gasparyan

2. OVERVIEW OF PROJECT STATUS

2.1 UNEP PoW and UN

UNEP Current Sub programme(s)	Climate action
PoW Indicator(s)	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
UNEP previous Sub programme(s)	N/A
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 Goal(s)	SDG 11 – Make cities and human settlements inclusive, safe, resilient and sustainable SDG 13 – Take urgent action to combat climate change and its impacts
Link to relevant SDG Target(s)	11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons. 13.2 Integrate climate change measures into national policies, strategies and planning.

2.2. GEF Core Indicators:

Indicators	Targets – Expected Value			Materialized to date
	Mid-term	End-of-project	Total target	
6.Greenhouse Gas Emissions Mitigated (metric tons of CO _{2e})	N/A	Direct: 197,450 tCO _{2e} Indirect: 43,202 tCO _{2e} Total: 240,653 tCO _{2e}	Direct: 197,450 tCO _{2e} Indirect: 43,202 tCO _{2e} Total: 240,653 tCO _{2e}	The progress on these indicators will be calculated by the EA by the time the project reaches technical completion.
11.Number of direct beneficiaries disaggregated by gender as co-benefit of GEF investment	N/A	Women: 530 Men: 510 Total: 1,040	Women: 530 Men: 510 Total: 1,040	Women: 20 Men: 34 Total: 54 Please refer to section 3.1 for more details.

2.3. Implementation Status and Risk

	FY 2023	FY 2024	FY 2025
PIR #	1 st	2 nd	3 rd
Rating towards outcomes (DO) (section 3.1)	MS		
Rating towards outputs (IP) (section 3.2)	MU		
Risk rating (section 4.2)	S		

Rating towards outcomes (DO): Moderately Satisfactory

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

On 30 May 2022, EPIU’s Director reached an agreement with the coordinator of the Working Group (WG) on climate change mitigation and adaptation under the Interdepartmental Coordination Council for the

implementation of the requirements and provisions of the UN Framework Convention on Climate Change and the Paris Agreement to serve as members of the E-Mobility Inter-sectorial Coordination Body (ISCB). The Ministry of Environment serves as a secretariat of the working group. The section 2.4 of the WG 2022 action plan is dedicated to the promotion of transition towards E-mobility in Armenia: challenges and possible solutions.

The existing Working Group (WG) on climate change mitigation and adaptation consists of 11 ministries and state agencies, and 4 institutions were added as members of the E-Mobility Inter-sectorial Coordination Body (ISCB).

- 3 municipalities (Yerevan, Vanadzor, Gyumri),
- 1 NGO (WICE),
- 1 academia (National Polytechnic University of Armenia).

EPIU proposes two options to formalize the establishment of the body:

- a) to amend the decision N 894-A of the Deputy Prime Minister at this stage to highlight that the Inter-sectorial Coordination Body will be operational after the closure of the project,
- b) to initiate the process after the project completion.

As per the GEF-approved CEO Endorsement document, provisions will be worked out before the end of the project to institutionalize and secure official recognition of the established E-Mobility Inter-sectorial Coordination Body (ISCB). The institutional set-up will also be elaborated in the National e-mobility Strategy (see Output 1.3).

The national e-mobility strategy's first draft was developed. It focuses on road transport, in particular light-duty vehicles. The strategy document of the Government of Armenia "on promoting e-mobility" will set few quantitative targets to be achieved by 2030 (number of EVs and infrastructure) and will propose policy, regulatory and fiscal incentives to be utilized by the Government to achieve the main target (100,000 EVs by 2030). Selection of incentives was carried out through review of recommendations from international best practices and those proven to be successful / functional (in the mitigation sector) in the Republic of Armenia. Among those:

- return of income tax payments for individuals,
- deductions from profit base for companies,
- subsidy of interest rates for loans/leasing transactions and alike.

It is also proposed that each incentive will be linked with the achievement of a certain benchmark and will be discontinued afterwards.

After the outline of the Strategy was designed, large-scale consultations were carried out with the engagement of key stakeholders to validate proposed policy options. The updated version of the Strategy was officially shared with the Government and with UNEP for review in July 2023.

After reviewing the updated strategy document shared in July, UNEP noticed the draft strategy document shared by EPIU (Deliverable 1.3.4) is rather what would be considered a "regulatory act". This "regulatory act" has been developed in line with the standard template of the government of Armenia for such a document. While it is a useful document to support the up-scaling of e-mobility in Armenia, it does not meet the expectations and breadth of what a national e-mobility strategy would normally entail within the framework of the GEF project. It was therefore agreed between EPIU and UNEP that EPIU would work on putting together a fully fleshed national e-mobility strategy in parallel to the regulatory act's approval / endorsement process, in line with the original design of the GEF approved Project Document.

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

During May.2022 EPIU has launched a public call to ministries and other national institutions to seek their participation in the above-described (see section 1.2) procurement programme, but all the public sector stakeholders consulted have responded negatively, because of the absence of CAPEX budget for investment into public vehicles in their annual budgets for fiscal years 2022 and 2023. Based on this situation, the EPIU suggested an alternative proposal to UNEP to use the US\$ 280,000 GEF grant available to cover the entire CAPEX cost of only 10 vehicles to be procured through EPIU and the Ministry of Environment – as opposed to using these funds to cover the incremental cost difference between an ICE vehicle and an electric vehicle to purchase at least 28 EVs, as per the original GEF approved Project Document.

This matter had been discussed verbally and by email communications in numerous instances between the EPIU and the UNEP team over coordination calls during the period under review. EPIU prepared and shared with UNEP several documents to explain the suggested design changes. In EPIU's understanding, EPIU was expecting a response / approval from UNEP on these documents, which UNEP did not provide. On the other hand, in UNEP's understanding it was deemed that the information and supporting documents submitted by EPIU were not sufficient, and that further details / clarifications were still required. Based on this, it appears there have been misunderstandings in communications between UNEP and EPIU, and as a result no formal decision was made on the suggested design changes. In July 2023, it was however brought to UNEP's attention that the EPIU had already nearly concluded the procurement process of the 10 EVs mentioned above despite the absence of formal approval from UNEP, which triggered a series of discussions between EPIU and UNEP managements on the acceptability of such a change. At the time of submission of this PIR, UNEP does not agree with the suggested design change proposed by EPIU. EPIU and UNEP are currently still working on finding alternative solutions to ensure the activities planned under Component 2 can be rolled out in line with the original project design.

Rating towards outputs (IP): Moderately Unsatisfactory

As far as component 1 is concerned, the project has faced several challenges which led to activity implementation delays under the following outputs:

- Under Output 1.1, the establishment of the Inter-Sectorial Coordination Body and the Working Group was delayed due to institutional challenges. The Body was established and the Working Group meetings have been held as planned.
- Under Output 1.2, the capacity building program was designed including the six thematic packages. The first national capacity building workshop was implemented in October 2022. The second and third trainings planned for the reporting period were not held yet.
- Under Output 1.3, further delays were experienced in the development of the National E-mobility Strategy. The project shared a first Draft Strategy with UNEP in January 2023 and submitted a second Draft for consultation with relevant stakeholders and with UNEP in July 2023. Refer to the explanations in the section on Outcome 1 above for further details on the status of the strategy document.

The activities under Component 2 associated with the demonstration project have also been facing substantial challenges as explained in the paragraph above. Please also refer to section 3.2 below for more details on the status of each output / deliverable.

Finally, the implementation of activities under Component 3 are just getting started, so little progress can be reported for the period under review.

Overall risk rating: Substantial

At the time of submitting this PIR, 3 substantial risks have been identified by UNEP, which could compromise the project's ability to reach the expected outcomes:

- The misalignment of the national e-mobility strategy deliverable prepared so far (Output 3,1) compared to the originally planned deliverable of the GEF-approved project document may limit the country's ability to formulate a comprehensive long-term vision for e-mobility development.
- 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.
- Communications and coordination between EPIU and UNEP have been challenging over the past 12 months, which has led to misunderstandings and uncoordinated decision making.

Please refer to section 4. Of the PIR for the detailed explanation of the project risk rating and the suggested Risk Mitigation Strategy. If the actions of the risk mitigation plan outlined in section 4 are properly implemented over the next few months, the overall project risk rating could be reduced to "Moderate" in the next reporting period.

2.4. Co-financing

<p>Planned Co-finance Total: US\$ 4,835,000</p> <p>Actual to date: US\$ 35,381,768 (≈ 730%)</p>	<p>During the period under review, the Ministry of Environment has mobilized an additional US\$ 80,000 in the form of in-kind co-financing, as well as US\$ 28,161,000 in the form of tax exemptions (assimilated to public investment).</p> <p>Adding to the co-finance mobilized in the previous reporting period, the overall amount materialised to date is US\$ 35,381,768.</p>
<p>Progress</p>	<p>Public Investment from the Ministry of the Environment (EA): Between 1 July 2022 to 31 March 2023, the number of vehicles operating exclusively with an electric motor imported to the Republic of Armenia was 2,682 units. The average value of an EV according to the EPIU's calculations and market analysis is 12.000.000 AMD (or US\$ 30.000). When combining the total value of custom duty and VAT exemptions for these vehicles, this amounts to approximately US\$ 28,161,000 worth of exemptions</p> <p>In-kind support from the Ministry of the Environment (EA): During the period under review, the Ministry of Environment provided in-kind contributions for an estimated value of US\$ 80,000, in the form of consultations, human resources, premises / spaces for the meetings and technical support.</p>

2.5. Stakeholder engagement

<p>Date of project steering committee meeting</p>	<p>2 PSC meetings and 2 PSC consultations were held since project start:</p> <ul style="list-style-type: none"> • 1st PSC (meeting), 26 March 2022. • 2nd PSC (consultations only), June 2022. • 3rd PSC (consultations only), December 2022. • 4th PSC (meeting), 21 June 2023. <p>It is noteworthy to mention that there was a misunderstanding between EPIU and UNEP on the modalities to hold a PSC meeting and to approve project decisions. While within this reporting instance (PIR FY 2023), EPIU reported that a 2nd and a 3rd PSC Meetings were held in June and December 2022, EPIU later clarified for UNEP that the meetings were in fact consultations with PSC members via email, where EPIU shared documents for PSC's review and considered no written objection as the members' approval. UNEP did not know until the time of submission of this PIR that this type of modality was acceptable within the Armenian context. On the other hand, UNEP has clarified to EPIU the GEF and UNEP requirements with regards to the organization of PSC meetings and the requirements to approve project design changes.</p> <p>Subsequently, UNEP clarified that PSC Meetings should be held as in-person or virtual yearly meetings for PSC members to:</p> <ul style="list-style-type: none"> • Discuss and approve workplans and budget revisions. • Discuss and approve management decisions to ensure timely delivery of quality outputs. • Discuss and oversee the project progress and implementation of Outputs. • Provide overall guidance and strategic direction. • Enhance and optimize the contributions of various partner organizations through coordination of all activities and inputs <p>UNEP also clarified that the documentation presented during the meetings, the minutes of the project-related discussion and decision approved by all PSC members should be reported in the PSC Meeting Report, the latest 1 month after each PSC Meeting.</p> <p>Annex K of the GEF-approved CEO endorsement document and Appendix 5 (Project Supervision Plan) of the Project Cooperation Agreement both provide further information on project requirements with regards to Implementation and Supervision arrangements.</p>
--	---

	<p>Finally, due to a late notification of its organisation, UNEP was not able to participate in the deliberations of the 4th PSC meeting held in June 2023. As such, UNEP could not comment or approve any decision nor document presented in such instance.</p> <p>UNEP proposes to hold a new PSC meeting in the next few months to inform PSC members about UNEP / GEF requirements and to discuss and agree on project management decision-making processes.</p>
<p>Stakeholder engagement</p>	<p>A number of events were held within the project's Component 1. The objectives of these events are to build a bridge between public and private stakeholders, to discuss problems and possible solutions for the development of e-mobility in Armenia, and to equip future decision-makers with knowledge and skills on e-mobility.</p> <ol style="list-style-type: none"> 1. The project's in-person Inception Workshop was held on 26 March, 2022. Project stakeholders from government agencies, civil society, financial institutions, media, and international/regional partners were invited to participate in the workshop. The workshop focused on: <ul style="list-style-type: none"> • project activities, • work plan, • monitoring and evaluation plan, • major project milestones, • beneficiaries and stakeholders. <p>During the workshop EPIU has signed MOU with private sector representatives (EVAN LLC, Chargers LLC, AMTech Garage, Eco.am) in order to give an impetus to the public-private cooperation.</p> <ol style="list-style-type: none"> 1. 1st PSC Meeting, 26 March 2022. As the main beneficiaries of the project are Yerevan, Gyumri (Shirak region) and Vanadzor (Lori region). It was decided to organise the inception workshop and the Project Steering Committee meeting outside the capital to increase the involvement of the regions in the e-mobility development process. The events were organised in Dilijan (Lori region). 2. 2nd PSC June 2022 and 3rd PSC December 2022. PSC consultations were held in June and December 2022 to present project packages, including: <ul style="list-style-type: none"> • updated budget, • work plan, • updated pilot project, • Progress report. 3. 4th PSC Meeting, 21 June 2023, was hosted by the Armenian National Polytechnic University, which will have a direct impact on the development of the field of e-mobility. 4. In the framework of the project, an inter-sectorial working group was established and conducted three in-person meetings (2022-2023), 5. The first national capacity building workshop was held in Gyumri. 6. An in-person meeting with the private sector representatives was held in April 2023 to discuss the draft strategy of e-mobility development in Armenia as well to consult with them the challenges of the field development and possible solutions.

2.6. Gender

<p>Does the project have a gender action plan?</p>	<p>Yes, the GEF approved CEO Endorsement Document includes a Gender Action Plan, and the project team developed a dedicated gender action plan for the year 2023.</p>
<p>Gender mainstreaming</p>	<p>The Project Management Unit has been implementing the Gender Action Plan with the support of the Gender Specialist as follows: the project team ensures</p>

	<p>equal engagement of both women and men in all workshops, meetings and discussions in the framework of the project.</p> <p>It is also noteworthy to highlight that the gender analysis and gender action plan have been elaborated and incorporated in the draft strategy.</p> <p>The gender specialist cooperates with the project manager and other consultants to provide solid basis for appropriate gender mainstreaming in key activities:</p> <ul style="list-style-type: none"> • Development of strategy on e-mobility • Stakeholder trainings • Meetings of an inter-sectorial coordination body
--	---

2.7. Environmental and social safeguards management

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? 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>
Complaints and grievances related to social and/or environmental impacts (to be filled in by TM and EA)	<p>Has the project received complaints related to social and/or environmental impacts (actual or potential) during the reporting period?</p> <p>No</p>
Environmental and social safeguards management	<p>The project undertook stakeholder consultations to identify key partners and inform them about the project. The policies and regulations of the project are expected to have a positive impact on the 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 project will detrimentally impact people. In addition, the Ministry of Environment (as the entity responsible for demonstration project) follows its own rules and procedures in addressing any such situation arising from demo projects.</p> <p>The project considers potential partial economic benefits while not excluding marginalized or vulnerable groups including women in poverty.</p>

2.8. Knowledge management

Knowledge activities and products	<p>The project worked on the following KM-related deliverables during the reporting period:</p> <ul style="list-style-type: none"> • Deliverable 1.3.1 “Report containing the analysis of best practices in national e-mobility adopted by other countries, assessment of their replication to Armenia including success and limitation factors” • Deliverable 1.3.2 “Report containing the analysis of potential charging infrastructure needs and the assessment of electricity demand management, network, and distribution quality” (still under development) <p>Moreover, the project is part of the global GEF-UNEP Programme on Electric Vehicles. In the framework of that cooperation, a series of online and off-line meetings were held to provide the knowledge and experience exchange.</p> <p>Lessons learned will be shared with the Global EV Programme through the EBRD Regional Platform.</p>
--	---

Main learning during the period	N/A
--	-----

2.9. Stories to be shared

Stories to be shared	<p>The participation of the Armenian delegation in the EBRD Regional Platform training on Electric Buses allowed gathering important knowledge to support Armenia in developing the strategy for public transport. During the event the participants were equipped with knowledge and tools such as:</p> <ul style="list-style-type: none"> • Introduction of the electric solution, the different types of technologies and comparison their benefits and drawbacks • Understanding how to get value from electric buses looking at their economic, environmental and societal feasibility • Understanding how to develop an operational and charging strategy • Learning from experience on how to plan, implement and run electric bus lines successfully • Understanding the implications for operations and infrastructure • Learning from successful major electric bus project implementations including electric bus system procurement.
-----------------------------	--

3. PROJECT PERFORMANCE AND RISK

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

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

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

Project objective and Outcomes	Indicator	Baseline level	Mid-term target	End-of-project target	Progress as of current period ²	Summary by the EA of attainment of the indicator & target as of 30 June 2023	Progress rating ³
Objective: Reduce transport sector GHG emissions by promoting transition to e-mobility	Indicator A: Direct lifetime CO ₂ 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 tCO ₂ e Indirect: 43,202 tCO ₂ e Total: 240,653 tCO ₂ e (by year 2035)	0	It is too early to assess this indicator. This will be assessed in year 2025, towards project completion.	Not rated
	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	54 Women: 20 Men: 34	50 stakeholders were trained in the first training workshop held in October 2022 on all training modules. 62% were men and 38% were women (D 1.2.3). 4 national experts participate in the training provided by the EBRD regional platform in May 2023, on electric buses. 1 participant was a woman (D 1.2.4).	S
	Indicator C: Co-financing (USD)	0	N/A	End-of-project target C: US\$ 4,835,000	US\$ 35,381,768	Custom duty and VAT exemptions for electric vehicles imported in Armenia since project start.(based on official data provided by the State Revenue Committee). Detailed information is presented in section 2.4 above.	HS
Outcome 1: Political and technical consensus, institutional mandate and strategic vision for electric mobility in Armenia among key stakeholders is built	Indicator 1.1: Number of institutions involved in the inter-sectorial body from ministries, municipalities, academia, public and private entities	Baseline 1.1: 1	Mid-point target 1.1: 7	End-of-project target 1.1: 14, including a women rights NGO	16, including a women rights NGO	On 30 May 2022, EPIU's Director reached an agreement with the coordinator of the Working Group (WG) on climate change mitigation and adaptation under the Interdepartmental Coordination Council for the implementation of the requirements and provisions of the UN Framework Convention on Climate Change and the Paris Agreement to serve as members of the e-mobility inter-sectorial coordination body (EM ISCB). The Ministry of Environment serves as a secretariat of the working group. The section 2.4 of the WG 2022 action plan is dedicated to the promotion of transition towards E-mobility in Armenia: challenges and possible solutions.	S

² Numeric, percentage, or binary entry only

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

Project objective and Outcomes	Indicator	Baseline level	Mid-term target	End-of-project target	Progress as of current period ²	Summary by the EA of attainment of the indicator & target as of 30 June 2023	Progress rating ³
						<p>The body consists of 16 members, including: 11 ministries and state agencies</p> <ul style="list-style-type: none"> • 3 municipalities (Yerevan, Vanadzor, Gyumri), • 1 NGO (WICE) • academia (National Polytechnic University of Armenia) <p>EPIU proposes two options to formalize the establishment of the body:</p> <p>a) to amend the decision N 894-A of the Deputy Prime Minister at this stage to highlight that the Inter-sectorial Coordination Body will be operational after the closure of the project,</p> <p>b) to initiate the process after the project completion.</p> <p>In order to achieve the end-of-project target, provisions will be worked out by EPIU before the end of the project to institutionalize and secure official recognition of the established body. The institutional set-up will also be elaborated in the National e-mobility Strategy (see Output 1.3).</p>	
	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)	54 Women: 20 Men: 34	As per original design, 50 beneficiaries have been trained during the capacity building workshop held in Gyumri, Shirak region. In addition, 4 people participated in EBRD Platform Training held in Izmir in May 2023. The related information will be submitted as part of deliverable 1.2.4 during the next reporting instance.	HS
	Indicator 1.3: Long-term vision formulation of e-mobility development in Armenia	Baseline 1.3: None	Mid-point target 1.3: N/A	End-of-project target 1.3: Strategy for e-mobility development in Armenia adopted, which, among others, includes the gender assessment and data analysis	None	<p>Draft strategy document was designed by the experts. Specific incentives (policy, regulatory and fiscal) were introduced to promote transition to e-mobility. These incentives were linked with specific policy targets (qualitative and quantitative) by 2030. A first draft was submitted to the Government experts for review. The first draft was then submitted to UNEP in January 2023 and reviewed by UNEP experts. The project is currently working on improving the document, including by integrating the gender report (D 1.3.3)</p> <p>While this is outside of the current reporting period, it is noteworthy to mention that a second draft was shared with project stakeholders for consultation and with UNEP in July 2023. After reviewing the updated strategy document shared in July, UNEP noticed the draft strategy document shared by EPIU is rather what would be considered a “regulatory act”. This “regulatory act” has been developed in line with the standard template of the government of Armenia for such a document. While it is a useful document to support the up-scaling of e-mobility in Armenia, it does not meet the expectations and breadth of what a national e-mobility strategy would normally entail within the framework of the GEF project. It was therefore agreed between</p>	MS

Project objective and Outcomes	Indicator	Baseline level	Mid-term target	End-of-project target	Progress as of current period ²	Summary by the EA of attainment of the indicator & target as of 30 June 2023	Progress rating ³
						EPIU and UNEP that EPIU would work on putting together a fully fleshed national e-mobility strategy in parallel to the regulatory act's approval / endorsement process, in line with the original design of the GEF approved Project Document.	
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	Due to challenges faced by the project and explained in the previous sections, no considerable progress was achieved during the reporting period. EPIU and UNEP are currently discussing alternative options for the public procurement programme and the purchasing of pilot EVs.	MU
	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	0	The charging station provider to be supported through the SOLUTIONS Plus project was selected. + open call grand. The contract was signed and the potential locations for the 30 charging stations will be discussed during a kick off workshop in September 2023.	S
	Indicator 2.3: Number of bidders applied to the public tender meeting technical, financial and service & maintenance conditions	Baseline 2.3: None	Mid-point target 2.3: N/A	End-of-project target 2.3: 3 with a price difference between ICEVs and EVs of no more than USD 10,000	0	Due to challenges faced by the project and explained in the previous sections, no progress was achieved during the reporting period. EPIU and UNEP are currently discussing alternative options for the public procurement programme and the purchasing of pilot EVs.	MU
	Indicator 2.4: Status of compliance with environmental and safety requirements, including specifically battery recycling procedures	Baseline 2.4: None	Mid-point target 2.4: Environmental and safety requirements, including specifically battery recycling procedures, formulated & incorporated in tender doc.	End-of-project target 2.4: 100% of tender winner commit to adopt the environmental measures included in the contract for procurement of EVs	0	Due to challenges faced by the project and explained in the previous sections, no considerable progress was achieved during the reporting period. EPIU and UNEP are currently discussing alternative options for the public procurement programme and the purchasing of pilot EVs.	MU
	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	Partly (on-going)	During the reporting period, the Armenian team participated in online and in-person events organized by the Global Program. A delegation of 4 members participated in the in-person training on E-buses. The Armenian team members shared information and skills developed at the beginning of the project with the rest of the participants. The related information will be submitted as part of deliverable 1.2.4 during the next reporting instance.	S

Project objective and Outcomes	Indicator	Baseline level	Mid-term target	End-of-project target	Progress as of current period ²	Summary by the EA of attainment of the indicator & target as of 30 June 2023	Progress rating ³
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 procured by the state is adopted.	0	The activities contributing to this outcome and end-of-project target are now planned to start in the next reporting period.	N/A
	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	0	The activities contributing to this outcome and end-of-project target are now planned to start in the next reporting period.	N/A

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

Outputs/Deliverables ⁴	Expected completion date ⁵	Implementation status as of 30 June 2022 (%)	Implementation status as of 30 June 2023 (%)	Progress rating justification ⁶ , description of challenges faced and explanations for any delay	Progress rating ⁷
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	Sep-24	20%	70%	<p>On track</p> <p>After initial delays, the output's execution advanced. The delays were due to challenges were related to the institutional procedure in Armenian administrative system.</p> <p>Based on the decisions of the Prime Minister N 719-A of July 6, 2021 and the Deputy Prime Minister N 894-A of November 11, 2021, the Inter-sectorial working group for the implementation of the requirements and provisions of the UN Framework Convention on Climate Change the Paris Agreement, the permanent Interdepartmental working group (WG) on Climate Change Mitigation and Adaptation under the Council have been formed. <u>On 30 May 2022, EPIU has reached an agreement with the coordinator of the WG on climate change mitigation and adaptation</u> under the Interdepartmental Coordination Council to serve as members of the inter-sectorial coordination body.</p> <p>The body consists of 16 members, including: 11 ministries and state agencies</p> <ul style="list-style-type: none"> • 3 municipalities (Yerevan, Vanadzor, Gyumri), • 1 NGO (WICE) • academia (National Polytechnic University of Armenia) <p>EPIU proposes two options to formalize the establishment of the body and ensure its sustainability after project completion:</p> <p>a) to amend the decision N 894-A of the Deputy Prime Minister at this stage to highlight that the Inter-sectorial Coordination Body will be operational after closure of the project,</p> <p>b) to initiate the process after the project completion.</p> <p>The above-described Institutional set-up shall be elaborated in the National e-mobility Strategy (see Output 1.3), as planned in the GEF approved Project document.</p>	MS
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;	Jun-22	90 %	90 %	<p>Delayed.</p> <p>On 30 May 2022, EPIU has reached an agreement with the coordinator of the WG on climate change mitigation and adaptation under the Interdepartmental Coordination Council to serve as members of the inter-sectorial coordination body. Additional members were identified from the National Polytechnic University of Armenia, Yerevan, Gyumri and Vanadzor municipalities and Women in Climate and Energy NGO. The number of</p>	

⁴ Outputs and activities (or deliverables) as described in the project log-frame (and work-plan) or in any updated project revision.

⁵ The completion dates should be as per latest workplan revision 1.

⁶ As much as possible, describe in terms of immediate gains to target groups, e.g. access to project deliverables, participation in receiving services; gains in knowledge, etc.

⁷ To be provided by the UNEP Task Manager

PIR FY 2023
EM Armenia

Outputs/Deliverables ⁴	Expected completion date ⁵	Implementation status as of 30 June 2022 (%)	Implementation status as of 30 June 2023 (%)	Progress rating justification ⁶ , description of challenges faced and explanations for any delay	Progress rating ⁷
				<p>members is 16, gender distribution was the following: 8-men, 8-women. The WG consists of the representatives from ministries, public entities, municipalities, academia and CSOs. Additional members are being identified from the National Polytechnic University of Armenia, Yerevan, Gyumri and Vanadzor municipalities and Women in Climate and Energy NGO</p> <p>To finalize the deliverable as per the GEF-approved CEO Endorsement document, provisions will be worked out by EPIU before the end of the project to institutionalize and secure official recognition of the established body. The Institutional set-up will also be elaborated in the National e-mobility Strategy (see Output 1.3). The final deliverable report will include the list of 16 members approved by the Government, including:</p> <ul style="list-style-type: none"> • 11 ministries and state agencies • 3 municipalities (Yerevan, Vanadzor, Gyumri), • 1 NGO (WICE) • academia (National Polytechnic University of Armenia) 	
Deliverable 1.1.2 The plan and schedule of Working Group meetings including KPIs of its work are adopted	Jul-22	35 %	100%	<p>Completed</p> <p>The timeline / schedule of activities and KPI of this group were adopted on 6 September, 2022 during the first E-mobility inter-sectorial Working Group (ISWG) meeting which was facilitated by the former deputy minister of the Ministry of Environment Mrs. Gayane Gabrielyan, who was also the former Chair of the Project Steering Committee.</p>	
Deliverable 1.1.3 Working Group meeting protocols;	Sep-24	0%	60%	<p>On track.</p> <p>The first E-mobility inter-sectorial Working Group (ISWG) was held on 6 September 2022, where were presented:</p> <ul style="list-style-type: none"> • Projects components and structure, • The role and responsibilities of the WG, • The plan, schedule and KPIs of the WG, • Analysis of best practices in national e-mobility adopted by the other countries, • Analysis of potential charging infrastructure needs and the assessment of electricity demand management, network and distribution quality. <p>There was a gender balance between the participants. The total number of participants was 42; including 21 women and 21 men (50 % of participants are women).</p> <p>The second inter-sectorial WG meeting was held on December 2022, where were presented:</p> <ul style="list-style-type: none"> • Activities, achievements, challenges and solutions that the project has been faced during the 2022 implementation period, • Draft national strategy of e-mobility. <p>There was a gender balance between the participants. The total number of participants was 26; including 13 men and 13 women (50 % of participants are women).</p>	

**PIR FY 2023
EM Armenia**

Outputs/Deliverables ⁴	Expected completion date ⁵	Implementation status as of 30 June 2022 (%)	Implementation status as of 30 June 2023 (%)	Progress rating justification ⁶ , description of challenges faced and explanations for any delay	Progress rating ⁷
				<p>The third inter-sectorial working group meeting was implemented on 21 June 2023, and discussed the challenges and possible solutions that the project implementation process faced. The gender balance of the meeting was kept.</p> <p>It is also noteworthy to highlight that the Women related NGOs participated in the WG meetings.</p>	
<p>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</p>	Jul-22	0%	60%	<p>Delayed.</p> <p>In May 2022, EPIU has reached an agreement with the coordinator of the Working Group on climate change mitigation and adaptation under the Interdepartmental Coordination Council to serve as members of the inter-sectorial coordination body. EPIU proposes two options to formalize the approval of the establishment of the body:</p> <ol style="list-style-type: none"> to amend the decision N 894-A of the Deputy Prime Minister at this stage to highlight that the Inter-sectorial Coordination Body will be operational after closure of the project, to initiate the process after the project completion. <p>The Institutional set-up shall be elaborated in the National e-mobility Strategy (see Output 1.3), as planned in the GEF approved Project document.</p>	
<p>Output 1.2: Key stakeholders are trained in the EV global programme activities, with the prioritization of specific women needs</p>	Jun-24	10%	20%	Delayed. See details below.	MS
<p>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</p>	Aug-22	20%	80%	<p>Delayed.</p> <p>The capacity building consultant conducted a capacity assessment and based on it, identified the general training audience (institutions, private sector, academia, NGOs) and developed a capacity building programme and was designed that include the following topics:</p> <ol style="list-style-type: none"> Charging infrastructure development and planning EV batteries waste management Policies and regulation, including international best practices on e-mobility Gender in transport Technical aspects of e-mobility Financing e-mobility <p>Each of the six trainings will include all modules and target newly selected stakeholders. The training packages will be progressively enriched during the implementation of the project by integrating the newly available developed knowledge material and lessons learned.</p> <p>The capacity assessment report and stakeholder capacity building program design, including the identification of public and private target groups to train including technical, financial, legal and environmental aspects was completed.</p> <p>The programmes that were designed will be delivered in collaboration with host governments, partner and support organisations with a clear focus on the following topics:</p> <ul style="list-style-type: none"> Charging infrastructure development and planning, 	

**PIR FY 2023
EM Armenia**

Outputs/Deliverables ⁴	Expected completion date ⁵	Implementation status as of 30 June 2022 (%)	Implementation status as of 30 June 2023 (%)	Progress rating justification ⁶ , description of challenges faced and explanations for any delay	Progress rating ⁷
				<ul style="list-style-type: none"> • EV batteries waste management, • Policies and regulation, including international best practices on e-mobility, • Gender in transport, • Technical aspects of e-mobility, • Financing e-mobility. <p>The deliverable report is under finalisation and the knowledge material needs to be included.</p>	
Deliverable 1.2.2 Stakeholders for each type of training are identified	Jul-22	40%	50%	<p>Delayed</p> <p>The capacity building consultant has identified the beneficiary institutions for the trainings. For the first workshop an open call was designed and disseminated among the targeted institutions. Several stakeholders were identified through a selection process. The remaining part of the stakeholders will be selected before each workshop. The percentage of progress is 50% because approximately half of the work has been done, in particular the institutions (public, private, NGO, academia) were identified and the first workshop participants were selected. The participants of the remaining 5 workshops should be selected during the next reporting period.</p>	
Deliverable 1.2.3 Six (6) training packages prepared and delivered to identified stakeholders	Jun-24	0%	20%	<p>Delayed</p> <p>The first training workshop was held in Gyumri, Shirak region on 14-15 October 2022. The number of participants was 50, of which 38% were women. An online open call and application form was designed and disseminated through the stakeholder organizations.</p> <p>The second and third training workshops that were planned to be organized during this reporting period could not be held.</p>	
Deliverable 1.2.4 Participation in the EBRD platform	Apr-24	10%	10%	<p>On track</p> <p>Participation in the EBRD platform has taken place in both online and face-to-face formats.</p> <ul style="list-style-type: none"> • A series of on-line meetings with the EBRD platform managers for discussing the cooperation and participation of Armenia project in the regional platform have been initiated. The project team has been participated in on-line meetings and discussion with EBRD representatives and as well as with separate projects representatives supported by the Global Program of GEF. • Armenian delegations participated in the in-person training programme on “Electric Bus Procurement, Planning and financing” on May 9-11, 2023. 	
Output 1.3: A national e-mobility strategy is developed including all modes of transport and covering charging infrastructure requirements as well as a	Dec-22	10%	50%	<p>Delayed</p> <p>The national draft strategy is currently still under development. The working process was based on the following steps:</p> <ul style="list-style-type: none"> ➢ Analysis of international best practices ➢ Comparison and adaptation of the best practices with needs in Armenia, 	MU

Outputs/Deliverables ⁴	Expected completion date ⁵	Implementation status as of 30 June 2022 (%)	Implementation status as of 30 June 2023 (%)	Progress rating justification ⁶ , description of challenges faced and explanations for any delay	Progress rating ⁷
gender analysis and action plan, and submitted for adoption.				<p>➤ Multiple meetings and discussions with different stakeholders, decision makers and filed players, in particular.</p> <ul style="list-style-type: none"> • ministries and state agencies, • private sector (dealers, service centres), • financial institutions: banks, leasing and credit organisations etc., • international and local organisations, • non-governmental organizations, • media, • academia. <p>One of the core aspects of the strategy was to ensure equal benefits to all genders and identify specific elements of gender sensitivity in design of policies and programmes through analysis. The draft strategy development was supported by the UNEP team, the project national and international expert's team and through the adaption of the international best practices obtained through the Global Programme on Electric Mobility. Both national and international experts and project consultants were involved in the process of developing the draft national strategy, in particular:</p> <ol style="list-style-type: none"> 1. Tigran Suqiasyan- international consultant to develop e-mobility strategy, 2. Harutyun Tunyan - local consultant to support e-mobility strategy, 3. "Environment Group" LLC experts team - international technical expert, 4. Karen Manukyan – local technical expert, 5. Nune Harutyunyan and Lusine Sargsyan- gender specialists, <p>The process of design and opinion gathering among public and private agencies related to the draft strategy is directly connected with the very newly topic. Moreover, in parallel with the e-mobility strategy, "Draft Long-term (until 2050) Low Emissions Development Strategy of Armenia" was developed. After a series of discussions, it was decided to incorporate the e-mobility strategy within it.</p> <p>After reviewing the updated strategy document, UNEP noticed the draft strategy document shared by EPIU in July 2023 is rather what would be considered a "regulatory act". This "regulatory act" has been developed in line with the standard template of the government of Armenia for such a document. While it is a useful document to support the upscaling of e-mobility in Armenia, it does not meet the expectations and breadth of what a national e-mobility strategy could entail within the framework of the GEF project. It was therefore agreed between EPIU and UNEP that EPIU would work on putting together a fully fleshed national e-mobility strategy in parallel to the regulatory act's approval / endorsement process, in line with the original design of the GEF approved Project Document. EPIU is currently working on the preparation of such a document.</p>	
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	Sep-22	45%	90%	<p>Nearly completed</p> <p>Review of international best practices has been conducted by the International Consultant to support e-mobility strategy. During the reporting period it was focused on:</p> <ul style="list-style-type: none"> • successful models for promoting e-mobility, 	

Outputs/Deliverables ⁴	Expected completion date ⁵	Implementation status as of 30 June 2022 (%)	Implementation status as of 30 June 2023 (%)	Progress rating justification ⁶ , description of challenges faced and explanations for any delay	Progress rating ⁷
plan, assessment of their replication to Armenia including success and limitation factors, and recommendations is submitted.				<ul style="list-style-type: none"> utilised regulatory and fiscal incentives. <p>The report was included into the overall outline of the Strategy and was discussed and validated with the key stakeholders.</p> <p>UNEP however notes that the Gender Analysis and Action Plan was not incorporated into the latest version of the Draft Strategy shared.</p>	
Deliverable 1.3.2 Report containing the analysis of potential charging infrastructure needs and the assessment of electricity demand management, network, and distribution quality	Aug-22	30%	90%	<p>Delayed</p> <p>The report was developed according to the field studies on charging infrastructure needs and appropriate mapping of best locations for the development of the infrastructure. The consultants were held a series of meetings and discussions with the representatives of:</p> <ul style="list-style-type: none"> “Electricity Networks of Armenia” Public Services Regulatory Commission (PSRC) Local representatives of the private sector representatives related to the e-mobility. <p>Mapping of the charging infrastructure as well as the development of ToRs for charging stations were finalised taking into consideration the needs of the pilot project. The finalisation of the report depends on the appointed meetings with the public sector relevant representative. It is planned to be completed in July 2023.</p>	
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	Aug-22	30%	80%	<p>Delayed.</p> <p>The gender expert elaborated the report in close consultation with the national and international consultants developing the e-mobility strategy. The specialist carried out a review of international best practices on framework of transport, in particular e-mobility. The best practices will be incorporated in the national strategy.</p> <p>UNEP however notes that the report was not yet incorporated into the Draft Strategy.</p>	
Deliverable 1.3.4 Draft e-mobility strategy is submitted for stakeholder consultation	Nov-22	5%	70%	<p>Delayed</p> <p>The draft national e-mobility strategy has been circulated among national stakeholders. The draft versions of the strategy were presented at the second and the third inter-sectorial working group meetings, and the document was distributed to ministerial representatives for consideration and feedback.</p> <p>The report containing the analysis of gender issues has been designed and incorporated in the draft strategy.</p> <p>The second draft of the strategy was presented to review and for feedback to the responsible entities.</p> <p>The second draft version of e-mobility strategy is completed; it was submitted to public and private stakeholders for consultations.</p> <p>The gender consideration (Deliverable 1.1.3) needs to be incorporated.</p> <p>The second draft will be submitted to UNEP for revision and opinion in July 2023.</p> <p>The final draft version is planned to be submit for the adoption after addressing all the comments.</p>	

**PIR FY 2023
EM Armenia**

Outputs/Deliverables ⁴	Expected completion date ⁵	Implementation status as of 30 June 2022 (%)	Implementation status as of 30 June 2023 (%)	Progress rating justification ⁶ , description of challenges faced and explanations for any delay	Progress rating ⁷
				As the bureaucratic procedure is long enough in Armenia, the estimated date of submission and adoption is September 2023	
Deliverable 1.3.5 Final draft e-mobility strategy is submitted for adoption	Dec-22	0%	0%	Delayed The second draft of e-mobility strategy is still under development.	
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	Sep-23	10%	10%	Delayed Due to the challenges described in section 2.3 above, EPIU and UNEP are currently exploring alternative options to be able to implement the pilot fleet of public EVs in accordance with the GEF-approved project design.	U
Deliverable 2.1.1 Public call to interested public sector parties for participation in UNEP-GEF project issued by EPIU	Sep-22	10%	10%	Delayed. Under revision. EPIU reports that a public call was launched in May 2022 to identify interested public sector parties among national government and stakeholders from the municipalities. However, due to the challenges explained above, none of public institutions consulted were able to participate in the public procurement due to the absence of CAPEX budget in years 2022 and 2023 to investment in vehicles. According to the CEO Endorsement document, financial assistance would be provided by the project to state agencies for the procurement of 28 electric cars by covering the incremental cost between the price of a conventional vehicle and an electric vehicle, estimated at 10,000 US dollars of subsidy per car unit. The pilot participating institutions would have covered the base cost of a new conventional vehicle. However, several challenges arose during the design of the pilot component, namely: <ol style="list-style-type: none"> 1. The two-yearly public budget of each state agency targeted as pilot participant and pilot EV buyer doesn't include budget line for vehicles 2. The economic crisis due to covid-19 pandemic has reduced the public budget available to state agencies. 3. The conflict with Azerbaijan has shifted political attention and prioritization away from e-mobility related activities. 4. Moreover, USD devaluation of 20% has reduced the project funds purchasing power in Armenia. According to the Procurement Law of the RA, each procurement should be implemented in AMD, therefore the project was faced significant financial losses as a result of currency exchange. Due to the above-mentioned challenges, Component 2 could not be implemented as per the GEF-approved design. UNEP also notes that not all of the supporting documents / reports for the work related to this deliverable have been shared by EPIU yet.	

**PIR FY 2023
EM Armenia**

Outputs/Deliverables ⁴	Expected completion date ⁵	Implementation status as of 30 June 2022 (%)	Implementation status as of 30 June 2023 (%)	Progress rating justification ⁶ , description of challenges faced and explanations for any delay	Progress rating ⁷
Deliverable 2.1.2 Procurement project beneficiaries are selected in Yerevan, Gyumri, and Vanadzor	Sep-22	10%	10%	Delayed EPIU reports that the survey and the selection criteria were designed. UNEP is waiting for additional information on the criteria and beneficiary institutions selected to participate in the EV public procurement program and pilot project, since none of the supporting documents / reports for the work related to this deliverable have been shared by EPIU yet. At this stage, UNEP received no information on who the beneficiary institutions of the pilot EVs will be, nor which type of use these vehicles will serve.	
Deliverable 2.1.3 IFI's (e.g. EBRD, ABD) consulted about potential financing to scale-up the pilot	Aug-22	30%	40%	Delayed. EPIU reports that consultations were held with EBRD and ADB representatives. Proposals for cooperation and assistance have been sent to ADB and USAID headquarters and the project team is awaiting their response. Options for financial support for the e-mobility scale-up are being explored with the Zero Emission Vehicle Rapid Response Facility (ZEV-RRF) program and the UK embassy. The deliverable report is expected to be completed by December 2023. A first draft would need to be shared with UNEP for review before the deliverable is finalized.	
Output 2.2 Public procurement project is designed, data collection systems, reporting and analytical framework are established, including environmental provisions (i.e. waste management).	Sep-23	10%	80%	Delayed. EPIU reports that the two-stage public procurement project was designed, data collection systems, reporting and analytical framework was established, including environmental provisions. However, at the time of PIR submission, UNEP has not received all the supporting reports / documents related to the deliverables below. In addition, the decision to change the public procurement programme design from procuring 28 EVs with a US\$ 10,000 GEF subsidy per EV (through several national public entities) to procuring 10 EVs (through the Ministry of Environment only) using the GEF grant to cover full costs of the vehicles was never formally requested to UNEP nor approved through a formal project revision. The procurement of EVs is therefore on hold until EPIU and UNEP find an alternative solution to ensure compliance with the original GEF-approved project design.	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	Sep-22	15%	80%	Delayed. EPIU reports that technical, operational, service and maintenance, environmental, and financial qualification and selection criteria were formulated and approved by PSC for procurement programme. Refer to further explanations in Output 2.2 above.	
Deliverable 2.2.2 The public call for procurement of EVs issued by EPIU, including	Sep-22	15%	80%	Delayed.	

Outputs/Deliverables ⁴	Expected completion date ⁵	Implementation status as of 30 June 2022 (%)	Implementation status as of 30 June 2023 (%)	Progress rating justification ⁶ , description of challenges faced and explanations for any delay	Progress rating ⁷
environmental requirements (e.g. battery end-of-life services management (recycle/reuse))				<p>On 14 July EPIU reports that public call for procurement of EVs has been issued by EPIU, including environmental requirements (e.g. battery end-of-life services management (recycle/reuse)). On 27 July EPIU reports that two steps public procurement procedure (tender) has already been issued for obtaining 10 EVs for public entities; the winner of the tender was selected.</p> <p>UNEP notes that the supporting documents / reports for the work related to this deliverable have been shared by EPIU yet.</p> <p>Refer to further explanations in Output 2.2 above.</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))	Nov-22	0%	0%	<p>On 14 July EPIU reports that related activities are planned to start in the next reporting period. On 27 July EPIU reports that two steps public procurement procedure (tender) has already been issued for obtaining 10 EVs for public entities; the winner of the tender was selected.</p> <p>UNEP notes that the supporting documents / reports for the work related to this deliverable have been shared by EPIU yet. The procurement process of EVs is currently on hold.</p> <p>Refer to explanations in Output 2.2 above.</p>	
Output 2.3 Electric vehicles are procured, demonstration projects are implemented and monitored, and data are collected, analysed and disseminated.	Apr-24	0%	0%	<p>Delayed.</p> <p>Related activities are on hold until EPIU and UNEP find an alternative solution to ensure compliance with the original GEF-approved design for the procurement of EVs. Refer to explanations in Output 2.2 above for further information.</p>	U
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	Oct-22	0%	0%	<p>Delayed.</p> <p>Related activities are on hold until EPIU and UNEP find an alternative solution to ensure compliance with the original GEF-approved design for the procurement of EVs. Refer to explanations in Output 2.2 above for further information.</p>	
Deliverable 2.3.2 EVs are delivered and transferred to the participating entities	Nov-23	0%	0%	<p>Delayed.</p> <p>Related activities are on hold until EPIU and UNEP find an alternative solution to ensure compliance with the original GEF-approved design for the procurement of EVs. Refer to explanations in Output 2.2 above for further information.</p>	
Deliverable 2.3.3 Charging infrastructure procured and installed	Oct-22	0%	10%	Delayed	

Outputs/Deliverables ⁴	Expected completion date ⁵	Implementation status as of 30 June 2022 (%)	Implementation status as of 30 June 2023 (%)	Progress rating justification ⁶ , description of challenges faced and explanations for any delay	Progress rating ⁷
				The contract over 50,000 EUR grant from SOL+ / Urban Electric Mobility Initiative (UEMI) was signed on 16 June 2023 with EVAN LLC to deliver charging pilot. The contract also includes 29,315 EUR as additional co-finance provided by the contracting company to deliver charging pilot (assembly, installation and operation of 30 charging station stations interoperable with GEF project including monitoring platform, training, Workshops, aftersales, monitoring & evaluation).	
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)	Dec-23	0%	0%	Delayed. Related activities are on hold until EPIU and UNEP find an alternative solution to ensure compliance with the original GEF-approved design for the procurement of EVs. Refer to explanations in Output 2.2 above for further information.	
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.	Apr-24	0%	0%	Related activities are on hold until EPIU and UNEP find an alternative solution to ensure compliance with the original GEF-approved design for the procurement of EVs. Refer to explanations in Output 2.2 above for further information.	
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	Jul-24	0%	5%	On track. EPIU reports that some activities under this output have begun..	S
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	Jan-24	0%	20%	On track. On 27 July 2023, EPIU reports that the possible public procurement targets and regulations related to EVs, and charging infrastructure including the recommendations for the targets and set of provisions is (esp. for battery and e-waste management) has been initially assessed. However, the full execution of this deliverable depends on the execution timeline of Component 2, which is on hold.	
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	Apr-24	0%	0%	Relates activities connected with the composition of draft are planned to start in the next reporting period.	
Deliverable 3.1.3 Stakeholder consultation on the draft proposal conducted with the Project Board and beyond; the feedback is gathered	May-24	0%	0%	Relates activities are planned to start in the next reporting period.	
Deliverable 3.1.4 Proposal for procurement regulations which takes into account the feedback is finalized and submitted for	Jul-24	0%	0%	Relates activities are planned to start in the next reporting period.	

Outputs/Deliverables ⁴	Expected completion date ⁵	Implementation status as of 30 June 2022 (%)	Implementation status as of 30 June 2023 (%)	Progress rating justification ⁶ , description of challenges faced and explanations for any delay	Progress rating ⁷
adoption by relevant national and municipal entities (mandates for adoption to be assigned in the national e-mobility strategy as they are currently lacking).					
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.	Sep-24	0%	5%	On track. EPIU reports that some activities under this output have begun. See details below.	S
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	Sep-23	0%	15%	On track. On 27 July 2023, EPIU reports that the draft package of regulatory provisions is under preparation.	
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)	May-24	0%	0%	Related activities are planned to start in the next reporting period.	
Deliverable 3.2.3 National e-mobility forum conducted	Sep-24	0%	0%	Related activities are planned to start in the next reporting period.	

4. RISK RATING

4.1 Table A. Project management Risk

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

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

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

4.2 Table B. Risk-Log

Risk	Risk affecting: Outcome / outputs	Variation respect to last rating			
		CEO ED	PIR 1	Δ	Justification
Risks identified in the CEO Endorsement Document					
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 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.	All	L	L	=	This risk does not appear to have affected the project so far. The project has established an Intern-Sectoral Coordination Body on E-mobility, to mitigate this type of risk. The coordination body however still needs to be formally institutionalized and endorsed by the government of Armenia, to ensure sustainability of project outcomes after project completion. This will be re-assessed in the next PIR.
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	All	L	S	=	While this risk may have not materialized for the private sector, the lack of financial resources in the public sector in the form of regular CAPEX budget to

are significantly higher than ICEV (CAPEX). This is the major financial risk that may constrain the upscale of EV sales.					invest into / renew publicly owned fleets poses a significant risk to the project. Refer to Risk 7 here below for further details.
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	=	This risk does not seem to have been affecting privately owned EVs in Armenia so far. As for the public sector, the case still has to be made through the public procurement programme and pilot project, which are currently on hold for the reasons described earlier in the PIR report. This risk will be re-assessed in the next PIR.
Risk 4. Organizational / Economic. The COVID-19 pandemic affects project implementation due to travel restrictions, restrictions with regards to meetings and meeting size and restricted access to offices.	All	L	L	=	The Covid-19 pandemic has passed and no longer represents a risk to the project.
Risk 5. Political / Economic. The COVID-19 pandemic leads to a severe economic crisis	All	L	L	=	The Covid-19 pandemic has passed and no longer represents a risk to the project.
Risk 6. Climate risk.	All	L	L	=	No climate risks have materialized at this stage of project implementation.
Additional risks identified in the 2023 PIR					
Risk 7. The absence of public CAPEX budget for years 2022 and 2023 to invest in EVs affects the project's ability to implement the public procurement programme and pilot fleet (component 2) as per the original GEF-approved design.	Outcome 2	N/A	S		EPIU launched a public call to ministries and national institutions to participate in the public procurement programme, but all public sector stakeholders consulted have responded negatively, because of absence of CAPEX budget for investment into public vehicles in fiscal years 2022 and 2023. Based on this situation, EPIU suggested an alternative proposal to UNEP to use the US\$ 280,000 GEF grant available to cover the entire CAPEX cost of only 10 vehicles, to be procured solely through EPIU and the Ministry of Environment. This is not aligned with the GEF-approved design, whereby these funds were only meant to cover incremental cost difference between ICE vehicles and EVs, to purchase at least 28 EVs, with a US\$ 10,000 maximum subsidy per EV unit. While there may have been communication and approval process' misunderstandings between UNEP and EPIU on this matter, at the time of this PIR UNEP in its role as an Implementing Agency cannot agree with the suggested design change proposed by EPIU, since it is a represents significant deviation to the original project design. EPIU and UNEP are currently working on finding alternative solutions to ensure activities planned under Component 2 can be rolled out in line with original design and generate the expected benefits to Armenia's public sector with regards to procurement of electric fleets.
Risk 8. The misalignment of the national e-mobility strategy deliverable prepared so far (output 1.3) compared to the originally planned deliverable of the GEF-approved project document may limit the country's ability to formulate a comprehensive long-term vision for e-mobility development.	Outcome 1	N/A	S		A draft of the National E-mobility Strategy was prepared in January 2023 and an updated version was shared with UNEP for review in July 2023. After reviewing the updated strategy document, UNEP noticed the document (Deliverable 1.3.4) appears to be rather what would be considered a "regulatory act". This "regulatory act" has been developed in line with the standard template of the government of Armenia for such a document. While it is a useful document to support the upscaling of e-mobility in Armenia, it does not meet the expectations and breadth of what a national e-mobility strategy would normally entail within the framework of the GEF project.

					Not having a fully fleshed national strategy with short-, medium- and long-term targets and actions could hinder Armenia's ability to effectively implement a long-term vision for e-mobility.
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		<p>During the period under review (July 2022 to June 2023), communication and coordination difficulties were experienced between the Executing Agency and UNEP, including for obtaining in a timely manner the routine project reports (progress and financial reports) as well as the supporting documents / evidence for different project substantive deliverables prepared as part of the project (as outlined in greater detailed in section 3.2 above).</p> <p>In addition, there was a difference of understanding between EPIU and UNEP on the modalities to hold a PSC meeting and to approve project decisions. While within this reporting instance (PIR FY 2023), EPIU reported that a 2nd and a 3rd PSC Meetings were held in June and December 2022, EPIU later clarified that the meetings were in fact consultations with PSC members via email, where EPIU shared documents for PSC's review and considered no written objection as the members' approval – which is not considered as a valid PSC decision making process as per the Project Cooperation Agreement signed between UNEP and EPIU. UNEP did not know until the time of submission of this PIR that this type of modality was acceptable within the Armenian context. On the other hand, UNEP has clarified to EPIU the GEF and UNEP requirements with regards to the organization of PSC meetings and the requirements to approve project design changes.</p> <p>Also, UNEP participated remotely to the 4th PSC meeting (June 2023), however the discussions were held in Armenian language and no interpreter was available – including those related to the suggested design change under Component 2 (refer to earlier sections for more details).</p> <p>Finally, there have been misunderstandings between UNEP and EPIU regarding the nature of the suggested design changes to Component 2 as well as the process / modalities required to approve and implement design changes compared to the original design of the GEF-approved CEO Endorsement Document (refer to risk No. 7 above for further details).</p> <p>In general, and despite regular calls between EPIU and UNEP, the above-mentioned communications, coordination and consultation challenges have impacted the project's implementation schedule and hindered UNEP's ability properly play its oversight role as the GEF Implementing Agency for the project.</p>
Consolidated project risk		N/A	S		

Table C. Outstanding Moderate, Significant, and High risks

Risk	Actions decided during the previous reporting instance (PIR _{t-1} , MTR, etc.)	Actions effectively undertaken this reporting period	Additional mitigation measures for the next periods		
			What	When	By whom
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.	N/A	N/A	<p>Action 1 [2023]: EPIU to share with UNEP all supporting evidence (documents, reports, etc.) associated with the deliverables for Outputs 2.1 and 2.2 produced so far.</p> <p>Action 2 [2023]: EPIU and UNEP have been having regular meetings over the course of August 2023 to find alternative solutions to implement the public procurement programme and the public EV fleet pilot in a way that is as close as possible to the original GEF-approved design. Several alternative options that are acceptable for UNEP have been proposed, including:</p> <ul style="list-style-type: none"> - Slightly increasing the subsidy per unit of EV to a maximum of US\$ 15,000 for the first batch of 10 EVs, with the rest of the EV costs being born by co-finance to be secured by EPIU. - Reduce the number of EVs piloted in 2023, in alignment with the co-finance EPIU was able to mobilize so far. - Purchasing less expensive EV models that are more aligned with the amount of co-finance EPIU was able to mobilize so far. - Postpone the EV fleet pilot project to year 2024, when EPIU is able to secure sufficient co-finance to bear the base costs of the 28 EVs. <p>EPIU to formally communicate to UNEP the alternative option it envisages to adopt, with an implementation plan and details on the means by which it will ensure the alternative is viable (i.e. co-finance mobilized, etc.).</p> <p>Action 3 [2023]: If EPIU is not in a position to implement any of the alternative scenarios suggested above, EPIU shall notify UNEP in writing. EPIU and UNEP will then discuss the possibility of bringing the matter to the GEF Secretariat's attention.</p>	<p>By 15 September 2023 latest</p> <p>By 25 September latest</p> <p>By 30 September 2023</p>	<p>EPIU</p> <p>EPIU</p> <p>EPIU / UNEP</p>
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	N/A	N/A	<p>Action 4 [2023]: While EPIU can continue to work on finalizing the regulatory act to submit it for adoption by the government as early as possible, EPIU needs to work on the preparation of a complete national e-mobility strategy document that is aligned with the requirements of the GEF-approved Project Document.</p>		

**PIR FY 2023
EM Armenia**

<p>document may limit the country's ability to formulate a comprehensive long-term vision for e-mobility development.</p>			<p>As a first step, EPIU shall prepare and share with UNEP a matrix compiling all national regulatory, policy, strategy, roadmaps or plans associated with the subject of e-mobility (i.e. transport / mobility, energy supply / demand, grid impact, charging infrastructure, batteries end-of-life, etc.).</p> <p>Action 5 [2023]: EPIU to prepare a 1st draft of a complete national e-mobility strategy document that is aligned with the requirements of the GEF-approved Project Document and share with UNEP for review / comments. <i>Note: if the national strategy prepared is still not aligned with the expectation of the GEF project document, UNEP could consider suggesting budget re-allocations to hire a dedicated expert to prepare the strategy document.</i></p> <p>Action 6 [2023]: EPIU to organize a meeting of the Inter-Sectoral Coordination Body on E-mobility to present the draft strategy and collect comments / inputs from the different line ministries, national institutions, and other relevant stakeholders. UNEP will seek to participate in-person or virtually.</p>	<p>By 30 September 2023 latest</p> <p>By 15 October 2023</p> <p>By 15 November 2023</p>	<p>EPIU</p> <p>EPIU</p> <p>EPIU</p>
<p>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.</p>	<p>N/A</p>	<p>N/A</p>	<p>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.</p> <p>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.</p> <p>Action 9 [2023]: Preparatory work for the organization of future PSC meetings (twice per year):</p> <ul style="list-style-type: none"> - EPIU to ensure UNEP is informed in writing of the date of PSC meetings <u>at least 6 weeks in advance</u>, and that interpretation services can be provided if meetings are held in Armenian language (for remote or in-person participation of UNEP). - PSC meeting draft agenda and presentation slides to be shared with UNEP <u>at least 3 weeks before the meeting</u>, for review. 	<p>Before end of September 2023</p> <p>Until December 2023 (to be re-assessed in 2024)</p> <p>Until project completion</p>	<p>EPIU project team</p> <p>EPIU / UNEP</p> <p>EPIU project team</p>

PIR FY 2023
EM Armenia

			<ul style="list-style-type: none"> - Final agenda (and other ad hoc documents) to be shared with all PSC members <u>at least 10 days before the meeting.</u> - Draft minutes of the PSC meetings (+attendance list) to be submitted to UNEP for review <u>no later than 1 week after the meeting.</u> <p>Action 10 [2023]: In the event that EPIU wishes to suggest any deviation to the 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>	Until project completion	EPIU project team / 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. PROJECT MINOR AMENDMENTS

5.1 Table A: Listing of all Minor Amendment

- Results framework
- Components and cost
- Institutional and implementation arrangements
- Financial management
- Implementation schedule
- Executing Entity
- Executing Entity Category
- Minor project objective change
- Safeguards
- Risk analysis
- Increase of GEF project financing up to 5%
- Co-financing
- Location of project activity
- Other

Minor amendments	<p>Budget:</p> <ul style="list-style-type: none"> • Budget lines were revised based on updated services and item costs. • Budget was allocated to training activities and the Inception Workshop as the related budget lines were missing in the CEO-approved Budget. <p>Workplan:</p> <ul style="list-style-type: none"> • The Workplan was adjusted to reflect the start of the technical activities.
-------------------------	--

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

Version	Type	Signed/Approved by UNEP	Entry into Force (last signature Date)	Agreement Expiry Date	Main changes introduced in this revision
Original legal instrument		13 October 2021	21 October 2021	30 September 2025	
Revision 1	Revision	6 August 2022	6 August 2022	30 September 2025	Budget: <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • The Workplan was adjusted to reflect the start of the technical activities.

6. GEO LOCATION INFORMATION

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

Location Name Required field	Latitude Required field	Longitude Required field	Geo Name ID Required field <u>i</u> f the location is not an exact site	Location Description Optional text field	Activity Description Optional text field
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
