

GEF - PROJECT IMPLEMENTATION REPORT (PIR)

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

1 PROJECT IDENTIFICATION

1.1 Project Details

GEF ID: 10301	Umoja WBS: SB-017361
SMA IPMR ID: 44223	Grant ID: S1-32GFL-000668
Project Short Title: Maldives E-mobility	
Project Title: Integrated, Sustainable and Low Emissions Transport in the Maldives	
Duration months planned:	36
Duration months age:	36
Project Type:	Medium Sized Project (MSP)
Parent Programme if child project:	10114
Project Scope:	National
Region:	Asia Pacific
Countries:	Maldives
GEF Focal Area(s):	Climate Change Mitigation
GEF financing amount:	\$ 1,826,339.00
Co-financing amount:	\$ 4,408,484.00
Date of CEO Endorsement/Approval:	2021-02-26
UNEP Project Approval Date:	2021-04-15
Start of Implementation (PCA entering into force):	2021-04-25
Date of Inception Workshop, if available:	
Date of First Disbursement:	2021-10-01
Total disbursement as of 30 June 2024:	\$ 980,000.00
Total expenditure as of 30 June:	\$ 251,193.00

Midterm undertaken?:	n/a
Actual Mid-Term Date, if taken:	
Expected Mid-Term Date, if not taken:	
Completion Date Planned - Original PCA:	2024-05-31
Completion Date Revised - Current PCA:	
Expected Terminal Evaluation Date:	2025-09-30
Expected Financial Closure Date:	2025-05-31

1.2 Project Description

The project has a grant support of USD 1,826,339 and is structured across three components, which are necessary to address the barriers and facilitate the successful implementation of the baseline efforts to achieve an integrated, sustainable, and low-emissions transport system:

Component 1: Institutionalization of integrated sustainable low-carbon transport and development of regulatory framework and policies

This component addresses the issue of institutional capacity and coordination as well as policy gaps to create the necessary policy and institutional framework to enable the government develop transport sector focused on sustainable low-emission options. Further it also supports the government to develop a low-emission transport and e-mobility plan for Male region to guide the development of transport sector enhancing mobility experience of commuters.

Component 2: Short-term barrier removal and scaling-up investments through low-emission sustainable transport demonstrations

This would complement Component 1 through feasibility study for boats in using renewable based e-boats, through demonstration of e-bus based public transport system, as well as e-bike sharing scheme to showcase the sustainable low-emission transport options. Further, the component will also develop e-mobility strategy including financing mechanisms for integrated EV Transport system (e-Bus, e-Bikes and associated charging infrastructure).

Component 3: Preparing for scale-up, monitoring, awareness creation and replication of integrated sustainable low-emission transport.

This is focused on addressing the challenge of information and awareness to create a better understanding of the sustainable low-emission transport among the stakeholders to influence their behavior.

1.3 Project Contacts

Division(s) Implementing the project	Climate Change Division
Name of co-implementing Agency	
Executing Agency (ies)	Department of Environment; Ministry of Climate Change, Environment and Energy
names of Other Project Partners	
UNEP Portfolio Manager(s)	Sudhir Sharma
UNEP Task Manager(s)	Sudhir Sharma
UNEP Budget/Finance Officer	Fatma Twahir
UNEP Support Assistants	Manoj Kumar Muthumanickam
Manager/Representative	Ms. Miruza Mohamed (Project Director)
Project Manager	Ms. Aminath Athifa
Finance Manager	Ms Mariyam Jauza Ahmed (Project Assistant)
Communications Lead, if relevant	

2 Overview of Project Status

2.1 UNEP PoW & UN

UNEP Current Subprogramme(s):	Thematic: Climate action subprogramme
UNEP previous Subprogramme(s):	
PoW Indicator(s):	<ul style="list-style-type: none"> Climate : (i) Number of national, subnational and private-sector actors that adopt climate change mitigation and/or adaptation and disaster risk reduction strategies and policies with UNEP support. Climate: (ii) Amounts provided and mobilized in \$ per year in relation to the continued existing collective mobilization goal of the \$100 billion commitment through to 2025 with UNEP support.
UNSDCF/UNDAF linkages	Maldives UNDAF 2016-2020: Outcome 4- Environment and Climate Change. The project was developed and finalized in context of UNDAF 2016 – 20, hence the same has been referred to.
Link to relevant SDG Goals	<ul style="list-style-type: none"> Goal 11: Make cities and human settlements inclusive, safe, resilient and sustainable Goal 13: Take urgent action to combat climate change and its impacts
Link to relevant SDG Targets:	<ul style="list-style-type: none"> 11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons 13.2 Integrate climate change measures into national policies, strategies and planning

2.2. GEF Core and Sub Indicators

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

Indicators	Targets - Expected Value			Materialized to date
	Mid-term	End-of-project	Total Target	
6- Greenhouse gas emissions mitigated	Not Applicable	Total direct emission mitigation: 970 tCO ₂ eTotal indirect emission mitigation: 891,848 tCO ₂ e (by 2035)	Total direct emission mitigation: 970 tCO ₂ eTotal indirect emission mitigation: 891,848 tCO ₂ e (by 2035)	Since June 2023, one bus has been procured by the project and incorporated into the public transport system of Male'. Total direct emission mitigated for 1 bus for 1 year is 7.83tCO ₂ eFor the 6 buses in operation by MTCC since

Indicators	Targets - Expected Value			Materialized to date
	Mid-term	End-of-project	Total Target	
				2023, direct emission mitigated is 46.982 tCO2
11- People benefitting from GEF-financed investments	Not Applicable	Women – 833 Men – 3217 Total – 4050	Women – 833 Men – 3217 Total – 4050	In terms of capacity building initiatives such as training, workshops and stakeholder meetings 34 Men and 35 Women has benefitted from the project

Implementation Status 2024: 3rd PIR

2.3. Implementation Status and Risks

	PIR#	Rating towards outcomes (section 3.1)	Rating towards outputs (section 3.2)	Risk rating (section 4.2)
FY 2024	3rd PIR	MU	MU	H
FY 2023	2nd PIR	U	U	H
FY 2022	1st PIR	MU	MU	M

Summary of status

Summary of the activities until this reporting period are as below:

1. The following gap assessments have been completed:

- Analysis of Gaps in Policies and Programs by the EV Expert
- Policy Gap Assessment Report by the Urban Transport Specialist
- Assessment of Existing Policies/Programs and Institutions by the Transport Master Plan Consultant

2. Gender Strategy for gender sensitive development of sustainable low-emission transport system: Ongoing. The first draft for comments was shared in March 2024. The second draft was shared in May 2024. This is expected to be completed in September 2024.

3. The Strategic Framework for National Mobility Plan was completed in September 2023. This document was completed by the Urban Transport Specialist and EV Expert.

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4. The Interdepartmental National Mobility Task Force (INMTF) has been formed on 11th January 2024. It involves representatives from Ministry of Environment Climate Change and Technology, Ministry of Transport and Civil Aviation, Environment Protection Agency), Ministry of National Planning Housing and infrastructure, Maldives Transport and contracting company, State Electric Company Limited, Maldives Customs Service, Hulhumale' Development Cooperation, Male city council, Utility Regulatory Authority, State Trading Organization, Ministry of Finance, and Utility Regulatory Authority.
 5. The National e-mobility plan and scaling up and Localization Plan covers the policy recommendations. These two documents were completed in January 2024 and June 2024 respectively.
 6. Updated integrated Transport Master Plan (including intermodal integration, digitalization and common access/payment card, eco-system for non-motorized transport): The work was awarded in Dec 2023 and the inception workshop was held in Jan 2024. Gap analysis report was completed by the consultant in March 2024. Key stakeholder meetings are scheduled in Sept 2024 which would involve MoCCEE, HDC and MTCC. This study also covers the activities under component 2 - Integrated Transport Master Plan to Male' Region with focus on improved control interventions and policies on Vehicles, Traffic and Parking
 7. E-Mobility road map as part of National Mobility Plan to drive electric vehicles adoption was completed in Jan 2024
 8. DPRs for E-bus, E-bikes and E-boats were completed in previous reporting, i.e. May 2023
 9. With the support of the GEF project 1 e-Bus and 1 charging station have been procured and handed over to MTCC. This bus is now in operation since June 2023. Under the co-financing, Government of Maldives has procured 5 Buses and 3 Charging stations through MOTCA and handed over to MTCC for the use under the ongoing public Transport System.
 10. E-bikes and AQMS tenders have not been successful, and talks are underway to use UNOPS services to procure these with the project resources.
 11. Work on KPI and MRV has been tendered multiple times without success. The last tender has received one bid (Jan 2024). Once the Project is extended the bid document will be accepted by the bid committee for discussion.
 12. Gender and Social Inclusion Plan is currently in its final stages and expected to be completed in the upcoming quarter.
 13. Capacity building activities: Government officials participated in several key international events and training programs, enhancing their expertise and knowledge base.

In September 2023, stakeholders from MTCC, the Planning Ministry, and Male City Council attended a training program on electric bus procurement, planning, and financing in Malaysia. This was complemented by attendance at the High-Level 15th Regional EST Forum Asia in Kuala Lumpur in October 2023 and the Global Electric Two and Three-Wheeler Conference in Thailand from October 9-12, 2023.

Mission visits to HD Atoll in August 2023, coupled with gender action plan data collection trips to GN Fuvamulah in November 2023 which further enriched understanding of transport initiatives.

Workshops and training sessions were also organized to foster capacity development. Notably, an E-Mobility Vision Workshop was held on October 16, 2023, and a Malaysian training trip for stakeholders took place in August 2023.

Challenges

- The gender strategy development encountered challenges as the tender had to be announced twice before a suitable candidate was selected. Despite this setback, progress is being made with the Gender and Social Inclusion Plan currently under development and slated for finalization in the next quarter.
- The hiring of a legal expert also faced delays, necessitating multiple re-advertisements of the tender. Nevertheless, the second-round evaluation has been completed, and the bidding process for the third tender has been initiated.
- Regarding the procurement of e-boats, the DPR highlighted the lack of economic feasibility in the Maldives due to a significant portion of electricity being derived from diesel. This renders it difficult to make an economic business case to invest in e-boats. This issue needs to be finalized at the next PSC meeting.
- Similarly, the initial bid for e-bikes and AQMS encountered technical limitations, leading to its failure.
- The position of Specialist in Marketing and Communications with Public Awareness and Advocacy Programs (National) was advertised four times. Consequently, a request was made to the Finance Ministry for approval to modify the Terms of Reference and salary and to re-advertise the position.

Rating towards outcomes: Moderately Unsatisfactory.

Rating towards outputs: Moderately Unsatisfactory.

Both the outcomes and outputs are rated as Moderately Unsatisfactory (improvement from the Unsatisfactory rating from the previous PIR) for the following reasons:

- Additional deliverables have been delivered during the reporting period, in addition to the DPR for e-buses, e-bikes and E-boats which was completed in the previous PIRs.
- Activities for a few key deliverables are in progress with the engagement of consultant in Dec 2023 after a long delay.

- However, difficulties still exist in assessing the progress of the project due to less than adequate responsiveness by the EA including the timeliness and quality of the reporting.
- With the initial planned timelines of 3 years completed, the progress is lagging way behind planned activities. A significant part of the delay is due to time taken in procuring experts and entities to undertake the work. The call for bids has been advertised multiple times reflecting possible lack of expertise within the country. To address this issue, during the meeting held in May 2024 involving PSC members, it was in-principle agreed that the project needs to be extended until June 2025.

Overall risk rating: High

The risk of project achieving its outputs and outcomes in time left in the project is significantly high. A key challenge identified is non responsiveness of the PMU towards regular reporting on progress that makes assessing and identifying solutions challenging. Further, delays in procurement process at each level of tender process plus lack of receiving qualified bids, is resulting in multiple rounds of calls which poses a serious challenge to completing the activities in remaining time.

During the reporting period, the UNEP task manager undertook a mission in October 2023 followed by the visit of the task manager’s team in March 2024. These missions were used to assess the progress and identify any challenges, to speed up the timely completion of reports. In the PSC meeting held in July 2023 and the meeting held in May 2024, UNEP raised these concerns with the senior management including suggestion of hiring international experts to guide national experts, where trained national personnel are not available. Despite these specific missions and continuous efforts, the risk remains High. Additional mitigation measures have been suggested for the next reporting period.

2.4 Co Finance

Planned Co-finance:	\$ 4,407,484
Actual to date:	25,892,592
Progress	<p>Justify progress in terms of materialization of expected co-finance. State any relevant challenges:</p> <p>Justify progress in terms of materialization of expected co-finance. State any relevant challenges: This includes the co-financing from the following entities involving both in-kind and investment (including land contribution):</p> <ul style="list-style-type: none"> • MoCCEE • MoTCA • HDC

	<ul style="list-style-type: none"> • MTCC
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2.5. Stakeholder

Date of project steering committee meeting	2023-07-12
Stakeholder engagement (will be uploaded to GEF Portal)	<p>A PSC meeting was organized on 12th July 2022. The Steering Committee has representation from key government stakeholders including Ministry of Environment Climate Change and Technology, Ministry of National Planning Housing and Infrastructure, Ministry of Transport and Civil Aviation, Male City Council, Housing Development Corporation and UNEP. Additionally, MTCC (public transport operator), STELCO (Utilities Company) and the Energy Department of in the ministry also offers their continuous input to the project. These stakeholders provide their input and feedback in finalizing all project output documents, according to their areas of expertise. They are also engaged in the workshops organized by the PMU to familiarize with project deliverables. The following documents were shared with the steering committee members during the reporting period (except UNEP):</p> <ul style="list-style-type: none"> • Policy Gap Assessment Report by PManifold • Assessment of Existing Policies/Programs and Institutions by Upclose Solutions • National E-mobility Plan by PManifold <p>A data collection trip was undertaken to develop the Gender Action plan to Fuvahmulah city between 27th Nov to 30th Nov 2023 and Addu city from 14th Jan to 18th Jan 2024. During this trip, discussions were held with the City Council, Women’s Development Committee and MTCC representatives.</p> <p>Interdepartmental National Mobility Task Force Mobilization Meeting was held on Aug 23, 2023, involving representatives from Ministry of Transport and Civil Aviation, Ministry of National Planning and Housing, Environment Protection Agency, Housing Development Corporation, Maldives Transport and Contracting Company.</p> <p>To discuss on the Transport master plan activity, a workshop was organized on 10th Jan 2024 involving 24 participants from Bank of Maldives, commercial bank of Maldives, EPA, MCAA, Customs, MPL, Male city Council, MWSC, Ministry of Cities, Ministry of Finance, Ministry of Higher Education, Ministry of Transport, STELCO, WAMCO, Labour Relations Authority, Urbanco, Allied Insurance, Amana Thakaful, MMS, Police, MTCC, HPA, Ministry of Housing, Ministry of Youth, National Ambulance Services, UNDP, URA, MNDF.</p> <p>In addition to the above reporting, in the next reporting period, the EA will be advised to take care of the following:</p>

	<ul style="list-style-type: none">• engagements with the local stakeholders engaged and impacted by the project interventions• sex-disaggregated data of all the meeting participants• updates on the feedback from the stakeholders
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2.6. Gender

Does the project have a gender action plan?	Yes
Gender mainstreaming (will be uploaded to GEF Portal):	<p>The preparation to develop a Gender Action Plan (Gender and Social Inclusion Plan) for gender-inclusive planning, implementation, and monitoring of project activities commenced in June 2023. This document when fully developed, will feature a Gender Strategy aimed at promoting gender-sensitive development of a sustainable low-emission transport system in the Maldives.</p> <p>A Social and Gender Specialist was hired and participated in stakeholder meetings held with multiple agencies during field visits by the Urban Transport Planning Specialist and Electric Vehicle Expert to Hdh Atoll for data collection purposes, as well as the meetings held at Male' City within the visit. The Social and Gender Specialist also conducted a separate visit to Gn Fuvahmulah and engaged in several stakeholder meetings. These efforts were aimed at gathering information and compiling the Gender and Social Inclusion Plan. The Social and Gender Specialist is worked closely with the Consultancy Firm responsible for developing an Integrated Transport Master Plan for the Greater Male' Region. Additionally, the specialist has reached out to stakeholders requesting data from their respective agencies. The Gender and Social Inclusion Plan is currently in the development phase and is expected to be finalized by September 2024. The first draft of this document was circulated for comments from stakeholders in in March 2024. The second draft was shared in May 2024. Following the Validation Workshop that has been planned for August 2024, the Gender and Social Inclusion Plan can be finalized by end of consultant's contract in September 2024.</p> <p>It is also noted that, the Social and Gender Specialist has provided inputs and comments on the gender elements of the policies and plans developed under the project., comments were provided twice for the High Level Framework for the National Mobility Plan compiled by the Urban Transport Planning Specialist, Pmanifold, and once for the National e-Mobility Plan, also compiled by Pmanifold, focusing on gender inclusion and friendly elements.</p>

2.7. ESSM

Moderate/High risk projects (in terms of Environmental and social safeguards)	<p>Was the project classified as moderate/high risk CEO Endorsement/Approval Stage?</p> <p>Yes</p> <p>If yes, what specific safeguard risks were identified in the SRIF/ESERN?</p> <p>At CEO Endorsement, the project's Environmental Social and Economic screening determined this as a moderate risk category project</p>
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	around the risks associated with the resource efficiency and waste management.
New social and/or environmental risks	<p>Have any new social and/or environmental risks been identified during the reporting period?</p> <p>No</p> <p>If yes, describe the new risks or changes?</p>
Complaints and grievances related to social and/or environmental impacts	<p>Has the project received complaints related to social and/or environmental impacts (actual or potential) during the reporting period?</p> <p>No</p> <p>If yes, please describe the complaint(s) or grievance(s) in detail, including the status, significance, who was involved and what actions were taken?</p>
Environmental and social safeguards management	<p>At CEO Endorsement, the project's Environmental Social and Economic screening determined this as a moderate risk category project around the risks associated with the resource efficiency and waste management. Although EVs are likely to improve impact on environment from pollution and GHG, further efficiency--from types of cars, battery sizes, energy source and so on would be explored when drafting government's energy and transportation policies. Under component 1 the project would develop a policy framework focussing on sustainable and low emission transport system. This framework would focus on battery reuse and recycling among others. Further, the project includes component on adopting safe battery disposal management which will be delivered by the global project. Further the project would work on Policy recommendations covering fiscal and non-fiscal policies, such as tax regulations and incentives on transport, eco-labelling of vehicles, public transport, cycling and walking, land-use plan and ordinances on sustainable urban and transport planning would be carried out. This work would also focus on policy aspects to avoid or minimize potential financial burden to local transportation users and economically deprived groups. When the project identifies the sites for public land and road infrastructure building, related land, access and labour-related safeguards would be revisited. This project will encourage women's employment in transport sector, and this will be analysed through a gender-responsive strategy and EV roll-out. The National e-Mobility Plan completed by the Urban Transport Specialist details how transitioning to electric vehicles in the Maldives will significantly help reduce the country's carbon footprint and offer a clean and sustainable transportation solution, mitigating the adverse effects of greenhouse gas emissions. More specifically, the project has also produced DPRs on e-bikes, e-buses and e-boats to identify the benefits and best models of adopting these means of clean transportation in the country. The EA has not updated on the progress against the ESERN during the reporting period, making it challenging to evaluate the project's performance. Addressing these issues is crucial, as transparency on project status is essential for effective management. Consider implementing adaptive management strategies, particularly in managing risks like safe battery disposal, road infrastructure building sites, labour access, etc. As a mitigation measure, EA would be advised to report on the ESERN/SRIF recommendations on a quarterly basis which would be tied to the expenditure reporting / cash advance processing.</p>

2.8. KM/Learning

Knowledge activities and products	None during the current reporting period due to delays in engaging the relevant expert(s).
Main learning during the period	A key take away from this period is the importance of early and continuous planning, customization to stakeholder needs, integrating inclusivity and gender aspects from the outset, and ensuring that knowledge dissemination and capacity-building are ongoing processes. Although a lot of challenges were faced during this period, transforming them into opportunities for growth and improvement can help develop more relevant knowledge products that will inform future success, leading to more effective and impactful outcomes.

2.9. Stories

Stories to be shared	None
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3 Performance

3.1 Rating of progress towards achieving the project outcomes

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
To mitigate GHG emissions, promote energy security, and improve air quality through sustainable low-emissions transport in the Maldives	Cumulative amount of Direct GHG emissions reductions (in tCO2eq)	0		<ul style="list-style-type: none"> • 500 tCO2e from e-bike • 470 tCO2e from e-bus • TOTAL direct emission mitigation: 970 tCO2e • Total indirect emission mitigation: 891,848 tCO2e (by 2035) 	2	<p>One of the main components of this project is to introduce electric vehicles into the Maldives. As such, one e-bus, along with charging station has been procured and is now in operation in the public transport system since June 2023. Based on the project indicators calculated for 15 buses, it is estimated that the direct emission mitigated by 1 bus for 1 year would be 7.83tCO2.</p> <p>The procurement of e-bikes has encountered delays due to constraints in budget and the technical requirements. GHG emission reduction would be determined once the vehicles start to operate.</p>	U
Outcome 1: Government establishes an institutional framework and policies to promote and support integrated sustainable low-emission transport, including electric mobility	Relevant Ministry and Council endorses a Low emission Transport and e-Mobility Plan for Male Region (Male and Hulhumale)	No		Yes	100%	Narration has not been shared by the EA resulting in difficulties assessing the progress.	0
Outcome 1: Government establishes an institutional framework and	A national coordination body to support/promote the	No		Yes	Not reported by the EA	Inadequate information shared by EA has resulted in difficulties assessing	0

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
policies to promote and support integrated sustainable low-emission transport, including electric mobility	sustainable low-emission transport system is established					the progress.	
Outcome 1: Government establishes an institutional framework and policies to promote and support integrated sustainable low-emission transport, including electric mobility	The national coordination body on e-mobility generates best practices and lessons learned on low-carbon electric mobility and shares them with the global programme.	No		Yes	Not reported by the EA	Inadequate information shared by EA has resulted in difficulties assessing the progress.	0
Outcome 2: Government and private sector plan for scale-up of sustainable low-emissions transport, including electric mobility based on evidence from demonstration projects	Ministry of Transport, MTCC takes a position on the technical viability of low-carbon electric mobility based on the evidence generated through the in-country demonstration project	No evidence		Evidence generated	100%	An MOU was signed with the Ministry of Transport to procure one e bus and EV charging infrastructure with the GEF funds. This bus has now been incorporated into the public transport system run by MTCC.	S
Outcome 2: Government and private sector plan for scale-up of sustainable low-emissions transport, including electric mobility based on evidence from demonstration projects	Number of business models for electric vehicles in fleets that are recognized as being viable by key stakeholders	0		At least 1 across segments (buses, bicycles, and 2-wheelers)	0	The DPR for E-Bus identified a subsidized public transport service similar to what is adopted by MTCC currently as a viable business model. The DPR for e-bikes identified an e-bike sharing service (e-BSS) as a suitable business model. However, insufficient information provided by EA on whether these are considered as viable business models by key stakeholders.	MS

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
Outcome 2: Government and private sector plan for scale-up of sustainable low-emissions transport, including electric mobility based on evidence from demonstration projects	Number of investors which are willing to invest in low emission transport solutions is facilitated by the project	0		5 (Number of private sector actors - importers, banks, project developers interested in exploring)	0	MTCC, HDC and Stelco being key stakeholders are identified as major investors in low emission transport solutions facilitated by the project. However, insufficient information provided by the EA to link the narration with the indicator	MS
Outcome 3: Planners and users use new knowledge to develop and adopt integrated sustainable low emission transport solutions and options	Number of islands capacitated by adopting and implementing low emission transport plans and programs			At least 2 additional Islands	0	No islands identified yet	U
Outcome 3: Planners and users use new knowledge to develop and adopt integrated sustainable low emission transport solutions and options	Number of institutions trained to conduct low emission vehicle technician training	0		At least 2	0	Training for technicians is planned between the last quarter of 2024 and first quarter of 2025. As the organization responsible for the public transport operations in the country, operators from MTCC will be trained in these programs.	U
Outcome 3: Planners and users use new knowledge to develop and adopt integrated sustainable low emission transport solutions and options	Awareness of sustainable low-emission transport options among end users	No evidence		20%		A marketing and communication specialist was planned to be engaged to carry out targeted awareness initiatives. The tender was announced four times (17th April, 15th May, 24th May and 22nd June, 2023) and no eligible proposals were received. The terms of	U

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
						reference for this consultancy has been revised and the tender will be announced within the next reporting period under the title of "Outreach Officer".	
Outcome 3: Planners and users use new knowledge to develop and adopt integrated sustainable low emission transport solutions and options	Number of public transport policy makers and transport staff and officials trained (including female staff)	0		At least 50 (25 female)	0	In order to drive wider adoption of sustainable low-emissions transport systems (including knowledge dissemination and adoption of tools from the global project), the following workshops / trainings were arranged/ attended: E-Mobility Vision Workshop held on 16th October 2023 Malaysian Training trip for Stakeholders held on August 2023	U

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

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
1 COMPONENT 1: Institutionalization of integrated sustainable low carbon transport and development	Output 1.1: Integrated policy framework, including battery reuse and recycling and elderly, women, children and disabled (EWCD) features for sustainable and low emission transport developed and submitted to Ministries (Environment, Transport, Urban Development, and Planning & Infrastructure) for adoption	2023-09-30	Not reported in the previous PIR	77%	Refer to the activity level progress for further details	MS

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
of regulatory framework and policies						
1 COMPONENT 1: Institutionalization of integrated sustainable low carbon transport and development of regulatory framework and policies	1.1.1 Gap Assessment of existing policies of transport and its interaction with urban planning, environment, energy, and finance.	2022-09-30	Not reported in the previous PIR	100%	Activity has been completed. The EV expert has submitted the final policy gap analysis report on 20th February 2023	S
1 COMPONENT 1: Institutionalization of integrated sustainable low carbon transport and development of regulatory framework and policies	1.1.2: Gender Strategy for gender sensitive development of sustainable low-emission transport system	2022-06-30	Not reported in the previous PIR	10%	The Gender and Social Inclusion Plan is currently in the development phase and is expected to be finalized in the upcoming quarter. The consultant is currently working to hold the relevant validation workshop in August 2024 to conclude the GAP.	U
1 COMPONENT 1: Institutionalization of integrated sustainable low carbon transport and development of regulatory framework and policies	1.1.3: Strategic Framework for National Mobility Plan, to drive integrated, sustainable and low emission transport adoption and used batteries collection and reuse.	2022-09-30	Not reported in the previous PIR	100%	The final report was submitted and accepted in September 2023.	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
1 COMPONENT 1: Institutionalization of integrated sustainable low carbon transport and development of regulatory framework and policies	1.1.4: Interdepartmental National Mobility Task Force (comprising of stakeholders from Environment, Transport, Urban Development, Planning & Infra, Energy, Finance, other relevant departments/ agencies) for implementation of National Mobility Plan	2023-09-30	Not reported in the previous PIR	100%	The Interdepartmental National Mobility Task Force has been formed on 11th January 2023, with representation from key government stakeholders such as Ministry of Environment Climate Change and Technology, Ministry of Transport and Civil Aviation, EPA(Environment Protection Agency), Ministry of National Planning Housing and infrastructure, Maldives Transport and contracting company, STELCO (State Electric Company Limited), Customs, Urbanco, Male city council, Utility Regulatory Authority, State Trading Organization, Ministry of Finance, and URA (utility Regulatory Authority). A workshop was held by the two expert teams with Task Force in October 2023 to get them informed on the work of the INMTF. The Members of this Task Force are expected to have technical background to be able to share required datapoints, review of interim and final documents and, support the overall approval and implementation of i) the High Level Framework for National Mobility Plan and ii)the National e-Mobility Plan for and drive coordination within their organizations.	S
1 COMPONENT 1: Institutionalization	Output 1.2: Technical support provided to mandated Government authorities, Energy Department and NGOs for developing policy	2023-09-30	Not reported in the previous PIR	50%	Refer to the activity level progress for further details	MS

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
of integrated sustainable low carbon transport and development of regulatory framework and policies	options including fiscal and non-fiscal policies, consideration of EWCD features, for sustainable urban low-emission transport planning					
1 COMPONENT 1: Institutionalization of integrated sustainable low carbon transport and development of regulatory framework and policies	1.2.1: Policy recommendation covering fiscal and non-fiscal policies, such as tax regulations and incentives on transport, eco-labelling of vehicles, public transport, cycling and walking, land-use plan and ordinances on sustainable urban and transport planning developed	2023-09-30	Not reported in the previous PIR	50%	The National e-mobility plan and scaling up and Localisation Plan cover the policy recommendations. These two documents were completed in January 2024 and June 2024 respectively. EA has not provided additional details on the completion of the activity.	MS
1 COMPONENT 1: Institutionalization of integrated sustainable low carbon transport and development of regulatory framework and policies	1.2.2: Updated integrated Transport Master Plan for Male' Urban Region (including intermodal integration, digitalization and common access/payment card, eco-system for non-motorized transport)	2023-09-30	Not reported in the previous PIR	10%	Bidding for consultants under the revised tender for Urban Master Plan was closed on 13th July 2023. Pursuant to evaluation, the agreement was signed with UPCLOSE Solutions Pvt. Ltd, in December 2023. Master plan is currently being compiled. The consultant has successfully completed the first deliverable outlined in the contract (Deliverable 1: Assessment of Existing Policies, Programs, and Institutions). They are currently progressing on Deliverable 2.	MU
1 COMPONENT 1:	1.2.3: Updated National Development Plan (for Regional integrated	2023-09-30	Not reported in	0%	There is no National Development Plan.	MU

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
Institutionalization of integrated sustainable low carbon transport and development of regulatory framework and policies	Transport and urban infrastructure)		the previous PIR		This item needs to be reviewed in the PSC Meeting.	
1 COMPONENT 1: Institutionalization of integrated sustainable low carbon transport and development of regulatory framework and policies	1.2.4: e-Mobility Road map as part of National Mobility Plan to drive electric vehicles adoption	2023-09-30	Not reported in the previous PIR	100%	The e-mobility road map was completed in January 2024	S
1 COMPONENT 1: Institutionalization of integrated sustainable low carbon transport and development of regulatory framework and policies	Output 1.3: Low emission Transport and e-Mobility Plan for Malé Region (Malé and Hulhumalé) inclusive of EWCD features developed and submitted for adoption by Ministry of Environment and Male City Council	2023-09-30	Not reported in the previous PIR	20%	Refer to the activity level progress for further details	MU
1 COMPONENT 1: Institutionalization of integrated sustainable low	1.3.1: Integrated Transport Master Plan to Male' Region with focus on improved control interventions and policies on Vehicles, Traffic and Parking	2023-09-30	Not reported in the previous PIR	10%	This is pertaining to ongoing work under deliverables 4,5,6 of Urban Master Plan consultant. Consultant is currently working on relevant data collection and	MU

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
carbon transport and development of regulatory framework and policies					stakeholder consultations pertaining to the work. Completion is expected by December 2024	
1 COMPONENT 1: Institutionalization of integrated sustainable low carbon transport and development of regulatory framework and policies	1.3.2: e-Mobility Road Map to Male Region for specific interventions, including integration of electric Buses, 2-wheelers and cars deployment	2023-09-30	Not reported in the previous PIR	70%	The e-mobility road map was completed in January 2024. EA has not provided additional information on the pendency of this activity (on their rating of 70%)	MS
2 Short-term barrier removal and scaling-up investments through low emission sustainable transport demonstrations						
2 Short-term barrier removal and scaling-up investments through low emission sustainable	Output 2.1: Technical support provided to Ministry of Environment and Private Sector (in consultation with other Ministries/ Energy Department) for development of strategy to deploy electric vehicles (buses, bicycles, and 2-wheelers), including use of renewable based charging infrastructure, and financial mechanisms to support implementation (TA)	2023-09-30	Not reported in the previous PIR	100%	All Detail Project Reports have been completed.	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
transport demonstrations						
2 Short-term barrier removal and scaling-up investments through low emission sustainable transport demonstrations	2.1.1: Detailed Project Report (DPR) for deployment of e-Buses within the Male city together with appropriate charging infrastructure, sourcing of solar power, and business models.	2023-09-30	Not reported in the previous PIR	100%	Completed. The final DPR's were submitted on May 1, 2023.	S
2 Short-term barrier removal and scaling-up investments through low emission sustainable transport demonstrations	2.1.2: Detailed Project Report (DPR) for deployment of pedal assisted e-Bikes in sharing mode in the Male region together with appropriate charging infrastructure, sourcing of solar power, business models, and integrating with the public bus system	2023-09-30	Not reported in the previous PIR	100%	Completed. The final DPR's were submitted on May 1, 2023.	S
2 Short-term barrier removal and scaling-up investments through low emission sustainable transport demonstrations	Output 2.2: Technical support provided to identified Government authorities and Energy Department for enabling investments in solar powered e-Boats (TA)	2023-09-30	Not reported in the previous PIR	33%	The EV consultant held meetings with the Energy Department during the preparation of their documents and discussed regarding the POISE e-Ferry Project.	MU

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
2 Short-term barrier removal and scaling-up investments through low emission sustainable transport demonstrations	2.2.1: Detailed Project Report (DPR) for e-boat (solar powered), including development of suitable technical specifications and required charging infrastructure and business models	2023-09-30	Not reported in the previous PIR	100%	Completed. The final DPR's were submitted on May 1, 2023.	S
2 Short-term barrier removal and scaling-up investments through low emission sustainable transport demonstrations	2.2.2: Expression of Interest (EOI) for procurement of e-boat and services to support discovery of global suppliers and prices	2023-09-30	Not reported in the previous PIR	0%	The report findings concluded on the lack of economic feasibility of E-boats in the Maldives due to the very large proportion of the electricity produced from diesel. This renders it difficult, if not impossible, for an economic business case for investment in an e-boat to be made. This issue needs to be finalized on the next PSC meeting.	U
2 Short-term barrier removal and scaling-up investments through low emission sustainable transport demonstrations	2.2.3: Green Climate Fund (GCF) funding proposal to seek funding for scaling up investment for deployment of e-Boats	2023-09-30	Not reported in the previous PIR	0%	The DPR's findings concluded the lack of economic feasibility of e-boats. This issue needs to be finalized in the next PSC meeting.	U
2 Short-term barrier removal and scaling-up	Output 2.3: Technical and financial support provided to Ministry of Transport, Maldives Transport & Contracting Company and Male City Council for facilitating investments in integrated Electric	2023-11-30	Not reported in the previous PIR	75%	An e-bus and relevant charging infrastructure was procured through MTCC as per the agreement with Ministry of	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
investments through low emission sustainable transport demonstrations	Vehicles (EV) Transport system combining intra city e- Buses, shared (pedal assisted) e-Bikes, and associated charging infrastructure (INV).				Transport and Civil Aviation. This bus has now been integrated into the public transport system.	
2 Short-term barrier removal and scaling-up investments through low emission sustainable transport demonstrations	2.3.1: Bid documents prepared and launched for procurement of finalized EVs and related services.	2022-12-31	Not reported in the previous PIR	70%	The tender documents for E-bikes were prepared and announced following approval of Ministry of Finance.	MS
2 Short-term barrier removal and scaling-up investments through low emission sustainable transport demonstrations	2.3.2: Deployment and operations monitoring for e-buses, e-bikes and e-cars	2023-04-30	Not reported in the previous PIR	40%	A bid was announced for the e-bikes on 14th September and closed on 15th October. One party submitted the bid, but it was cancelled due to technical limitations on 27th November. Discussions are ongoing to seek expertise of UNOPS in the procurement of e-bikes. Buses are now used in the public transport system since June 2023.	MS
3 Preparing for scale-up, monitoring, awareness creation and replication of	Output: 3.1: Technical support provided to Ministry of Environment, Ministry of Transport and Maldives National University for preparing Measurement, Reporting, and Verification (MRV) framework for sustainable low emissions transport designed and operational, including establishment of GHG emissions, air quality and emissions inventories	2023-09-30	Not reported in the previous PIR	5%	Relevant activities have been initiated.	MU

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
integrated sustainable low emission transport						
3 Preparing for scale-up, monitoring, awareness creation and replication of integrated sustainable low emission transport	3.1.1. System for tracking progress on impacts of investments in sustainable low-emission transport (GHG emissions and other sustainable co-benefits), including key performing indicators (KPIs), methodologies for assessing impacts (including health benefits), process for collecting data for monitoring.	2023-09-30	Not reported in the previous PIR	5%	Bidding under deliverable was announced from 18th December 2023 till 8th January 2024. The bid evaluation has been conducted and is awaiting a final decision from the Bid Committee.	MU
3 Preparing for scale-up, monitoring, awareness creation and replication of integrated sustainable low emission transport	3.1.2: Air Quality Monitoring System to regularly track air pollution and reporting to public	2023-09-30	Not reported in the previous PIR	0%	The Bid for AQMS was announced on 12th December 2023. Only one party submitted the proposal and is awaiting evaluation. Discussions were held with the Male' City Council regarding the location of the Air Quality Monitoring Station, but location is yet to be finalized.	MU
3 Preparing for scale-up, monitoring, awareness creation and replication of integrated sustainable low emission transport	Output 3.2: Public awareness enhanced through awareness and advocacy campaigns on sustainable low emissions transport supported by identified Government authorities and Civil Society Organizations (CSOs)	2024-03-31	Not reported in the previous PIR	0%	The procurement process for a consultant for Media and Marketing Advocacy Specialist (now referred to as Outreach Officer) is currently on going	MU

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
3 Preparing for scale-up, monitoring, awareness creation and replication of integrated sustainable low emission transport	3.2.1: Impact assessment of EV deployment demonstration project on Male region	2024-03-31	Not reported in the previous PIR	10%	The Consultancy for an agency to determine the level of Public Awareness on Low Emission Transport (National) is within the deliverables of the Agency for Development of Applications, Tools, Websites, KPIs, etc. for Knowledge Management Deliverable 2: Development of an e-platform for Project Knowledge Management Repository with all the required and relevant KPIs, Impact Assessment of EV deployment and Measurement, Reporting, and Verification (MRV) etc., The tender was announced on 18th December 2023. Procurement process is expected to be completed by August 2024	MU
3 Preparing for scale-up, monitoring, awareness creation and replication of integrated sustainable low emission transport	3.2.2: Gender sensitive strategy and materials for conducting public awareness and advocacy	2024-03-31	Not reported in the previous PIR	50%	During this reporting period, the gender-sensitive strategy was in the drafting stage. The first draft was compiled and developed, and the consultant engaged with respective stakeholders to gather data and seek clarifications. The final draft is expected to be completed by the upcoming half-yearly reporting period in addition to the reviewing process and finalization. Regarding materials for conducting public awareness and advocacy of the gender specialist, they are currently being drafted in alignment	MU

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					with the gender strategy's draft. These materials will be finalized within the upcoming half-yearly reporting period, in coordination with the Agency for social survey Consultant and Consultant for Media, Marketing and Advocacy.	
3 Preparing for scale-up, monitoring, awareness creation and replication of integrated sustainable low emission transport	3.2.3: Knowledge Management repository to support information dissemination and advocacy campaigns	2024-03-31	Not reported in the previous PIR	5%	Agency for Development of Applications, Tools, Websites, KPIs, etc. for Knowledge Management will be re advertised for the second time.	U
3 Preparing for scale-up, monitoring, awareness creation and replication of integrated sustainable low emission transport	Output: 3.3: Training provided to Government officials/ institutions, NGOs, Technicians, Health experts, etc. on wider adoption of sustainable and low emissions transport and consideration of gender mainstreaming and EWCD considerations in the e-Mobility sector	2024-03-31	Not reported in the previous PIR	20%	Pls refer below for further details	U
3 Preparing for scale-up, monitoring, awareness creation and replication of	3.3.1: Training workshops for Male region government officials on policies and tools for evaluating and developing sustainable low-emission transport system, including consideration of gender aspects	2024-03-31	Not reported in the previous PIR	10%	In order to drive wider adoption of sustainable low-emissions transport systems (including knowledge dissemination and adoption of tools from the global project), the following workshops / trainings were arranged/	U

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
integrated sustainable low emission transport					attended:1. E-Mobility Vision Workshop held on 16th October 2023 2. Malaysian Training trip for Stakeholders held on August 2023 Communication is currently ongoing with Peoples Republic of China to arrange a program that will familiarize officials from state authorities, ministries and city councils with knowledge of e-bike usage in the country. Also, various online trainings were held through UNEP and ADB platforms.	
3 Preparing for scale-up, monitoring, awareness creation and replication of integrated sustainable low emission transport	3.3.2. Information sharing and Trainings Workshops for government officials of other islands to drive wider adoption of sustainable low-emissions transport systems (including knowledge dissemination and adoption of tools from the global project)	2024-03-31	Not reported in the previous PIR	0%	Planning and discussion regarding a program to China is currently ongoing with the Ministry of Foreign Affairs. This program is aimed to increase exposure and knowledge of e-bikes. Invitations to join the tour will be extended to other island/cities, with larger population. This is planned for the latter half of 2024.	U
3 Preparing for scale-up, monitoring, awareness creation and replication of integrated sustainable low	3.3.3.: Training of technicians for maintenance and repair of e-vehicles	2024-03-31	Not reported in the previous PIR	0%	Training will be organized once e-bikes are purchased.	U

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
emission transport						

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

4 Risks

4.1 Table A. Project management Risk

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

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

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

4.2 Table B. Risk-log

Implementation Status (Current PIR)

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

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
Negative perceptions about e mobility technology and the impacts this will bring to society and industry.	All Outputs	M	M	M	M				=	
Leadership change: change in leadership and	All Outputs	M	M	M	M				=	

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
priorities in the government.										
GHG savings achieved are limited in countries with a more carbon-intensive grid	All Outputs	L	L	L	L				=	
The higher upfront cost of electric vehicles may pose a barrier to the implementation and scale-up of activities	All Outputs	M	M	M	M				=	
Insufficient human resources within country to support the transformation	All Outputs	L	H	H	H				=	
A time lag of results: Major results of the project may not be seen before the end of the project period.	All Outputs	L	L	L	H				↑	This is linked to the risk due to delays in procurement explained below
Lack of interest or participation from market players/private sector	All Outputs	M	M	M	M				=	
Lack of linkages with available funding/financing for EVs fleets.	All Outputs	M	M	M	M				=	
Inadequacy of the exit strategy and lack of ownership of the program after the end of the GEF funded activities and inability to source resources to continue the program's activities in the medium/long term (including thematic working groups and support and investment platforms).	All Outputs	L	L	L	L				=	
Risk Identified in PIR 2022: Procurement process and availability of sufficient resources within country to hire expert to prepare project deliverables	All Outputs		H	H	H				=	This remains a high risk. Lengthy delays in procurement process at each level of publishing the tender, evaluation of the tender, contract negotiations and award of contract. These delays have a serious impact on the implementation schedule.

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										Further, the requirement for national consultants where there is lack of capacity affects the possibility of finding consultants in a timely manner and requires multiple advertisement of the tender. This has resulted in the exhaustion of the original time period of the project (3 years). To compensate for the delays and substantial resources, an extension until June 2025 has been agreed upon.
Risk Identified in PIR 2023 Timeliness of project reporting and concerns about quality of reports quality, including non-responsiveness of the PMU	All Outputs			H	H				=	During the reporting period, both the substantive and financial reports have been significantly delayed, requiring multiple communications on timeliness of reporting and the details presented. In particular, despite several requests and assistance extended by IA to support the EA to complete the PIR, the EA was nonresponsive, leading to IA's direct involvement in completing the PIR.
			M	H	H					Because of the procurement related issues and inadequate reporting / responsiveness of the EA, the project continues to be in the High-risk

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification category.

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

Additional mitigation measures for the next periods

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
Negative perceptions about the mobility technology and the impacts this will bring to society and industry	Due to insufficient details provided by EA for PIR 2023, there were no mitigation measures captured. Below is the from PIR 2022. 1. Speed up the implementation of Project activities to ensure demonstration affect 2. Complete the engagement of communication and advocacy specialist by August 2023. Further. the environmental & safeguard risks mentioned as part of the Environmental. Social and Economic Review Note (ESERN) in the CEO Endorsement Document	Efforts were made to speed up the procurement processes for consultancies	1. Complete all the engagements including communication / outreach related by Nov 2024 2. Action taken report on the ESERN/SRIF recommendations – Quarterly monitoring (as part of the now recommended quarterly progress reporting)	Nov 2024 / Dec 2024 / March 2025 / June 2026	PMUPMU

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
	should be addressed and monitored regularly				
Lack of linkages with available funding/financing for EVs fleets.	Due to insufficient details provided by EA for PIR 2023, there were no mitigation measures captured. Below is the from PIR 2022. 1. Speed up the implementation of Project activities to ensure demonstration effect.2. Organize briefing with Development partners to appraise of the project results and seek support for scaling up financing	Initiatives are carried out by HDC on e- transport such e-scooter and a further e-transport project with a JICA Team. The finding of this project is shared with JICA team by HDC	1. Demonstration of the e-bikes by March 2025. Workshop with Development partners to share the project results and seek support for scaling-up financing	1. March 2025. April 2025	PMU
Insufficient human resources within country to support the transformation	Due to insufficient details provided by EA for PIR 2023, there were no mitigation measures	Urban Transport specialist has been engaged during the last reporting period. The communication specialist is yet to be engaged.	Complete all the engagements including communication / outreach related by Nov 2024	Nov 2024	PMU
Leadership change: change in leadership and priorities in the government.	Due to insufficient details provided by EA for PIR 2023, there were no mitigation measures captured. Below is the from PIR 2022. 1. Speed up	Incomplete information provided by EAA meeting involving all PSC members was organized in May 2024	PSC meeting once in six months	Dec 2024 and June 2025	PMU

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
	the implementation of activities and development of deliverables.2. Six monthly meeting of PSC to keep the members from various government agencies informed of the developments.				
Lack of interest or participation from market players/private sector.	Due to insufficient details provided by EA for PIR 2023, there were no mitigation measures captured. Below is the from PIR 2022. 1. Continued engagement with the Private sector 2. Prepare and submit a private sector engagement plan for the period June 2023 (by Oct 2022)	Nil	1. Prepare and submit a private sector engagement plan for the period July 2024-June 2025, by Oct 2024	Oct 2024	NTC with support from project experts
The higher upfront cost of electric vehicles may pose a barrier to the implementation and scale-up of activities	Due to insufficient details provided by EA for PIR 2023, there were no mitigation measures captured. Below is the from PIR 2022. Timely completion of the DPRs for the different type of electric	Incomplete information provided by EAHowever, DPRs were completed. Dissemination of the results have not been reported.	Organize at least two workshops (one in Male and other preferably outside) targeting different stakeholders to disseminate the study findings and the pilot results	Before April 2025	NTC with support of PMU and project experts

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
	vehicles by March 2023 to assess the scenario				
Procurement process and availability of sufficient resources within country to hire expert to prepare project deliverables (related to risks 3 to 7 in table 4.1)	1. The procurement processes and delays associated with it are beyond the scope of direct project intervention.UNEP has requested the Ministry to discuss with the concerned authorities to streamline and simplify the procurement processes for donor funded projects such as those GEF projects. 2. Identify alternate procurement arrangements. 3. Finalization of ToRs, floating of all tenders and contracting by December 2023	Incomplete information provided by EA.UNEP has been following up on this aspect during the meetings and physical site visits. However, alternate procurement arrangements have not been identified yet. ToRs were not finalized, and contracts were not completed by Dec 2023. Recently the ministry has been in touch with UNOPS to seek their procurement services. However, these are for goods and not for services.	Complete all engagements before Nov 2024Beyond Nov 2024, if suitable expertise is not available, engage UNOPS for hiring experts to prepare the project deliverables	Nov 2024Dec 2024	PMU
Timeliness of project reporting and concerns about reports quality, including non-responsiveness of the PMU (covering the risks 1 to 7 in the table 4.1)	1. A meeting with NPD has been requested to undertake a review of the project, overall management, reporting delays, status of the procurement and other associated challenges.2.	Based on the discussions with NPD, a project mission was undertaken by the TM, UNEP in Oct 2023. Further members of the UNEP management team also undertake a mission to discuss with the team	1. Quarterly reporting based on PIR format (covering all sections including risk)This would be mandatory as part of the Expenditure report submissions. Without this progress report or the HY	1. Oct 2024/Jan 2025/Apr 20252. Based on Q3 2024 ER. To be completed by Q4 2024. 3. Dec 2024 and June 2025	PMUPMU and UNEPPMU

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
	<p>Based on the results of the NPD meeting, TM to undertake a project mission to assess and chalk out the way forward.³</p> <p>Review the Project Management Systems and advice on strengthening the systems to enable timely and quality reporting.</p>	<p>including the NPD in March 2024. Project management systems and recording practices were assessed. A refresher training on expenditure and technical reporting including M&E was conducted for the ministry team. NTC did not participate in the meeting.</p>	<p>report due in Jan 2025, the ERs will not be approved, and further cash advances will not be processed².</p> <p>Assess the project commitments / expenditure as of Q3 2024 and return of surplus funds beyond 50% committed + spent funds³.</p> <p>Half-yearly PSC</p>		

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

5 Amendment - GeoSpatial

Project Minor Amendments

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

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

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

Minor amendments

Not applicable

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

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

GEO Location Information:

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

Location Name	Latitude	Longitude	GEO Name ID	Location Description	Activity Description
Male'	4.17521	73.50916	1282027	Capital of Maldives	
Hulhumale	4.21169	73.54008	6930996	Reclaimed City connected with bridge	
Villingili	-0.6773	73.1945		Inhabited island 2km away from capital	

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

Not applicable

[Annex any linked geospatial file]