

# 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: 10270	Umoja WBS:SB-016713
SMA IPMR ID:4898	Grant ID:S1-32GFL-000686
Project Short Title: Global E-mobility	
Project Title: Global project to support countries with the shift to electric mobility	
Duration months planned:	60
Duration months age:	36
Project Type:	Full Sized Project (FSP)
Parent Programme if child project:	10114
Project Scope:	Global
Region:	
Countries:	
GEF Focal Area(s):	Climate Change Mitigation
GEF financing amount:	\$ 4,100,100.00
Co-financing amount:	\$ 34,273,250.00
Date of CEO Endorsement/Approval:	2021-06-03
UNEP Project Approval Date:	2021-07-22
Start of Implementation (PCA entering into force):	2021-07-01
Date of Inception Workshop, if available:	2021-11-10
Date of First Disbursement:	2021-08-13
Total disbursement as of 30 June 2024:	\$ 1,866,220.00
Total expenditure as of 30 June:	\$ 1,849,015.00
Midterm undertaken?:	No
Actual Mid-Term Date, if taken:	

Expected Mid-Term Date, if not taken:	2024-12-31
Completion Date Planned - Original PCA:	2026-06-30
Completion Date Revised - Current PCA:	
Expected Terminal Evaluation Date:	2026-12-31
Expected Financial Closure Date:	2027-06-30

## 1.2 Project Description

**Objective:** Support country to design and implement electric mobility programs as part of an overall shift to sustainable low carbon transport sector

**Component 1: Global Thematic Working Groups and knowledge materials** Four Global Thematic Working Groups generate knowledge products to support policy and investment decisions by governments and private sector stakeholders to promote the sustainable acceleration of e-mobility in country projects

**Component 2: Support and Investment Platforms** Four Regional Support and Investment Platforms create conditions for market actors in low and middle-income countries to expand investment in electric mobility.

**Component 3: Tracking progress, EV market monitoring and results dissemination** The country projects and electric mobility markets are tracked, and key developments, best practices and other lessons learned shared to promote wider uptake of electric mobility by market actors in programme and non-programme countries.

**Executing Agencies:** United Nations Environment Programme (UNEP), Centro de Movilidad Sostenible (CMS), International Energy Agency (IEA), Asian Development Bank (ADB), and European Bank for Reconstruction and Development (EBRD)

## 1.3 Project Contacts

Division(s) Implementing the project	Climate Change Division
Name of co-implementing Agency	ADB, EBRD
Executing Agency (ies)	United Nations Environment Programme (UNEP), International Energy Agency (IEA), Asian Development Bank (ADB), European Bank for Reconstruction and Development (EBRD), Centro de Movilidad Sostenible (CMS)
names of Other Project Partners	

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<b>UNEP Portfolio Manager(s)</b>	Asher Lessels
<b>UNEP Task Manager(s)</b>	Tania Daccarett
<b>UNEP Budget/Finance Officer</b>	Fatma Twahir
<b>UNEP Support Assistants</b>	Jiya Dhillon
<b>Manager/Representative</b>	Rob De Jong
<b>Project Manager</b>	Alexander Koerner
<b>Finance Manager</b>	Lucy Halogo
<b>Communications Lead, if relevant</b>	Carly Patrick-Gilbert

## 2 Overview of Project Status

### 2.1 UNEP PoW & UN

<b>UNEP Current Subprogramme(s):</b>	Thematic: Climate action subprogramme
<b>UNEP previous Subprogramme(s):</b>	
<b>PoW Indicator(s):</b>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<b>UNSDCF/UNDAF linkages</b>	N/A
<b>Link to relevant SDG Goals</b>	<ul style="list-style-type: none"> <li>Goal 7: Ensure access to affordable, reliable, sustainable and modern energy for all</li> <li>Goal 11: Make cities and human settlements inclusive, safe, resilient and sustainable</li> <li>Goal 13: Take urgent action to combat climate change and its impacts</li> </ul>
<b>Link to relevant SDG Targets:</b>	<ul style="list-style-type: none"> <li>7.a By 2030, enhance international cooperation to facilitate access to clean energy research and technology, including renewable energy, energy efficiency and advanced and cleaner fossil-fuel technology, and promote investment in energy infrastructure and clean energy technology</li> <li>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</li> <li>13.2 Integrate climate change measures into national policies, strategies and planning</li> </ul>

### 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	
11.1- Male	350	2012	2012	1559 (UNEP); 521 (ADB); 183 (EBRD)
11.2- Female	150	868	868	969 (UNEP); 306 (ADB); 102 (EBRD)
6.2- Greenhouse gas emission mitigated outside the AFOLU sector	N/A	268,942	268,942 (direct)	N/A

Indicators	Targets - Expected Value			Materialized to date
	Mid-term	End-of-project	Total Target	
6.2- Greenhouse gas emission mitigated outside the AFOLU sector	N/A	7,500,000	7,500,000 (indirect)	N/A

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	S	S	L
FY 2023	2nd PIR	S	S	L
FY 2022	1st PIR	S	S	L
FY 2021				
FY 2020				
FY 2019				
FY 2018				
FY 2017				
FY 2016				
FY 2015				

#### Summary of status

As of June 30th, 2024 all structural elements of the Global Project are in operation. Outputs of the Global Programme have been reviewed and uploaded on the [e-mobility toolbox](#) for dissemination. Examples of the outputs in the Toolbox are [trainings from the RSIPs](#) and certain deliverables from the [country projects](#). In parallel, UNEP SMU is pursuing the development of concept notes for financing the upscaling of e-mobility e.g. targeting the GCF (in partnership with World Bank). Three concepts targeting e-mobility scale up in LMICs around the world as well as battery end-of-life with UNEP being either consortium member or consortium lead have been submitted to Germany's 2023 International Climate Initiative Thematic Call for Proposals, of which one developed in partnership with the German development agency GIZ and focusing on upscaling e-mobility in Sub-Saharan Africa has been selected for further evaluation.

The German BMZ funded project focusing on gender and e-mobility has continued implementation and is supporting 6 country projects in Africa, Southeast Asia and Latin America, of which 2 are GEF-7 e-mobility projects (Indonesia & Ecuador).

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Climateworks is supporting global activities closely linked to the GEF7 Global Electric Mobility Programme. Specifically, Climateworks is funding global reports such as a “Global strategy for LMICs to shift to electric mobility” as well as a report on “Affordable e-mobility options for low and middle income countries including used EV imports and Internal Combustion Engine (ICE) to EV retrofiting”. It also is supporting the implementation of a Global Thematic Working Group on E-Freight. A new and significant project proposal to fund the implementation of supply side policies within e-mobility policies in LMICs and sub-regions around the world has been submitted to Climateworks and is currently being evaluated.

The Northern Corridor Transit and Transport Agreement (NCTTCA), UNEP, and Smart Freight Center have jointly developed the updated Northern Corridor Green Freight Strategy 2030, which will be launched in Q3/Q4 2024. The objectives of the updated strategy targeting the six member countries of the Northern Corridor (Burundi, Democratic Republic of Congo, Kenya, Uganda, Rwanda and South Sudan) are to: (i) Being EV-ready by 2030; (ii) Providing safe and resilient supply chains; and (iii) Being a net-zero corridor by 2050.

The GEF7 Sister Project Solutions Plus concluded in Brussels, Belgium, on June 24-25, with approximately 60 participants. The event showcased the SOLUTIONSplus replication projects implemented in the GEF7 countries. Final project reports summarizing the outcomes, outputs and impact of the Solutions Plus project are currently being evaluated by the European Commission.

The UNEP implemented and BMU-IKI funded project “Integrating Electric 2&3 Wheelers into Existing Urban Transport Modes in Developing and Transitional Countries”, which was important in laying the grounds for the GEF7 Global Electric Mobility Programme also ended on June 30, 2024.

#### **Overall rating towards outcomes:**

Outcome 1: The four Global Thematic Working Groups generate knowledge products to support policy and investment decisions by governments and private sector stakeholders to promote the sustainable acceleration of e-mobility in country projects.

All global TWGs are operational and meet on a regular basis. Several GEF funded knowledge products have been published (5) or are under development (4). In addition, several knowledge products developed as part of Sol+ (30) or co-financed by other UNEP implemented e-mobility projects have been published (6) or are under development, for example through the Germany funded e-mobility and gender project (5). All knowledge products can be accessed through the [e-mobility toolbox](#) or the [Solutions Plus website](#).



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A Global Electric Two and Three Wheeler conference hosted under the TWG on e-2&3Wheelers, on 9th to 12th October 2023 in Bangkok, Thailand. The Global Conference was the first-of-its-kind, bringing together around 70 representatives (of which roughly 30% female) from 11 Asian, 10 African, and 4 Latin American countries, as well as several international experts to exchange knowledge on the electrification of two and three wheelers in LMICs. An overview of the Global Conference can be found on the [UNEP website](#).

Close collaboration is taking place with partnering programmes and organizations such as GIZ's TUMI E-Bus Mission (TUMI E-Bus Mission ([transformative-mobility.org](https://transformative-mobility.org))) - which is co-leading the TWG on e-buses - and with C40 Cities and ICLEI (through the EU SESA project) especially on the E2&3W WG, among others.

Outcome 2: Conditions are created for market actors in low and middle-income countries to expand investment in electric mobility through the Support and Investment Platforms.

All Regional Support and Investment Platforms (RSIPs) are operational and in-person and virtual events have taken place (Africa – 2 in person, 3 virtual; Asia & Pacific (ADB) – 20+ virtual events, 1 in person; Latin America & the Caribbean (CMS & UNEP) – 9 virtual, 1 in-person; Eastern Europe, Central and Western Asia (EBRD) – 2 events). In particular, ADB has upscaled activity as they have hosted their first in-person event and 20 virtual events during this reporting period.

Further to the events organized by the RSIPs and funded by the GEF, numerous training and capacity building events, which can be accessed through the toolbox have been carried out by the Solutions Plus sister project (<https://www.solutionsplus.eu/>, under "trainings"). In addition, the Africa Platform is collaborating with the ICLEI coordinated and EU funded SESA project, bringing together various e-mobility projects under the community of practice events. A joint webinar on financing of e-mobility in Africa was organized on 30th August 2023. Under the Germany funded e-mobility and gender project, an additional 6 in-person events were organized in East Africa, Southeast Asia and Latin America.

The SOLUTIONSPlus replication projects successfully concluded during this reporting period, seeding local e-mobility start-ups in the GEF7 countries of Sierra Leone, Togo, Armenia and Ecuador, and contributed approximately USD 205,000 (EUR 186,500) in co-financing to these country projects. Scale-up concepts are now under discussion with some of the start-ups from original SOLUTIONSPlus demo countries and some of the replication countries.

Several financing institutions have been engaged to cooperate in the development of up-scaling concepts and e-mobility project implementation (AfDB, CAF, IADB, World Bank, IFC).

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Outcome 3: Projects and electric mobility markets are tracked, and key developments, best practices and other lessons learned are shared to promote wider uptake of electric mobility by market actors in programme and non-programme countries.

The on-line e-mobility toolbox contains all knowledge products and reports from the GEF Global Project as well as programme countries. The website of the Solutions Plus sister project contains all publications, tools and webinars developed under the project. In addition, [a video and press article](#) on the GEF7 Togo e-mobility project has been produced and was shown during the August 2023 GEF Assembly.

Several press releases and webstories have been published through UNEP's website, e.g. on [Tanzania](#), [Colombia](#) and [battery end-of-life and circularity](#).

Co-financed by Climateworks foundation, the [Africa E-Mobility Index](#) has been developed and published tracking more than 20 e-mobility indicators for 20 African countries.

At global level, the GEF Global Electric Mobility programme is closely collaborating with the Zero Emission Vehicle Transition Council (ZEVTC) and its Rapid Response Facility (RRF). UNEP, together with the World Bank is leading the working group on ZEVTC RRF strategy. For example, [ZEVTCs network and the Rapid Response Facility](#) is used to seek for the development of new GEF8 electric mobility project concepts. Monthly meetings discuss countries' application for funding and how these can be integrated in partner programmes.

In total, UNEP has continued to support an additional 24 non-GEF-7 e-mobility programme countries over the course of this reporting period with active promotion of electric mobility through development of up-scaling concepts and inclusion in non-GEF e-mobility programmes as described in the introduction of section 2.3.

Overall rating towards outcomes: **Satisfactory**

**Overall rating towards outputs:**

**Component 1: Global Thematic Working Groups and knowledge materials**

UNEP:

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The TWG on e-2&3Wheelers is operational since December 2021. Since the launch, 6 virtual meetings have taken place (Dec 9 2021, Mar 1 2022, Jul 19 2022, Dec 12 2022, Mar 28 2023, 16 August 2023), of which one is within this reporting period. The 6th TWG meeting brought together 12 participants, of which 40% are female.

Two knowledge products on e2&3wheelers, co-financed by the SOLUTIONSplus and other UNEP programmes, were published during the reporting period, titled: (i) [Global Electric Two and Three Wheelers Emerging Market Overview](#), including a catalogue of vehicle models and charging infrastructure; and (ii) [E-mobility and Mode Diversity](#) includes an overview of urban planning aspects of 2/3W. Another knowledge product on e2&3wheelers funded by the GEF is in development, and approximately 10 products co-financed by Sol+ and other UNEP projects are being published as part of the finalization of the Sol+ project. All products are accessible through the e-mobility toolbox.

The TWG on e-Buses is operational since December 2021. Since the launch, 6 virtual meetings have taken place (Dec 13 2021, May 31 2022, Sep 13 2022, Feb 2023, June 22 2023, ), of which three were during this reporting period. Each TWG meeting is bringing together about 30 participants, of which on average 30% are female. GIZ TUMI e-bus mission is co-leading the e-bus WG since Q1 2022.

Currently, 3 knowledge products on e-buses funded by the GEF are under development, and approximately 4 e-bus knowledge products co-financed by Sol+ and other UNEP projects have been published or are in the publishing process during the reporting period. The three GEF funded knowledge products will address: 1.) The transferability of financing models of electric buses between world regions; 2.) A comparison of TCO of electric bus projects around the world; and 3.) The opportunities and challenges of trolleybus systems in low and middle-income countries. All products are accessible through the e-mobility toolbox.

IEA:

The Working groups on electric Light-Duty Vehicles (WG1, output 1.1) and on Charging infrastructure, Grid integration and Batteries (WG4, output 1.7) are established. A number of knowledge products have been released thus far in the project, namely the 'Total Cost of Ownership' tool (D 1.2.4), the Policy-manual for Grid Integration of Electric Vehicles' (D 1.8.2), analysis on 'EV policy and markets updates' (as part of the IEA flagship publications Global EV Outlook 2022, 2023, and 2024) from regions under the GEF Programme (1.2.1 - 1.2.3); and the EV Charging and Grid Integration tool (1.8.4). The IEA has also carried out dissemination activities with the Support and Investment Platforms, including with ADB and Centro de Movilidad Sostenible. Work will continue to ensure a high degree of participation from experts from low- and middle income countries in the Working Groups to ensure that the outputs are aligned with expectations and priorities of those countries.

## **Component 2: Support and Investment Platforms**

UNEP:

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The Africa RSIP is operational since Q3 2021, and a network of more than 300 e-mobility practitioners in almost 30 African countries has been established, accessing a community of practice of an estimated 1,000+ members. A helpdesk with a dedicated e-mail address is available ([unep-emobility@un.org](mailto:unep-emobility@un.org)). The Africa E-mobility Week was held in Nairobi from November 1-3, organized by the Africa E-mobility Alliance (AFEMA) with technical support from UNEP's Africa RSIP. This event featured the first Gender and E-mobility networking session, attended by over 60 women. The 2nd Edition of the AFRICA E-MOBILITY FORUM took place from May 14-17, 2024, in Dakar, Senegal, under the Africa RSIP. It brought together around 80 participants from 16 African countries and international experts to discuss recent developments in e-mobility on the continent. The forum included a marketplace for Senegalese e-mobility start-ups to showcase their products to potential clients and financiers. Additionally, an intensive training on electric buses was conducted, culminating in a visit to Africa's first fully electric BRT. The first meeting of the Community of Practice on e-paratransit in Africa was held in Kigali, Rwanda, from June 12-14, organized by GIZ with sub-sessions by the Africa Platform. This meeting gathered around 40 participants, 30% of whom were women. Knowledge products developed under the Africa RSIP include the [Africa E-mobility Readiness Index](#) and the [African E-bike booklet](#), co-financed by SOLUTIONSplus.

The LAC RSIP is operational since Q1 2022, and a network of more than 200 e-mobility practitioners in 19 Latin American & Caribbean countries has been established, accessing a community of practice of an estimated 1,000+ members. A [website](#) and a helpdesk with a dedicated e-mail address are available ([helpdesk@cmsustainable.org](mailto:helpdesk@cmsustainable.org)). A newsletter promoting the electric mobility country project results as well as regional progress is issued bi-monthly. The LAC RSIP and the SOLUTIONSplus Project jointly held the Latin American Electric Mobility Forum 2024, which took place between March 18th and 21st 2024 in Bogotá, Colombia, as part of the Capacity Building activities carried out by the two projects.

A database with EV and EV supply equipment manufacturers and consultants in the region has been established and updated periodically. The database is being shared with interested country project partners.

ADB:

The platform was launched and a community of practice of approximately 200 persons established. Three in-person events were arranged for platform members: 1) E-Bus training in collaboration with Sol+ and UITP in Kuala Lumpur in September 2023 (23 participants); 2) A 3-day Platform event in November 2023 in Seoul, focusing on operationalization of different e-mobility modes and emerging technologies (50 participants + 20 partners); and 3) Transport Forum side event in May 2024, focusing on policy and application (77 participants). Webinar series open for public kicked off in September 2023, with 19 webinar sessions by June 2024 (610 total attendees; 282 total unique attendees; 400+ views of recordings). These webinars have promoted knowledge exchange between key partners and GEF-7 child projects. All recordings are available in the Platform's YouTube channel. In addition, two webinars were arranged in collaboration with IEA on their e-mobility tools. Three quarterly community calls were arranged (with 153 total participants; 121 unique participants), two of them on the topic of EV battery end-of-life management with panel discussions. Three

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newsletters were produced with platform updates, key lessons learnt and e-mobility developments in the region. Newsletters are available on the [emobility.tools](https://emobility.tools) website. ADB has launched a regional E-Mobility Program, supported by GCF, worth USD 454m, which will contribute to the development of e-mobility projects in 7 countries (6 non-GEF-7 countries). The platform has supported discussions on e-mobility needs in the region, as well as project development, which has resulted in at least two new e-mobility projects financed by ADB in two of the above-mentioned 7 countries (currently estimated USD \$168million in total: \$48million from DAMRI E-Bus Project in Indonesia and \$120million from Sustainable Urban E-Mobility Project in Nepal).

EBRD:

The Community of Practice has been continued to meet on a quarterly basis since its establishment in November 2022, with 5 active projects (Uzbekistan, Armenia, Albania, Jordan and Lebanon) and Azerbaijan joining in the coming months. The second in-person regional event was initially planned to happen in June 2024 but it had to be postponed to September due to availability issues. The dates are fixed now for 10-12 September, to be held in London, UK and the 5 Child Projects have confirmed their participation. The event will focus on Scaling Up Investments in Electric Mobility and will address issues on financing, operational challenges for scaling up e-mobility and the role of national and urban cooperation framework to enable investments. This will be accompanied by working sessions with the Child Projects to start drafting their scale up concepts, which will enable the definition of the marketplace approach adapted to them. The webinar training program was delivered as planned and feedback received about future capacity building and training options. The key additional topics raised by the Child Projects were Battery disposal and second life, financing and integration of EVs in Sustainable Mobility Planning. Some of these topics have already been included in the program for the second in-person event and a dedicated event on Battery Management, Disposal and Second-life will be organized in 2025. The Platform manager has been actively engaging with non-GEF countries in e-mobility development support, launching a study for the elaboration of National Electric Mobility Strategy in Moldova in June 2024 and other similar studies (between 2 and 5) to be launched in the coming months. In addition, he has organized a second study tour with cooperation of South Korea, which will be held in November 2023 with Kazakh participants.

### **Component 3: Tracking progress, EV market monitoring and results dissemination**

UNEP:

[Communications products](#) including brochures, slide decks and a promo video have been developed and the programme is featured on UNEP's transport website.

Implementation status of individual [GEF7 e-mobility country projects](#) can be tracked on the UNEP website. All knowledge products are accessible through the e-mobility toolbox.

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The programme has been featured at global conferences, for example at World Bank's "[Transforming Transportation](#)" (Session 3 - Shifting Gear: Accelerating Financing and Knowledge-Building for Active Mobility), ITF's "[Transport Summit](#)" or the "[International Day of Clean Air](#)".

The GEF Global Electric Mobility programme was represented during the UNFCCC organized Regional Climate Weeks and hosted a [successful side event during COP28](#) in Dubai.

A GEF field reporting communications deck including a 360-degree video was produced featuring the GEF7 Togo e-mobility project. The video was shown during GEF's 7th Assembly, taking place from August 22nd to 26th 2023 in Vancouver, Canada.

IEA:

The recently released IEA Global EV Outlook 2024 includes expanded analysis of EV policy and market developments for the regions relevant to the implementation of the GEF programme. The collection of country data through the 'monitoring framework' is essential to improve the information-sharing over the next years.

Overall rating towards outputs: **Satisfactory**

**Overall risk rating:**

UNEP: The main project risk is associated with the slow pace of implementation of some of the child country projects. To date, 5 GEF-7 programme or stand-alone country projects (of a total of 33) have not started implementation. It is therefore likely the results of these country projects will only materialize after the technical completion of the GEF-7 Global Project. However, since the GEF-7 and the recently approved GEF-8 Global Support Projects will overlap, engagement with country projects will continue.

IEA: The risk rating hasn't changed from last year.

ADB: No critical risk identified at this stage in relation to the work under the Asia and the Pacific Regional Support and Investment Platform.

EBRD: The risk rating hasn't changed from last year from the EBRD perspective.

Overall risk rating: **Low**

## 2.4 Co Finance

<b>Planned Co-finance:</b>	\$ 34,273,250
<b>Actual to date:</b>	36,591,502
<b>Progress</b>	<p><b>Justify progress in terms of materialization of expected co-finance. State any relevant challenges:</b></p> <p><b>UNEP:</b>  Planned: US\$ 5,668,250  Actual for current reporting period: US\$ 1,532,628  Total actual since project start: US\$ 6,490,623</p> <p><b>SOLUTIONSPlus:</b>  Planned: US\$ 20,430,000  Actual for current reporting period: Report pending  Total actual since project start: US\$ 18,672,561</p> <p><b>IEA:</b>  Planned: US\$ 3,425,000  Actual for current reporting period: US\$ 576,113  Total actual since project start: US\$ 2,665,855</p> <p><b>ADB:</b>  Planned: US\$ 2,000,000  Actual for current reporting period: US\$ 500,000  Total actual since project start: US\$ 5,062,780</p> <p><b>EBRD:</b>  Planned: US\$ 2,750,000  Actual for current reporting period: US\$ 568,351 (incl. USD 46,000 of in-kind)  Total actual since project start: US\$ 3,699,683</p>

	<p><b>Progress:</b></p> <p><b>UNEP:</b> The reported co-finance in the form of Investment Mobilized summarizes the amount of grants issued to local implementation partners by UNEP Sustainable Mobility Unit through Small Scale Funding Agreements (SSFAs) for the period July 2023 to June 2024.</p> <p><b>ADB:</b> ADB mobilized \$500,000 from the Government of the Republic of Korea (e-Asia and Knowledge Partnership Fund) to finance e-mobility activities in the various DMCs of ADB.</p> <p><b>EBRD:</b> Co-financing for four TA assignments was mobilized during the reporting period:</p> <ul style="list-style-type: none"> <li>- Moldova: National Electric Mobility Strategy for Moldova</li> <li>- Regional: Project Ride Due Diligence - Technical and Financial Due Diligence for an investment in EV Charging in Eastern Europe</li> <li>- Ukraine: Zhytomyr Trolleybus II - Technical Due Diligence for the second Phase of the battery powered trolleybus program in Zhytomyr</li> <li>- Kosovo: Regional Cities Bus Improvement Programme in Kosovo</li> </ul>
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## 2.5. Stakeholder

<b>Date of project steering committee meeting</b>	2024-03-21
<b>Stakeholder engagement (will be uploaded to GEF Portal)</b>	<p>The GEF7 Project Steering Committee / GEF8 Programme Development Meeting took place in hybrid form during Transforming Transportation on Thursday, 21 March 2024. Thirty-five participants including the IAs and EAs of the global support project, including global partners such as the WB and GIZ, participated.</p> <p>During the meeting, updates were provided on the Global Programme progress including: 1.) The status of e-mobility in LMICs; 2.) The status of the global climate change mitigation, the transport sector and the need for financing and upscaling; and 3.) Key challenges &amp; opportunities within the next 5 years.</p> <p>The implementing agencies of the Child Projects (UNEP, UNDP, UNIDO and DBSA) provided updates and status of the project progress.</p> <p>In addition, a detailed discussion took place on the GEF8 Global Programme to Upscale Integrated Electric Mobility Systems and its new work stream on Used EVs, battery EoL &amp; circularity in LMICs. This included a report back from kick-off meeting with US EPA on the battery end-of-life activities in Africa; an up-date on the collaboration with leading global initiatives working on the topic.</p> <p>In addition, the new collaboration with the World Bank on the submission of the project concept on upscaling and financing of electric public transport in Africa was presented.</p>



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	<p>Finally, the intensified collaboration with GIZ, which is going to be an executing partner of the GEF8 programme was discussed.</p> <p>Overall, the project engaged with new stakeholders through the support of the Global Programme. This includes vehicle suppliers in Burundi and Madagascar but also the EV and EV supply equipment companies participating in the Chile GEF7 <a href="#">call for applications for collective e-taxi subsidies</a>.</p> <p><b>Component 1:</b></p> <p>UNEP/IEA:</p> <p>Project highlights and lessons learnt were provided on the status of Thematic Working Groups (TWGs) on i.) Electric LDVs and ii) Charging Infrastructure, Batteries and Grid Integration; iii) Electric 2&amp;3 wheelers; and iv) Electric HDVs.</p> <p>A Global Workshop on electric 2&amp;3 wheelers bringing together representatives from 11 Asian, 10 African, 4 Latin American countries and several international experts convened in Bangkok from 9th – 12th October 2023 to exchange knowledge on the electrification of two and three wheelers in low and middle income countries (LMICs). Attendees included representatives from the Ministries of Environment, Energy, and Transport of several countries, as well as city officials, financiers (e.g. ADB), and donors (e.g. GIZ, German embassy, UN agencies), as well as private EV and energy companies (e.g. Stallion, Tail G, Swap and Go) and researches (e.g. Wuppertal institute and Africa e-mobility alliance).</p> <p>During the programme progress meeting it was decided to carry out regular meetings between the regional platforms and the coordinators of the global TWGs to improve dissemination of tools to the countries and gathering of data from the countries. The UNEP-led TWG coordinators and the UNEP-led RSIP platforms have met on a bi-monthly schedule, which has improved communication and knowledge sharing. EBRD and ADB participated in the HDV WG meeting with a focus on e-buses in November 2024. Another HDV WG meeting focusing on e-buses is planned for September 2024 and EBRD, ADB, and the World Bank (carrying forward to GEF 8) will be included in this meeting. ADB participated in the Global E2&amp;3 Wheeler event in Bangkok. IEA disseminated their tools via virtual events and all RSIPs were invited to participate.</p>
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**Component 2:**

UNEP:

The status of the Support and Investment Platform (SIP) for i) Africa (UNEP); ii) Central and Eastern Europe, West Asia & Middle East (EBRD); iii.) Latin America & the Caribbean (CMS); and iv.) Asia & the Pacific (ADB) were discussed.

The Africa RSIP is operational since Q3 2021, and a network of more than 300 e-mobility practitioners in almost 30 African countries has been established, accessing a community of practice of an estimated 1,000+ members. A helpdesk with a dedicated e-mail address is available (unep-emobility@un.org). The Africa E-mobility Week, organized by the Africa E-mobility Alliance (AFEMA) with technical support from UNEP's Africa RSIP, was attended by over 60 women. The 2nd Edition of the AFRICA E-MOBILITY FORUM, under the Africa RSIP, brought together around 80 participants from 16 African countries. The forum included a marketplace for Senegalese e-mobility start-ups to showcase their products to potential clients and financiers. The first meeting of the Community of Practice on e-paratransit in Africa, organized by GIZ with sub-sessions by the Africa Platform, gathered around 40 participants, 30% of whom were women.

The LAC RSIP is operational since Q1 2022, and a network of more than 200 e-mobility practitioners in 19 Latin American & Caribbean countries has been established, accessing a community of practice of an estimated 1,000+ members. A [website](#) and a helpdesk with a dedicated e-mail address are available (helpdesk@cmsostenible.org). In addition to the events, 2 In person workshops (Public Private partnership for EMobility – 12 Oct 2023, EMobility Just Transition – 11th Dec 2023, 02 virtual webinars (Fossil Exit Research Conference – 13 Oct 2023, EV Fleet Financing 21 December 2023)

ADB:

ADB holds regular communication with UNEP, GEF, BEIS, ZEVTC, IEA, GCF, CCG, and EBRD. For example, ADB has arranged joint webinars with IEA and Sol+, as well as had representatives from the above-mentioned partner organizations in different events. Platform coordinators also participate in the quarterly community meetings of EBRD's platform, as there are overlaps in partner countries in West Asia. Around 200 stakeholders from the region form part of the community of practice, joining webinars, community calls, and events arranged by the platform. These include representatives from governments in the region, civil society (e.g. ITDP, Clean Air Asia, ICCT, WRI), financiers (e.g. ADB GCF, EBRD), and some private sector representatives (e.g. Gogoro, Hyundai, Geely). Lessons learnt from pilot

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	<p>projects in the region are shared through newsletters (shared to a mailing list of 92 persons who have subscribed to it), webinars and through in-person discussions.</p> <p>EBRD:</p> <p>Regular communication continues between the Platform Manager and the Child Projects as well as with the other Partners of the Global Programme (UNEP, IEA, ADB, CMM) with periodic group and individual meetings.</p> <p>Additional stakeholder engagement is happening continuously by the Platform Manager with partners in our Countries of Operations, including in non-GEF country projects. This engagement is fostered through policy support to Ministries or sectoral authorities. The Platform Manager has recently launched a study for the elaboration of the National Electric Mobility Strategy in Moldova and similar assignments will be launched in other countries during the next reporting period. All these outputs required substantial stakeholder consultations and include several in-person workshops.</p> <p>The Platform started an initiative to try to mobilize stakeholders at subregional level (such as European Investment Bank (EIB) and World Bank) to better reflect differences between the regions covered (Western Balkans, Caucasus, Central Asia, Middle East) starting with Western Balkans. This involved the participation in events organized by the Transport Community (such as the Clean Buses and Clean Fleets Workshop and the Green Mobility Summit held in Sarajevo on 5-7 June 2024) and starting cooperation activities in capacity building and regional policy. This will feed the work for the activities linked to regional policy harmonization part of the GEF-8 extension of the Global Electric Mobility Program.</p> <p>Additional stakeholder engagement targeted municipalities, especially those part of the EBRD Green Cities network. This included among others the participation in the organization of an event aimed at city officials in London in November 2023 which included specific sessions on e-mobility prepared by the Platform.</p>
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	<p><b>Component 3:</b></p> <p>UNEP:</p> <p>Communications products including brochures, slide decks and a promo video have been developed and the programme is featured on <a href="#">UNEP's transport website</a>.</p> <p>Implementation status of individual GEF7 e-mobility country projects can be tracked on the <a href="#">UNEP website</a>. All knowledge products are accessible through the e-mobility toolbox.</p> <p>IEA:</p> <p>IEA organized an 'EV data collection' webinar for countries participating in the GEF Global E-Mobility Programme (alongside with members of the Electric Vehicles Initiative). The purpose of the webinar was to inform participants about the forthcoming exercise to verify and collect EV data from countries, in preparations for the Global EV Outlook 2024 and Global Policy Explorer.</p>
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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>UNEP:</p> <p>The project "E-Mobility as a driver for change – Gender transformative zero emission mobility systems," funded by the German BMZ, is presently engaged in developing a global methodology for collecting gender-disaggregated data encompassing the entire value chain of the transport sector in LMICs. Additionally, it is involved in conducting six in-depth gender and e-mobility baseline studies across six LMICs in Africa (Kenya, Uganda), Latin America (Colombia, Ecuador), and Asia &amp; the Pacific (Indonesia, Vietnam). These efforts aim to facilitate a review and the development of policies and regulations to potentially promote gender transformative impacts. Furthermore, the project intends to support six pilots focusing on the intersection of gender and e-mobility in partner countries. This work directly builds upon the BMU e2&amp;3 Wheeler project and is currently being prepared. The reports are under development and should be commissioned by the second half of 2024.</p> <p>A Global Conference on Electric Two and Three Wheelers was held in Bangkok, Thailand, from October 9th to 12th, 2023. Delegates from Asian, African, and Latin American countries, along with numerous international experts, gathered to share insights and expertise regarding the electrification of two and three-wheelers and gender inclusion in low and middle-income countries (LMICs). An overview of the conference and a report of the main takeaways can be found on the <a href="#">UNEP website</a>.</p> <p>Asian Development Bank (ADB) organized 20+ virtual trainings sessions between July 2023 and June 2024. Among those, one was specifically on Gender &amp; Inclusivity, which took place 8 November 2023.</p> <p>Activities led by UNEP are:</p> <ol style="list-style-type: none"> <li>1. First gender and e-mobility meet up, held 30 January 2024 in Kampala, Uganda with 50 participants of which 60% female</li> <li>2. Gender and e-mobility workshop held 9 April 2024 in Nairobi Kenya with around 45 participants of which 60% female</li> <li>3. Virtual kick-off of the gender and e-mobility baseline reports was held on 13 March 2024 with over 90 participants of which around 70% female</li> <li>4. Gender and e-mobility Working Group meeting at international Transport Forum in Leipzig Germany 23 May 2024 with around 60 participants of which 80% female</li> </ol>

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5. [SOL+ replication project](#) in Lome, Togo launched 25 September 2023. This project features 20 women becoming e-bike delivery riders. Launch event attended by around 30 people of which 90% female.
  6. In person Gender and electric mobility workshop in Colombia on 19 December 2023
  7. In person Gender and electric mobility workshop in Ecuador on 16 February 2024

ADB:

Participants of the platform workshop in Seoul consisted of 37% women (26 out of 70 participants/partners), and in Kuala Lumpur, 35% of the participants were women (8 out of 23). Approximately 38% of the Platform’s webinar attendants have been women. The delivery of activities for the e-mobility platform are targeting upstream activities in project identification. In this respect, gender mainstreaming topics are incorporated wherever relevant in project development, as well as integrated into training topics under the platform. As part of the webinar series, a session on [gender and e-mobility](#) was held. Further, the Transport Forum side event included a presentation on Just Transition with a gender-angle. Further, there were several gender-relevant sessions in Transport Forum during its 4 days in which the GEF-7 child project representatives and other e-mobility community members could participate in.

EBRD:

Training program on electric mobility covering several topics such as policy, fleets electrification (especially other fleets than buses as previous training sessions had targeted that segment), EV charging planning and implementation, battery disposal, user experience, gender and labor issues, with a length of over 12 hours structured on 6 sessions delivered. The sessions were delivered between October 2023 and April 2024, on roughly one session per month. Of the total 236 participants over the 6 sessions, 102 were women (43%). In session 6, a section on gender-related issues was presented. These included differences in mobility patterns, purchasing power, driving behavior and safety. These were linked to gender-based differentiators in mobility electrification, such as lower ownership of EVs, lack of charging infrastructure at schools, kindergartens and hospitals, or the preference by women for home charging to mitigate safety risks.

In addition, as part of the work on the National Electric Mobility Strategy for Moldova recently launched by the EBRD, the platform introduced a strong gender component targeting job opportunities for women in the e-mobility sector and required capacity building programs. We expect to be able to share future findings of this component and potentially replicate it in other geographies.

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## 2.7. ESSM

<b>Moderate/High risk projects (in terms of Environmental and social safeguards)</b>	<p>Was the project classified as moderate/high risk CEO Endorsement/Approval Stage? No</p> <p>If yes, what specific safeguard risks were identified in the SRIF/ESERN?</p> <p>N/A</p>
<b>New social and/or environmental risks</b>	<p>Have any new social and/or environmental risks been identified during the reporting period? No</p> <p>If yes, describe the new risks or changes?</p> <p>N/A</p>
<b>Complaints and grievances related to social and/or environmental impacts</b>	<p>Has the project received complaints related to social and/or environmental impacts (actual or potential) during the reporting period?</p> <p>No</p> <p>If yes, please describe the complaint(s) or grievance(s) in detail, including the status, significance, who was involved and what actions were taken?</p> <p>N/A</p>
<b>Environmental and social safeguards management</b>	<p>At CEO Endorsement, the project’s Environmental Social and Economic screening determined that it was a “Low” risk project. The Global Child Project of the GEF 7 Global E-Mobility Programme is essentially designed to provide a global strategy, develop global knowledge products and tools, and to coordinate and support the involved Country Child Projects. UNEP ESSF guiding principles – resilience and sustainability; human rights, gender equality and women empowerment, accountability and leave no one behind – are however still applicable for low risk projects. Special attention is being given to marginalized and vulnerable population to climate changes.</p>

## 2.8. KM/Learning

<b>Knowledge activities and products</b>	<p><b>Component 1:</b></p> <p>UNEP:</p>
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	<p>Published:</p> <ul style="list-style-type: none"> <li>• E-Mobility Toolbox (<a href="https://emobility.tools/">https://emobility.tools/</a>)</li> <li>• Global Emerging Market Overview for Electric Two and Three wheelers (<a href="https://www.unep.org/resources/report/global-emerging-market-overview-electric-two-and-three-wheelers">https://www.unep.org/resources/report/global-emerging-market-overview-electric-two-and-three-wheelers</a>)</li> <li>• Global Electric Two and Three-Wheeler catalogue of Asia, Africa and Latin America (<a href="https://docs.google.com/spreadsheets/d/1xuujlDrFKkpYxeYZE0S3GBRUE-yIJ6GOFTYhBjSVz6l/edit?gid=0#gid=0">https://docs.google.com/spreadsheets/d/1xuujlDrFKkpYxeYZE0S3GBRUE-yIJ6GOFTYhBjSVz6l/edit?gid=0#gid=0</a>)</li> <li>• Global E2&amp;3Wheeler Data Visualizer (<a href="https://lookerstudio.google.com/u/0/reporting/a423c16c-f5b4-487e-9922-2ea71eb3ec30/page/7LGmD">https://lookerstudio.google.com/u/0/reporting/a423c16c-f5b4-487e-9922-2ea71eb3ec30/page/7LGmD</a>)</li> <li>• IEA EV Life Cycle Assessment Calculator (<a href="https://www.iea.org/data-and-statistics/data-tools/ev-life-cycle-assessment-calculator">https://www.iea.org/data-and-statistics/data-tools/ev-life-cycle-assessment-calculator</a>)</li> <li>• IEA Electric Vehicle Charging and Grid Integration Tool (<a href="https://www.iea.org/data-and-statistics/data-tools/electric-vehicle-charging-and-grid-integration-tool">https://www.iea.org/data-and-statistics/data-tools/electric-vehicle-charging-and-grid-integration-tool</a>)</li> <li>• IEA Electric Vehicles: Total Cost of Ownership Tool (<a href="https://www.iea.org/data-and-statistics/data-tools/electric-vehicles-total-cost-of-ownership-tool">https://www.iea.org/data-and-statistics/data-tools/electric-vehicles-total-cost-of-ownership-tool</a>)</li> </ul> <p>Co-funded:</p> <ul style="list-style-type: none"> <li>• E-Mobility readiness index (<a href="https://africaema.org/data">https://africaema.org/data</a>)</li> <li>• 30+ Solutions Plus policy paper, technical guidelines, city roadmaps, financing proposals, business models etc. (<a href="https://www.solutionsplus.eu/solutionspluspublications">https://www.solutionsplus.eu/solutionspluspublications</a>)</li> <li>• BMU-IKI country project briefs (Kenya, Uganda, Philippines, Thailand, Vietnam, <a href="https://www.unep.org/events/conference/global-electric-two-and-three-wheeler-conference">https://www.unep.org/events/conference/global-electric-two-and-three-wheeler-conference</a>)</li> <li>• Solutions Plus trainings and e-learning offer (<a href="https://www.solutionsplus.eu/trainings-2023">https://www.solutionsplus.eu/trainings-2023</a> ; <a href="https://www.solutionsplus.eu/trainings-2024">https://www.solutionsplus.eu/trainings-2024</a>)</li> </ul> <p>The knowledge products are disseminated to country projects via events of the Regional Platforms (virtual and in-person) and made accessible through the mobility toolbox. Access to on-line training materials and self-paced e-courses developed by the partnering Sol+ project is provided via the Sol+ website (<a href="https://www.solutionsplus.eu/global-e-learning-programme">https://www.solutionsplus.eu/global-e-learning-programme</a>).</p>
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	<p><b>Component 2:</b></p> <p>UNEP:</p> <p>Webinars to present some of the knowledge products developed by the working groups (e.g. the IEA tools, the data collection template, the Kenya charging infrastructure and standardization report) have been carried out through the RSIPs.</p> <p>In-person events:</p> <ul style="list-style-type: none"> <li>• 2nd Africa E-Mobility Forum - Dakar, March 2024 (<a href="https://www.unep.org/events/workshop/africa-e-mobility-forum-2nd-edition">https://www.unep.org/events/workshop/africa-e-mobility-forum-2nd-edition</a>)</li> <li>• Used Electric Vehicles, Battery End-of-Life &amp; Circularity – Africa Workshop - Nairobi, April 2024 (<a href="https://www.unep.org/events/workshop/used-electric-vehicles-battery-end-life-circularity-africa-workshop">https://www.unep.org/events/workshop/used-electric-vehicles-battery-end-life-circularity-africa-workshop</a>)</li> <li>• LATIN AMERICAN ELECTRIC MOBILITY FORUM 2024 - Bogota, March 2024 (<a href="https://www.unep.org/events/workshop/latin-american-electric-mobility-forum-2024">https://www.unep.org/events/workshop/latin-american-electric-mobility-forum-2024</a>)</li> </ul> <p>ADB:</p> <ul style="list-style-type: none"> <li>• Asia &amp; the Pacific Platform - E-Mobility Webinar Series (<a href="https://www.youtube.com/playlist?list=PLOUYXD33f8oa-4JQ4u3_UBwV1Iq1de6db">https://www.youtube.com/playlist?list=PLOUYXD33f8oa-4JQ4u3_UBwV1Iq1de6db</a>)</li> </ul> <p>Materials (PPTs) from Kuala Lumpur training session, Seoul platform event, and Transport Forum (Manila) side event have been shared to all participants. Meeting highlights and lessons learnt (internal documents) were prepared for enhancing quality of future capacity building events. Three newsletters produced and shared with community of practice (and to emobility.tools website). Webinar posters with key insights shared with participants, and webinar recordings are publicly available in the platform’s YouTube channel (<a href="https://www.youtube.com/playlist?list=PLOUYXD33f8oa-4JQ4u3_UBwV1Iq1de6db">https://www.youtube.com/playlist?list=PLOUYXD33f8oa-4JQ4u3_UBwV1Iq1de6db</a>) and each series posted to emobility.tools website.</p> <p>EBRD:</p>
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	<p>A webinar training program of 12 hours of total content was delivered over 6 sessions between October 2023 and 2024 including interpretation in Arabic and Russian. Over the 6 sessions there were a total of 236 participants, of which 102 were women.</p> <p>The Platform supported 3 capacity building events organized by Child Projects.</p> <p>Case studies on e-mobility policy have been shared during the Community of Practice meetings on quarterly basis since the start of the platform in November 2022 (on 6th July 2023, 26th October 2023, 5th February 2024, and 4th July 2024 – for Q2 2024).</p> <p>Training materials for webinar sessions have been completed and shared including in editable format to facilitate the preparation of capacity building activities by the National Projects.</p> <p>A Second Capacity Building Seminar was organized in Seoul (19-25 November 2024) with the cooperation of South Korean partners targeting a group of high level officials from Kazakhstan.</p> <p><b>Component 3:</b></p> <p>UNEP:</p> <p>All knowledge products are accessible via the e-mobility toolbox. The toolbox will also act as a repository for all knowledge products stemming from <a href="#">country project implementation</a> and relevant to be shared with other countries and partners. Over 300 tools have been incorporated into it. The sister project Solutions Plus publications, trainings, start-up hub and living labs communications products can be accessed on the <a href="#">website</a>.</p> <p>Various press releases have been published and a video disseminated</p> <ul style="list-style-type: none"> <li>• Clean energy powers a silent revolution on Togo’s roads (<a href="https://www.unep.org/news-and-stories/story/clean-energy-powers-silent-revolution-togos-roads">https://www.unep.org/news-and-stories/story/clean-energy-powers-silent-revolution-togos-roads</a>)</li> <li>• How the world can finance the transition to a circular economy (<a href="https://www.unep.org/technical-highlight/how-world-can-finance-transition-circular-economy">https://www.unep.org/technical-highlight/how-world-can-finance-transition-circular-economy</a>)</li> </ul>
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	<ul style="list-style-type: none"> <li>• Tanzania’s smoke-spewing three-wheelers face new electric competition (<a href="https://www.unep.org/news-and-stories/story/tanzanias-smoke-spewing-three-wheelers-face-new-electric-competition">https://www.unep.org/news-and-stories/story/tanzanias-smoke-spewing-three-wheelers-face-new-electric-competition</a>)</li> <li>• How Colombia’s electric buses are countering climate change and creating jobs for women (<a href="https://www.unep.org/news-and-stories/story/how-colombias-electric-buses-are-countering-climate-change-and-creating-jobs">https://www.unep.org/news-and-stories/story/how-colombias-electric-buses-are-countering-climate-change-and-creating-jobs</a>)</li> </ul> <p>Interviews and press products:</p> <ul style="list-style-type: none"> <li>• CNN Connect Africa (<a href="https://edition.cnn.com/videos/world/2024/04/05/connecting-africa-wahu-mobility-basigo-manganese-electric-vehicle-intl-spc.cnn">https://edition.cnn.com/videos/world/2024/04/05/connecting-africa-wahu-mobility-basigo-manganese-electric-vehicle-intl-spc.cnn</a>)</li> <li>• German DW on air pollution and electric mobility in Nairobi (<a href="https://www.dw.com/en/the-fight-for-clean-air-by-tackling-pollution-in-nairobi/video-68350720">https://www.dw.com/en/the-fight-for-clean-air-by-tackling-pollution-in-nairobi/video-68350720</a>)</li> <li>• A country wide sensitization campaign including high level workshops in Bujumbura and workshops in four regions has been carried out through out the second half of 2023. (<a href="https://english.abpinfo.bi/2023/11/03/opening-of-stakeholder-awareness-activities-on-the-benefits-of-electric-mobility-in-burundi/">https://english.abpinfo.bi/2023/11/03/opening-of-stakeholder-awareness-activities-on-the-benefits-of-electric-mobility-in-burundi/</a>)</li> <li>• La mobilité électrique au Burundi permettra de réduire les émissions de gaz à effet de serre (Electric mobility in Burundi will reduce greenhouse gas emissions) (<a href="https://abpinfo.bi/2023/07/07/la-mobilite-electrique-au-burundi-permettra-de-reduire-les-emissions-de-gaz-a-effet-de-serre/">https://abpinfo.bi/2023/07/07/la-mobilite-electrique-au-burundi-permettra-de-reduire-les-emissions-de-gaz-a-effet-de-serre/</a>)</li> <li>• Bientôt des voitures électriques au Burundi (Electric cars coming soon to Burundi) (<a href="https://indundiculture.com/bientot-des-voitures-electriques-au-burundi/">https://indundiculture.com/bientot-des-voitures-electriques-au-burundi/</a>)</li> <li>• Radikale Verkehrswende in Äthiopien Das afrikanische E-Auto-Wunder (Radical transport revolution in Ethiopia: The African e-car miracle) (<a href="https://www.spiegel.de/auto/elektroauto-wunder-wie-aethiopien-die-welt-beim-verbrenner-aus-anfuehren-will-a-454c968f-8fba-4f90-926e-ae635268bf6d">https://www.spiegel.de/auto/elektroauto-wunder-wie-aethiopien-die-welt-beim-verbrenner-aus-anfuehren-will-a-454c968f-8fba-4f90-926e-ae635268bf6d</a>)</li> </ul> <p>IEA:</p> <p>A <a href="#">dedicated webpage</a> on IEA's website has been created with all IEA's contributions to the GEF-funded Global E-Mobility Programme.</p>
<b>Main learning during the period</b>	<p>UNEP: The main learning of this period is that the Child Country projects need much support in implementing their projects - administrative support, for example in drafting Terms of References, publishing Expression of Interests, organizing project steering committee meetings - as well as technical support with regards to drafting strategies, policies, technical guidelines as well as the procurement and operation of pilot vehicles and equipment. This also includes a lot of in-person visits in the countries.</p>

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	<p>ADB: There is a strong interest in knowledge exchange between countries in the region, and also of learning from experiences beyond the Asia and the Pacific region. There is also growing interest among ADB's Developing Member Countries to develop e-mobility projects. As implementation is advancing in the region, there is also a growing pool of knowledge to be shared and documented. Some of the GEF-7 child projects are still in initial stages of implementation, and there is quite some difference in expected timelines of implementation due to different kick-off dates. This has made gathering lessons learnt collectively from these projects more difficult. Instead, the platform has provided spaces for those projects interested and available to present lessons learnt in different occasions throughout the reporting period (instead of waiting for a single, collective event in which lessons would be shared). As a result, lessons from four projects (Indonesia, Philippines, Malaysia, Nepal) have been shared in various formats through the platform's newsletter and in-person and online events (Seoul workshop, Manila Transport Forum, webinars).</p> <p>EBRD:</p> <p>The training activities covered a wide range of topics over 12 hours of material including policy, fleets electrification (especially other fleets than buses as previous training sessions had targeted that segment), EV charging planning and implementation, battery disposal, user experience, gender and labor issues. During the Community of Practice meetings, EBRD shared experience from e-bus projects and on financing structures and models to scale up e-mobility.</p> <p>The topics covered were very extensive but some important takeaways were:</p> <ol style="list-style-type: none"><li>1. The importance of policy and planning tools to bring all the stakeholders of the sector together, especially those of the transport and the energy sector, which are not used yet to talk each other.</li><li>2. The role of national governments in fostering early adoption of electric vehicles and EV charging through different financial schemes and non-financial incentives (and disincentives to ICE vehicles).</li><li>3. The considerations to be taken at operational level when electrifying a fleet, such as changes the routes and services provided, the training of the drivers, the assessment of charging infrastructure needs and the access to the grid (sometimes requiring costly upgrades)</li><li>4. The differences between segments of EV charging infrastructure segments and the role of the public and the private sector to develop each type.</li></ol>
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	5. The consequences of EVs in the labour markets and gender opportunities both on jobs and on mobility planning
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## 2.9. Stories

<b>Stories to be shared</b>	<p>Various press releases have been published and a video disseminated</p> <ul style="list-style-type: none"> <li>• Clean energy powers a silent revolution on Togo’s roads (<a href="https://www.unep.org/news-and-stories/story/clean-energy-powers-silent-revolution-togos-roads">https://www.unep.org/news-and-stories/story/clean-energy-powers-silent-revolution-togos-roads</a>)</li> <li>• How the world can finance the transition to a circular economy (<a href="https://www.unep.org/technical-highlight/how-world-can-finance-transition-circular-economy">https://www.unep.org/technical-highlight/how-world-can-finance-transition-circular-economy</a>)</li> <li>• Tanzania’s smoke-spewing three-wheelers face new electric competition (<a href="https://www.unep.org/news-and-stories/story/tanzanias-smoke-spewing-three-wheelers-face-new-electric-competition">https://www.unep.org/news-and-stories/story/tanzanias-smoke-spewing-three-wheelers-face-new-electric-competition</a>)</li> <li>• How Colombia’s electric buses are countering climate change and creating jobs for women (<a href="https://www.unep.org/news-and-stories/story/how-colombias-electric-buses-are-countering-climate-change-and-creating-jobs">https://www.unep.org/news-and-stories/story/how-colombias-electric-buses-are-countering-climate-change-and-creating-jobs</a>)</li> </ul>
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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
Support country to design and implement electric mobility programs as part of an overall shift to sustainable low carbon transport sector	Indicator A: % of countries having designed and implemented electric mobility programmes	0		85%	88%	By end of June 2024 28 out of 33 Child Project Countries are operational and are designing & implementing electric mobility programmes. All UNEP implemented country projects except for the Ukraine (which is on hold) and Sri Lanka have signed PCAs. Madagascar and Burundi are currently hiring the project team and will start implementation Q3 2024.	S
Support country to design and implement electric mobility programs as part of an overall shift to sustainable low carbon transport sector	Indicator B: % of countries with successful e-mobility demonstrations	0		85%	55% (Phase 1 and 2)	Preparation of e-mobility pilots are underway in 11 out of 17 GEF7 phase 1 Child Country Projects (65%). Preparation of e-mobility pilots are underway in 7 out of 16 GEF7 phase 2 Child Country Projects (44%).	S
Support country to design and implement electric mobility programs as part of an overall shift to sustainable low carbon transport sector	Indicator C: # of direct project beneficiaries (women and men)	0	500	2880 (out of which 1,223 female)	146%	4,211, out of which: 2,597 men, 1,614 women	S
Outcome 1 The four Global Thematic Working Groups generate knowledge products to support policy and investment decisions by	Indicator 1.1: # of knowledge products developed by the four thematic working groups that are used by the Support and	0	10	At least 25 knowledge products	13	<ul style="list-style-type: none"> <li>IEA EV Life Cycle Assessment Calculator: <a href="https://www.iea.org/data-and-statistics/data-tools/ev-life-cycle-assessment-calculator">https://www.iea.org/data-and-statistics/data-tools/ev-life-cycle-assessment-calculator</a></li> <li>IEA Electric Vehicles: Total Cost of Ownership Manual: <a href="https://www.youtube.com/watch?v=DHEEV14TkCw">https://www.youtube.com/watch?v=DHEEV14TkCw</a></li> </ul>	S

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
governments and private sector stakeholders to promote the sustainable acceleration of e-mobility in country projects	Investment Platforms in their training and outreach activities					<ul style="list-style-type: none"> <li>• UNEP/UEMI E-Mobility Toolbox : <a href="https://emobility.tools/">https://emobility.tools/</a></li> <li>• AfEMA/UNEP Readiness Index Africa E-Mobility Alliance - Data (africaema.org)</li> <li>• UNEP Global Emerging Market Overview for Electric Two and Three wheelers <a href="https://www.unep.org/resources/report/global-emerging-market-overview-electric-two-and-three-wheelers">https://www.unep.org/resources/report/global-emerging-market-overview-electric-two-and-three-wheelers</a></li> <li>• UNEP Data Visualizer <a href="https://lookerstudio.google.com/u/0/reporting/a423c16c-f5b4-487e-9922-2ea71eb3ec30/page/7LGmD">https://lookerstudio.google.com/u/0/reporting/a423c16c-f5b4-487e-9922-2ea71eb3ec30/page/7LGmD</a></li> <li>• UNEP Database: <a href="https://docs.google.com/spreadsheets/d/1xuijIDrFKpYxeYZE0S3GBRUE-yJJ6GOfTYhBjSVz6l/edit?gid=0#gid=0">https://docs.google.com/spreadsheets/d/1xuijIDrFKpYxeYZE0S3GBRUE-yJJ6GOfTYhBjSVz6l/edit?gid=0#gid=0</a></li> <li>• IEA Global EV Outlook 24 (D 1.2.1 – D 1.2.3) <a href="https://www.iea.org/reports/global-ev-outlook-2024">https://www.iea.org/reports/global-ev-outlook-2024</a></li> <li>• IEA Global EV Policy and Data Explorers: <a href="https://www.iea.org/data-and-statistics/data-tools/global-ev-policy-explorer">https://www.iea.org/data-and-statistics/data-tools/global-ev-policy-explorer</a></li> <li>• 4 knowledge products published in preceding reporting periods; During each preceding RSIP meeting, the webinars that presented the IEA tools were highlighted and stakeholders of the RSIPs were strongly encouraged to attend.</li> </ul>	

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
						<ul style="list-style-type: none"> <li>Deliverables 3, 4, 5, 6, and 7 were all presented during the Africa RSIP meeting in Dakar, the LAC RSIP meeting in Bogota, and the Global conference in Bangkok, co-organised with the Africa, LAC, and Asia Pacific RSIPs.</li> <li>There are five GEF-funded knowledge products currently under development, and the contracts stipulate that each product will be introduced through the working groups and regional platforms, as well as their feedback being incorporated into the final publications.</li> </ul>	
Outcome 2: Conditions are created for market actors in low and middle-income countries to expand investment in electric mobility through the Support and Investment Platforms.	Indicator 2.1: # of expression of interest / preliminary agreements facilitated to provide demo projects with EVs and EV supply equipment	0	2	15	12	<ul style="list-style-type: none"> <li>Two additional preliminary agreements were announced in this reporting period and many of the previous preliminary agreements have now resulted in investment, such as the EU Sol+ investments and the Maldives e-bus procurement:- The GEF funded "Concurso +Transport Electrico (<a href="https://www.agenciase.org/concurso-para-cofinanciar-la-compra-de-vehiculo-electrico-y-cargador-residencial-a-propietarios-de-taxi-colectivo-urbano/">https://www.agenciase.org/concurso-para-cofinanciar-la-compra-de-vehiculo-electrico-y-cargador-residencial-a-propietarios-de-taxi-colectivo-urbano/</a>) launched a call for expression of interest to receive a subsidy to purchase electric taxis. At least 1 manufacturer (BYD) participates in providing vehicles. (1)</li> <li>20 electric buses were procured by the GEF UNDP e-mobility programme in Tashkent/Uzbekistan (1)</li> <li>EU sol+ supported replication projects in GEF 7 country projects have concluded in Armenia, Sierra Leona, Togo and Ecuador (<a href="https://www.solutionsplus.eu/kopie-von-zembo-uganda;">https://www.solutionsplus.eu/kopie-von-zembo-uganda</a>; <a href="https://www.solutionsplus.eu/mobilepower-sierraleone">https://www.solutionsplus.eu/mobilepower-sierraleone</a>; <a href="https://www.solutionsplus.eu/latam-start-up-hubs">https://www.solutionsplus.eu/latam-start-up-hubs</a>) (4).</li> <li>Antigua and Barbuda has purchased 2 e-taxis already and is in the process of finalizing the procurement of 10 e-minibuses and will be operational soon (1)</li> </ul>	S



Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
						<ul style="list-style-type: none"> <li>• Seychelles are in discussion with Ashok Leyland, an Indian eBus OEM to supply 2 eBuses. The deployment to happen Q3 2024. (1)</li> <li>• Maldives has proceeded with procurement of 1 eBus from Yutong. The eBus has been delivered and undergoing trail runs. (1)</li> <li>• In Togo, local e2W manufacturers have shown interest to deploy. Spiro a local manufacturer has expressed interest in supplying e2Ws for the GEF pilot (<a href="https://spironet.com/">https://spironet.com/</a>). (1)</li> <li>• In Madagascar, local importers have shown interest in supplying Hero eMotorcycle at Antananarivo &amp; Thomasina. (1)</li> <li>• In Burundi, electric car manufacturer Changan to supply e-Car through local vehicle distributor Procobu Burundi (<a href="https://indundiculture.com/bientot-des-voitures-electriques-au-burundi/">https://indundiculture.com/bientot-des-voitures-electriques-au-burundi/</a>). (1)</li> </ul>	
Outcome 2: Conditions are created for market actors in low and middle-income countries to expand investment in electric mobility through the Support and Investment Platforms.	Indicator 2.2: # of e-mobility scale up and/or replication concepts facilitated as a result of the match-making	0	2	At least 10	19	<ul style="list-style-type: none"> <li>• 10 GEF8 Projects: 9 child project concepts approved (1st round: Senegal, Zambia, Zimbabwe, Vanuatu, Solomon Islands, Fiji, Azerbaijan; 2nd round: Rwanda, Palau) and 1 stand-alone at concept stage (Kyrgyzstan) (10)</li> <li>• Concept on “Decarbonizing Transport and Improving Mobility Services in Africa through E-BRTs and Avoid-Shift-Improve Approaches” aiming at funding from GCF and jointly developed with World Bank is under development. The concept targets 6 countries. (1)</li> <li>• Furthermore, the Climate and Clean Air Coalition (CCAC) with its secretariat at UNEP is supporting CIAPOL in Cote d’Ivoire with development of a GCF proposal to electrify the government run SOTRA bus fleet in Abidjan with USD 200,000. (1)</li> <li>• A concept to support 5 countries with e-mobility policies and in particular supply-side measures (2 in Africa, 1 in Asia, 2 in LAC) and 2</li> </ul>	S

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
						<p>sub-regions (ECOWAS, SICA) has been shared with Climateworks and is close to approval. (5)</p> <ul style="list-style-type: none"> <li>• CCAC is currently evaluating a project proposal on clean freight alongside two corridors in Africa (Northern Corridor) and LAC (Bi-oceanic corridor) (1)</li> <li>• The German International Climate Initiative is currently evaluating a joint proposal from GIZ and UNEP on e-mobility in Africa (Kenya, South Africa and Senegal and involving ECOWAS, EAC, SADC and AU). (1)</li> </ul>	
Outcome 2: Conditions are created for market actors in low and middle-income countries to expand investment in electric mobility through the Support and Investment Platforms.	Indicator 2.3: # of financial institutions / development banks (national/regional) that have been engaged through the Global Programme and are actively supporting e-mobility projects	4 (ADB, EBRD, DBSA, World Bank)		12 (+8)	10	<ul style="list-style-type: none"> <li>• Ongoing discussions with African Development Bank (AfDB) (1) seeking for support through the Africa Support and Investment Platform in implementing its GCF (1) funded Green Mobility Facility for Africa -Initial discussions with the Latin America Development Bank CAF (1) have taken place to further cooperate with their GCF project title “E-Motion: E-Mobility and Low Carbon Transportation” (<a href="https://www.greencclimate.fund/project/fp195">https://www.greencclimate.fund/project/fp195</a>)</li> <li>• Discussion with IFC (1) to enable finance private sector EV manufacturing assembly in Africa &amp; Azerbaijan, Armenia</li> <li>• Discussion with FMO – Dutch Development Bank (1) on financing EVs in Africa - In Senegal, a potential cooperation between KfW (1) funded eMobility pilot and GEF 8 eMobility project in Senegal.</li> <li>• World Bank (1) is now an implementing partner of the GEF8 programme- ADB (1), EBRD (1), and DBSA (1) continue to be engaged and have significantly strengthened their e-mobility portfolios with a number of GEF-7 countries included.</li> </ul>	S
Outcome 2: Conditions are created for market actors in low and middle-income countries to	Indicator 2.4: # of US\$ leveraged to scale-up low-carbon electric mobility	0		US\$ 140 million	US\$ 27,750,000	German BMZ, BMU-IKI ACCESS, Climateworks Foundation, FIA Foundation, and EU SESA Project are currently active in supporting the scale up through the Support and Investment Platforms	S

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
expand investment in electric mobility through the Support and Investment Platforms.	through the Support and Investment Platforms						
Outcome 3: Projects and electric mobility markets are tracked, and key developments, best practices and other lessons learned are shared to promote wider uptake of electric mobility by market actors in programme and non-programme countries.	Indicator 3.1: # of e-mobility knowledge products refined based on evidence coming from the country projects available on the project website	0	-	At least 8	1	IEA TCO calculator: The country selection menu of the tool now also includes sub-regions. There are five GEF-funded knowledge products currently under development under the e-2&3 wheeler and e-HDV Working Groups that have been refined based on evidence coming from the country projects.	S
Outcome 3: Projects and electric mobility markets are tracked, and key developments, best practices and other lessons learned are shared to promote wider uptake of electric mobility by market actors in programme and non-programme countries.	Indicator 3.2: % of users surveyed finding the programme materials available on the website “useful” or “very useful” for e-mobility market transformation	0	-	75%	NA	A survey among all country project implementation teams has been conducted. However, even after repeated invitation to participate the number of useful responses was too small to generate any meaningful conclusions.	S
Outcome 3: Projects and electric mobility markets are tracked, and key	Indicator 3.3: # of non-e-mobility programme countries	0	-	10	21	21	HS

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
developments, best practices and other lessons learned are shared to promote wider uptake of electric mobility by market actors in programme and non-programme countries.	committing to actively promote the uptake of low-carbon e-mobility.					<p>Africa (11): Cameroon, Ethiopia, Ghana, Kenya, Nigeria, Rwanda, Tanzania, Uganda, Zambia, Zimbabwe, Senegal (3 GEF-8 e-mobility projects)</p> <p>EEWACA (1) Azerbaijan (1 GEF-8 e-mobility project)</p> <p>Asia &amp; Pacific (5): Vietnam, Vanuatu, Solomon Islands, Fiji, Palau (4 GEF-8 e-mobility projects)</p> <p>Latin America &amp; the Caribbean (4): Argentina, Colombia, Brazil, Mexico</p>	

### 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 Global Thematic Working Groups and knowledge materials	Output 1.1: The Global Thematic Working Group on 4-wheeled electric light duty vehicles (LDVs) is operational and information exchange and network opportunities are created between countries and global and regional experts.	2026-06-30	50%	90%	The LDV working group has completed all of its knowledge products and provided training on the tools through the RSIPs. The working group still convenes to network and discuss further development of the knowledge products. Deepening the interaction between the working groups and remaining a knowledge base for countries to access are the functions that are now being prioritized.	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 Global Thematic Working Groups and knowledge materials	Output 1.2: A toolbox for 4-wheeled electric LDVs is developed and training materials for use in the Support and Investment Platforms are prepared.	2024-06-30	50%	80%	<ul style="list-style-type: none"> <li>D 1.2.1 and 1.2.3 have been covered with IEA Global Electric Vehicle Outlooks editions 2021 to 2024</li> <li>D 1.2.4 and 1.2.5 (TCO and LCA tools) are active on the IEA website (<a href="https://www.iea.org/data-and-statistics/data-tools/electric-vehicles-total-cost-of-ownership-tool">https://www.iea.org/data-and-statistics/data-tools/electric-vehicles-total-cost-of-ownership-tool</a>), (<a href="https://www.iea.org/data-and-statistics/data-tools/ev-life-cycle-assessment-calculator">https://www.iea.org/data-and-statistics/data-tools/ev-life-cycle-assessment-calculator</a>)</li> <li>Discussions are underway to expand the TCO tool to electric 2 and 3 wheelers</li> <li>In this reporting period, the 2024 EV Outlook, the final version of the TCO tool, and the LCA tool were all published</li> </ul>	S
1 Global Thematic Working Groups and knowledge materials	Output 1.3: The Global Thematic Working Group on electric 2&3 wheelers is operational and information exchange and network opportunities are created between countries and global and regional experts.	2026-06-30	50%	90%	A Global Workshop on electric 2&3 wheelers bringing together representatives from 11 Asian, 10 African, 4 Latin American countries and several international experts convened in Bangkok from 9th – 12th October 2023 to exchange knowledge on the electrification of two and three wheelers in low and middle income countries (LMICs). ( <a href="https://www.unep.org/events/conference/global-electric-two-and-three-wheeler-conference">https://www.unep.org/events/conference/global-electric-two-and-three-wheeler-conference</a> )	S
1 Global Thematic Working Groups and knowledge materials	Output 1.4: A toolbox for electric 2&3-wheelers is developed and training materials for use in the Support and Investment	2023-06-30	70%	85%	<ul style="list-style-type: none"> <li>D 1.4.1 and D 1.4.2 Global Emerging Market Overview for Electric Two and Three wheelers - to understand the characteristics, uptake and overall market of electric two- and three- wheelers in Africa, Asia and Latin America (Global Emerging Market Overview for Electric Two and Three wheelers   UNEP - UN Environment Programme)</li> <li>D 1.4.5 (1) UNEP Collected data from across 21 African Countries to assess their readiness for the E-Mobility transition. The E-Mobility Readiness Index serves as a baseline for</li> </ul>	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
	Platforms are prepared.				<p>assessing progress made across the continent as our sector transitions. (<a href="https://africaema.org/data">https://africaema.org/data</a>)</p> <ul style="list-style-type: none"> <li>D1.4.6 (1) Global Electric Two and Three-Wheeler catalogue of Asia, Africa and Latin America</li> <li>D 1.4.6 (2) A data visualizer to visualize the e2&amp;3 wheeler data is life</li> <li>Complementary deliverables- 20 electric 2&amp;3 wheeler related publications under Solutions Plus (<a href="https://www.solutionsplus.eu/solutionspluspublications">https://www.solutionsplus.eu/solutionspluspublications</a>) including for example the African Electric Bicycles Start-up Booklet (<a href="https://www.solutionsplus.eu/_files/ugd/6a0a2f_ee68e_bd30db64d95bca892e74c661139.pdf">solutionsplus.eu/_files/ugd/6a0a2f_ee68e_bd30db64d95bca892e74c661139.pdf</a>) and a paper on Integrating E-Mobility into multimodal transportation systems from a design and urban planning perspective (<a href="https://www.solutionsplus.eu/_files/ugd/6a0a2f_1b0607e5c51e430692e30cb78ed72d33.pdf">solutionsplus.eu/_files/ugd/6a0a2f_1b0607e5c51e430692e30cb78ed72d33.pdf</a>)</li> </ul>	
1 Global Thematic Working Groups and knowledge materials	Output 1.5: The Global Thematic Working Group on electric heavy-duty vehicles (HDVs) is operational and information exchange and network opportunities are created between countries and global and regional experts.	2026-06-30	60%	90%	<ul style="list-style-type: none"> <li>The HDV WG is operational and regularly interacts. WG members agreed on three topics to be developed into knowledge products for e-buses and consultants are currently finalizing them. Two further topics for knowledge products have been discussed and will be brought to the next working group meeting for agreement- For e-freight, a strategy on using transport corridors in Africa, Asia and Latin America has been identified to advance the electrification of freight HDVs.</li> <li>A side event on Electrifying Bus Rapid Transit systems in Africa has been held at COP 28 together with GCF, World Bank and country representatives (<a href="https://www.unep.org/events/unea/shifti ng-electric-bus-rapid-transit-african-cities#:~:text=many%20cities%20are%20developing%20bus,BRTs%20is%20taking%20place%20now.">https://www.unep.org/events/unea/shifti ng-electric-bus-rapid-transit-african-cities#:~:text=many%20cities%20are%20developing%20bus,BRTs%20is%20taking%20place%20now.</a>), (<a href="https://www.linkedin.com/posts/unep_cop 28-activity-7138391736522788865-mb_j/">https://www.linkedin.com/posts/unep_cop 28-activity-7138391736522788865-mb_j/</a>)</li> </ul>	S
1 Global Thematic Working Groups and	Output 1.6: A toolbox for electric HDVs is developed and training materials for use in	2023-06-30	70%	70%	<ul style="list-style-type: none"> <li>D 1.6.1 &amp; D 1.6.2 extensive literature exists on the topic and is accessible via the e-mobility toolbox (<a href="https://emobility.tools/thematic/c2b5eb73-56fb-42a9-a282-8cb9bd156216">https://emobility.tools/thematic/c2b5eb73-56fb-42a9-a282-8cb9bd156216</a>)</li> </ul>	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
knowledge materials	the Support and Investment Platforms are prepared.				<ul style="list-style-type: none"> <li>D1.6.1 The IEA EV grid integration tool includes the electricity needs assessment for e-buses (<a href="https://www.iea.org/data-and-statistics/data-tools/electric-vehicle-charging-and-grid-integration-tool">https://www.iea.org/data-and-statistics/data-tools/electric-vehicle-charging-and-grid-integration-tool</a>)</li> <li>D.1.6.4, D.1.6.5 and D.1.6.9: 2 reports and one eBus tool to be published by Q3 2024 – Opportunity of Trolleybuses in Low and Middle Income Cities, Financing of eBus in emerging markets, and e-bus TCO Calculator- D. 1.6.7 Publication scheduled for Q1 2025 - Accelerating a market transition in West Africa: New Models for Electric Bus Deployment (jointly developed with C40)</li> </ul> <p>Co-financed:-</p> <ul style="list-style-type: none"> <li>Report on Used Heavy- Duty Vehicles and the Environment: A Global Overview of Used Heavy-Duty Vehicles: Flow, Scale and Regulation launched in Feb 2024.</li> </ul>	
1 Global Thematic Working Groups and knowledge materials	Output 1.7: The Global Thematic Working Group on electric vehicle charging, grid integration, renewable power supply and battery re-use, recycling and safe disposal is operational and information exchange and network opportunities are created between	2026-06-30	80%	80%	The Global Thematic Working Group on electric vehicle charging, grid integration, renewable power supply and battery re-use, recycling and safe disposal groups is operational and online meetings are taking place.	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
	countries and global and regional experts.					
1 Global Thematic Working Groups and knowledge materials	Output 1.8: A toolbox for electric vehicle charging, grid integration, renewable power supply and battery re-use, recycling and safe disposal is developed and training materials for use in the Support and Investment Platforms are prepared.	2024-06-30	80%	80%	<ul style="list-style-type: none"> <li>D.1.8.1 - Policy brief is published (<a href="https://www.iea.org/reports/grid-integration-of-electric-vehicles">https://www.iea.org/reports/grid-integration-of-electric-vehicles</a>)</li> <li>D.1.8.2 - Manual for the on-line tool is published (<a href="https://iea.blob.core.windows.net/assets/466c3c59-f020-45a1-8ba4-8d6016488959/EVChargingandGridIntegrationTool_TechnicalNote.pdf">https://iea.blob.core.windows.net/assets/466c3c59-f020-45a1-8ba4-8d6016488959/EVChargingandGridIntegrationTool_TechnicalNote.pdf</a>)</li> <li>D.1.8.4 - EV charging loads assessment tool is online</li> <li>D 1.6.1 The IEA EV grid integration tool includes the electricity needs assessment for e-buses (<a href="https://www.iea.org/data-and-statistics /data-tools/electric-vehicle-charging-and-grid-integration-tool">https://www.iea.org/data-and-statistics /data-tools/electric-vehicle-charging-and-grid-integration-tool</a>)</li> </ul>	S
2 Support and Investment Platforms	Output 2.1: The Support and Investment Platform for Africa is established, including a community of practice and an e-mobility marketplace.	2026-06-30	50%	75%	<ul style="list-style-type: none"> <li>D 2.1.2 Community of practice of over 200 people sharing information on e-mobility in Africa- D 2.1.3 The Africa SIP supported the Africa E-Mobility Week in Nairobi November 1-3, 2023, which included a market-place and exhibition event</li> <li>(<a href="https://energycatalyst.ukri.org/news/af-rica-e-mobility-week-2023/#:~:text=Held%20in%20Nairobi%2C%201%2D3,regulators%20and%20development%20finance%20institutions.">https://energycatalyst.ukri.org/news/af-rica-e-mobility-week-2023/#:~:text=Held%20in%20Nairobi%2C%201%2D3,regulators%20and%20development%20finance%20institutions.</a>)</li> </ul>	S
2 Support and Investment Platforms	Output 2.2: Government and private sector stakeholders are	2025-06-30	50%	75%	<ul style="list-style-type: none"> <li>D 2.2.1. Helpdesk continued addressing requests by countries, financiers and companies regarding e-mobility in Africa - D 2.2.3 Launch of the AfEMA E-Mobility Readiness Index through the RSIP (<a href="https://www.africaema.org/data">https://www.africaema.org/data</a>)</li> </ul>	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
	trained and technical support for enhanced capacity and investment is provided through the Africa Support and Investment Platform				<ul style="list-style-type: none"> <li>• D 2.2.4 Africa E-mobility Week held in person in Nairobi 1-3 November 2023. Event organized by the Africa E-mobility Alliance (AFEMA) with technical support from UNEP. The event also hosted the first Gender and E-mobility networking event with over 60 women. (<a href="https://energycatalyst.ukri.org/news/africa-e-mobility-week-2023/#:~:text=Held%20in%20Nairobi%2C%201%2D3,regulators%20and%20development%20finance%20institutions.">https://energycatalyst.ukri.org/news/africa-e-mobility-week-2023/#:~:text=Held%20in%20Nairobi%2C%201%2D3,regulators%20and%20development%20finance%20institutions.</a>)</li> <li>• D 2.2.5 and D 2.2.6 AFRICA E-MOBILITY FORUM – 2nd EDITION hosted under the Africa Support and Investment Platform, 14 - 17 May 2024 in Dakar, Senegal. The forum brought together around 80 participants from 16 African countries and international experts to learn about recent developments on e-mobility on the continent. The event included a marketplace where Senegalese e-mobility start-ups had the opportunity to present their products to potential clients and financiers. The second part of the forum featured an intensive training on electric buses, rounded up with a visit of Africa's first fully electric BRT. (<a href="https://www.unep.org/events/workshop/africa-e-mobility-forum-2nd-edition">https://www.unep.org/events/workshop/africa-e-mobility-forum-2nd-edition</a>)-</li> <li>• D 2.2.4 and D 2.2.6 In person event: Used Electric Vehicles, Battery End-of-Life &amp; Circularity – Africa Workshop, 24 - 25 April 2024 Nairobi, Kenya (<a href="https://www.unep.org/events/workshop/used-electric-vehicles-battery-end-of-life-circularity-africa-workshop">https://www.unep.org/events/workshop/used-electric-vehicles-battery-end-of-life-circularity-africa-workshop</a>) - About 60 participants from all over Africa discussed battery EoL technical, policy and financial aspects throughout various panel and presentation sessions. SADC, EAC and AU presented on a panel.</li> <li>• D 2.2.2 Support to the development of the GEF8 e-mobility project in Senegal (<a href="https://www.linkedin.com/posts/cetudsn_cetud-fem-gef-activity-7199701894422757376-PV4I?utm_source=share&amp;utm_medium=member_desktop">https://www.linkedin.com/posts/cetudsn_cetud-fem-gef-activity-7199701894422757376-PV4I?utm_source=share&amp;utm_medium=member_desktop</a>)</li> <li>• D 2.2.2 Support to GEF7 Burundi e-mobility project (<a href="https://abpinfo.bi/2023/05/26/lancement-de-la-campagne-mobilite-electrique-au-burundi/#:~:text=%C2%AB%20Face%20aux%20enjeux%20climatiques%2C%20la,Burundi%20pour%20le%20changement%20climatique%20%C2%BB.">https://abpinfo.bi/2023/05/26/lancement-de-la-campagne-mobilite-electrique-au-burundi/#:~:text=%C2%AB%20Face%20aux%20enjeux%20climatiques%2C%20la,Burundi%20pour%20le%20changement%20climatique%20%C2%BB.</a>)</li> <li>• D 2.2.2 Support to GEF7 e-mobility project in Sierra Leone (<a href="https://www.linkedin.com/posts/annika-berlin_emobility-sierraleone-consultant-">https://www.linkedin.com/posts/annika-berlin_emobility-sierraleone-consultant-</a></li> </ul>	

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					<p>activity-7135883991332569089-GkVo?utm_source=share&amp;utm_medium=member_desktop)</p> <ul style="list-style-type: none"> <li>• D 2.2.2 Support to Africa GEF7 &amp; 8 e-mobility projects (<a href="https://www.linkedin.com/posts/annika-berlin_african-electricmobility-seychelles-activity-7129769075693531136-RP1r?utm_source=share&amp;utm_medium=member_desktop">https://www.linkedin.com/posts/annika-berlin_african-electricmobility-seychelles-activity-7129769075693531136-RP1r?utm_source=share&amp;utm_medium=member_desktop</a>)</li> <li>• D 2.2.2 Support to GEF7 E-mobility project in Seychelles (<a href="https://www.linkedin.com/posts/keith-budden-65ba1613_who-would-have-thought-that-a-lad-from-the-activity-7201644160771080192-fiby?utm_source=share&amp;utm_medium=member_desktop">https://www.linkedin.com/posts/keith-budden-65ba1613_who-would-have-thought-that-a-lad-from-the-activity-7201644160771080192-fiby?utm_source=share&amp;utm_medium=member_desktop</a>)</li> <li>• Co-financed-First meeting of community of practice on e-paratransit in Africa held 12-14th June 2024 in Kigali, Rwanda organized by GIZ with sub sessions organized by the Africa Platform, around 40 participants of which 30% female (<a href="https://www.linkedin.com/posts/annika-berlin_empowerhermobility-sustainabletransport-genderequality-activity-7129815576406876160-QTSY?utm_source=share&amp;utm_medium=member_desktop">https://www.linkedin.com/posts/annika-berlin_empowerhermobility-sustainabletransport-genderequality-activity-7129815576406876160-QTSY?utm_source=share&amp;utm_medium=member_desktop</a>)</li> </ul>	
2 Support and Investment Platforms	Output 2.3: Replication of GEF and EC SOLUTIONSplus country project experiences to other countries and cities in Africa is supported	2026-06-30	30%	50%	<ul style="list-style-type: none"> <li>• D 2.3.2 Additional concepts for replication / upscaling have been prepared for submission to GCF in a joint project with World Bank, continuing discussions with GCF are moving the concept toward submission-</li> <li>• D 2.3.2 Discussions with ClimateWorks Foundation on the development of national and sub-regional e-mobility projects have come to fruition, the projects will commence in 2025</li> <li>• D 2.3.2 Partnering institutions such as WRI, GIZ, SFC, ICCT, and ICLEI are supported in their efforts to develop and implement e-mobility projects. Two CCAC-funded green and electric freight projects are underway in the Eastern Africa and ASEAN regions. A third green/e-freight project for Africa and Latin America is in the final round of evaluation.</li> <li>• D 2.3.2 3 proposals were developed for the BMU IKI 2023 Call for proposal on Climate Friendly Transport, Battery End of life and circularity. One has been selected for further evaluation.</li> </ul>	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
2 Support and Investment Platforms	Output 2.4: The Support and Investment Platform for Asia and the Pacific is established, including a community of practice and an e-mobility market place	2026-06-30	20%	70%	<ul style="list-style-type: none"> <li>The platform was created and a community of practice of around 200 persons from the region has been established (D2.4.1).</li> <li>Thematic groups have been established as part of the in-person events, as well as in all other knowledge management of the platform, meaning that platform members have been able to join discussions on the following topics: e-2/3-wheelers, e-buses, e-vessels, EV charging infrastructure, EV battery life cycle, Just Transition/social inclusion, and e-freight and emerging technologies.</li> <li>Needs assessments have been conducted through platform online survey, in online community meetings, and through face-to-face discussions between government representatives and ADB staff. A total of 12 needs assessment discussions were held during Seoul workshop between government representatives and ADB staff/management, covering e-mobility financing gaps and needs (including the topics listed above). Also the thematic working group discussions during the Seoul workshop were held to further identify e-mobility gaps and needs in the region (D2.4.2).</li> <li>Two cross-region in-person meetings have been arranged during the reporting period, with participants from EV industry, e-mobility service providers and country representatives and project development teams. These include platform event in Seoul (Nov 2023), and ADB Transport Forum side event in Manila (May 2024) (D2.4.3.)</li> <li>ADB has launched a regional E-Mobility Program in 2024, supported by GCF, to support the scale-up of e-mobility projects in 7 countries in the region, expected to comprise a total investment of USD 454m. EVs/EV supply equipment is expected to be delivered as part of this program for projects in all 7 countries (D2.4.4).</li> <li>As a result of initial discussions through the platform, 18 possibilities of financing were identified. During the reporting period, at least two e-mobility scale-up projects in the region have been facilitated: DAMRI E-Bus Project in Indonesia and the Sustainable Urban E-mobility Project in Nepal (D2.4.5).</li> </ul>	S
2 Support and	Output 2.5: Government and private sector	2023-07-31	35%	60%	<ul style="list-style-type: none"> <li>The platform is arranging ongoing capacity building of key stakeholders, as well as providing technical support as needed.</li> </ul>	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
Investment Platforms	stakeholders are trained and technical support for enhanced capacity and investment is provided through the Asia and the Pacific Support and Investment Platform				<ul style="list-style-type: none"> <li>Website is yet to be published, however, procurement process for its development is currently kicked off. Expected to be developed by end of 2024 (D2.5.1).</li> <li>All GEF-7 child projects from Malaysia, Indonesia, Philippines and Nepal have presented lessons learnt in-person and online – the other GEF-7 child projects are expected to be presented in future occasions. In addition, Solutions+ Urban Living Lab learnings, as well as other replicable examples of e-mobility pilots have been presented through the platform.</li> <li>The platform arranged 19 webinars with 610 total participants (282 unique participants), approximately 38% being women. In addition, IEA e-mobility tools were presented through two joint webinars. Three community meetings were held, two of which were thematic panel discussions on EV battery life cycle management (with interaction with audience), in which 153 persons attended (121 unique participants). Three newsletters published covering updates and insights on e-mobility in the region (November 2023, March 2024, and May 2024) (D2.5.2).</li> <li>Training materials (PPTs from various events and webinar recordings) have been shared to all participants (some will also be available on the platform’s website). (D.2.5.3).</li> <li>Three trainings have been delivered in-person: e-bus training in Kuala Lumpur (Sep-23), platform event in Seoul (Nov-23) and Transport Forum side event in Manila (May-24), with 170 participants all events aggregated. In Manila (May 2024), the outcomes of UNEP’s 2/3-wheeler global study (Global Programme) were shared, and IEA e-mobility tools have been disseminated through two webinar sessions (October 2023). E-mobility project operationalization and financial planning and structuring have been covered in all training events, as well as through a number of different webinars. Sustainability of e-mobility was covered, among others, through two online panel discussions on EV battery life cycle management (from sourcing to end-of-life) as well as renewable energy integration and social inclusion topics on several occasions (D.2.5.4).</li> </ul>	
2 Support and	Output 2.6: Replication of GEF and EC	2026-06-30	15%	40%	<ul style="list-style-type: none"> <li>USD 168million of ADB funding has been committed to e-mobility during this period. This is relating to the development of e-mobility projects in the region. (D2.6.3).</li> </ul>	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
Investment Platforms	SOLUTIONSplus country project experiences to other countries and cities in Asia and the Pacific is supported				<ul style="list-style-type: none"> <li>Importantly, a regional E-Mobility Program was launched by ADB in 2024, co-financed with GCF, to support the scale-up of e-mobility projects in 7 countries, expected to comprise a total investment of USD 454m. It will support the development of e-mobility networks in these countries and serve as a market accelerator (D2.6.1, D2.6.3, D2.6.4).</li> <li>Lessons from GEF-7 child projects that have made implementation progress during the reporting period (mainly Nepal, Indonesia, Malaysia, Philippines) have been shared in the platform's newsletters as well as in various in-person and online events: Seoul workshop, panel discussion at Transport Forum in Manila and webinar sessions (D2.6.2).</li> </ul>	
2 Support and Investment Platforms	Output 2.7: The support and investment platform for Latin America and the Caribbean is established, including a community of practice and an e-mobility market place	2026-06-30	50%	100%	<ul style="list-style-type: none"> <li>A community of practice of over 200 people from GEF 7 country projects, but also from other countries in the region has been established. Public and private sector, as well as the academy and civil society participate of the Regional Platform sessions.</li> <li>Task teams on electric LDV, buses, data management, gender, and battery end life were established.</li> <li>The helpdesk is functional and responds to the needs of country projects (<a href="https://gemp.cmsostenible.org/help-desk">https://gemp.cmsostenible.org/help-desk</a>)</li> <li>The project website is currently being finalized (<a href="https://gemp.cmsostenible.org/">https://gemp.cmsostenible.org/</a>)</li> </ul>	S
2 Support and Investment Platforms	Output 2.8: Government and private sector stakeholders are trained and technical support for enhanced capacity and investment is provided through the Latin America	2025-06-30	50%	70%	<ul style="list-style-type: none"> <li>4 In person workshops:- Public Private partnership for eMobility: 12 Oct 2023,</li> <li>EMobility Just Transition: 11th Dec 2023- Electric two and three wheeler : 14th Feb 2024- LAC electric mobility forum</li> <li>18-21 March 2024 (<a href="https://www.unep.org/events/workshop/latin-american-electric-mobility-forum-2024">https://www.unep.org/events/workshop/latin-american-electric-mobility-forum-2024</a>)</li> <li>02 virtual webinars:- Fossil Exit Research Conference – 13 Oct 2023- EV Fleet Financing 21 December 2023</li> </ul>	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
	and the Caribbean support and investment platform.					
2 Support and Investment Platforms	Output 2.9: Replication of GEF and EC Solutions Plus country project experiences to other countries and cities in Latin America and the Caribbean is supported	2026-06-30	30%	50%	<ul style="list-style-type: none"> <li>Argentina, Ecuador (GEF 7), Colombia (GEF 7) and Costa Rica (GEF) have been selected / developed as replication / upscaling country projects of the Solutions Plus project.</li> <li>The call for proposals was launched in Q1 2023 (<a href="https://www.solutionsplus.eu/replication-call">https://www.solutionsplus.eu/replication-call</a>), the winning applicants were selected, and the replication projects have commenced.</li> <li>Successful, pilots launched and implemented - The LAC platform is supporting the Germany Climate Initiative funded and UNEP led ACCESS project which has as strong focus on digitalization and electric mobility (<a href="https://www.international-climate-initiative.com/en/project/access-accelerating-access-to-low-carbon-urban-mobility-solutions-through-digitalization-21-i-456-latin-america-m-access-mobility-digitalization-vorbereitungsphase/">https://www.international-climate-initiative.com/en/project/access-accelerating-access-to-low-carbon-urban-mobility-solutions-through-digitalization-21-i-456-latin-america-m-access-mobility-digitalization-vorbereitungsphase/</a>). The full project with a financing of EUR 20 million has been approved by now.</li> <li>Project support has been provided to NZNPA IP Country projects in Mexico &amp; Trinidad and Tobago both having a strong focus on electric mobility</li> </ul>	S
2 Support and Investment Platforms	Output 2.10: The Support and Investment Platform for Central and Eastern Europe, West Asia & Middle East is established, including a community of practice and an e-mobility market place	2026-06-30	35%	70%	<ul style="list-style-type: none"> <li>Community of Practice participants from 5 projects (Uzbekistan, Armenia, Jordan, Albania and Lebanon) and other program partners, meeting on quarterly basis</li> <li>Second in-person annual regional event initially planned for June 2024 but postponed to September 2024, to happen in London, UK</li> <li>Additional event organized by EBRD in October 2023 in London, UK targeting representatives of cities and technical staff with over 60 participants and dedicated session on e-mobility</li> <li>Platform manager actively engaging with non-GEF countries in e-mobility development support, launching a study for the elaboration of National Electric Mobility Strategy in Moldova in June 2024 and other similar studies (between 2 to 5) to be launched in the coming months.</li> </ul>	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
					<ul style="list-style-type: none"> <li>Work on scale up concepts for the GEF Country Child Projects to be launched at the in-person event in September 2024, after which the marketplace approach will be structured</li> </ul>	
2 Support and Investment Platforms	Output 2.11: Government and private sector stakeholders are trained and technical support for enhanced capacity and investment is provided through the Central and Eastern Europe, West Asia & Middle East Support and Investment Platform.	2024-04-30	40%	95%	<p>During this reporting period:</p> <ul style="list-style-type: none"> <li>A training program delivered and updated following stakeholders' feedback.</li> <li>Webinar training program of 12 hours of total content delivered over 6 sessions between October 2023 and 2024 including interpretation in Arabic and Russian</li> <li>Participation in 3 capacity building events organized by the Child Project in Armenia</li> <li>A second in-person event with working sessions on the elaboration of scaling up concepts for e-mobility initially planned for June 2024 finally postponed to 10-12 September targeting 25-30 participants.</li> <li>Continuation of set of study tours organized with cooperation of South Korean partners to increase capacity of public and private stakeholders. The second study tour to Seoul was organized in November 2023.</li> </ul> <p>The Output completion has been postponed to October 2024.</p>	S
2 Support and Investment Platforms	Output 2.12: Replication of GEF and EC SOLUTIONSplus country project experiences to other countries and cities in Central and Eastern Europe, West Asia & Middle East is supported	2026-06-30	10%	20%	<p>Some of the GEF Projects are reaching a stage advanced enough to start developing scale up concepts for e-mobility investments. Others are still in early stages. Hence any work on replication will likely be postponed until 2025, when at least the scale up concepts have been drafted. In parallel, the Platform and EBRD banking teams are exploring options for the design of e-mobility aggregation facilities in different countries. This work is still in exploratory stage.</p>	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
3 Tracking progress, EV market monitoring and results dissemination	Output 3.1: Global EV Outlook and other relevant publications are expanded to additional countries, data-sets, assessments, and case studies	2026-02-28	30%	60%	<ul style="list-style-type: none"> <li>The IEA Global Electric Vehicle Outlook 2021 to 2024 expanded datasets to GEF countries. The Data from countries participating in the GEF programme is improving but still limited.</li> <li>Global Report on Used Heavy- Duty Vehicles and the Environment: A Global Overview of Used Heavy-Duty Vehicles: Flow, Scale and Regulation released (<a href="https://www.unep.org/resources/report/used-heavy-duty-vehicles-and-environment-global-overview-used-heavy-duty-vehicles">https://www.unep.org/resources/report/used-heavy-duty-vehicles-and-environment-global-overview-used-heavy-duty-vehicles</a>)</li> </ul>	S
3 Tracking progress, EV market monitoring and results dissemination	Output 3.2: An e-mobility monitoring framework is established, data on market and policy framework is collected and indicators and targets are tracked	2026-06-30	30%	60%	The framework has been established, a data template has been developed and shared with all GEF7 country projects and webinars are now held every year to train the use of the templates. Data is still limited but improving.	S
3 Tracking progress, EV market monitoring and results dissemination	Output 3.3: A knowledge management system and a website are established to disseminate materials and results to programme and non-programme countries	2022-06-30	100%	100%	<ul style="list-style-type: none"> <li>The activities of the Global Programme are showcased on UNEP's transport website (<a href="https://www.unep.org/explore-topics/transport/what-we-do/electric-mobility/supporting-global-shift-electric-mobility">https://www.unep.org/explore-topics/transport/what-we-do/electric-mobility/supporting-global-shift-electric-mobility</a>).</li> <li>Summaries of the GEF funded e-mobility country projects are provided under <a href="https://www.unep.org/gef/focal-areas/climate-change-mitigation/projects">https://www.unep.org/gef/focal-areas/climate-change-mitigation/projects</a>.</li> <li>More than 300 knowledge products as well as information on the GEF Child Country Projects can be accessed through the e-mobility toolbox (<a href="http://www.emobility.tools/">www.emobility.tools/</a>)</li> </ul>	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
3 Tracking progress, EV market monitoring and results dissemination	Output 3.4: A gender responsive communications and branding programme is developed to communicate and showcase the results of the programme to promote replication and wider use of project tools	2026-06-30	60	75%	<ul style="list-style-type: none"> <li>A UNEP led gender and an electric mobility working group has been launched at the International Transport Forum summit in 2023 (<a href="https://summit.itf-oecd.org/2023/summit-programme/launch-of-the-gender-and-electric-mobility-working-group/">https://summit.itf-oecd.org/2023/summit-programme/launch-of-the-gender-and-electric-mobility-working-group/</a>)</li> <li>A publication on gender and e-mobility has been finalized under the GEF7 sister project Solutions Plus (<a href="https://www.solutionsplus.eu/_files/ugd/6a0a2f_79eb01623a3e47a9ac979485d63dcd0e.pdf">https://www.solutionsplus.eu/_files/ugd/6a0a2f_79eb01623a3e47a9ac979485d63dcd0e.pdf</a>)- UNEPs project "E-Mobility as a Driver for Change" has been showcased at TUMI conference (<a href="https://www.youtube.com/watch?v=ePT5QDjFklk">https://www.youtube.com/watch?v=ePT5QDjFklk</a>)</li> <li>Experts have been hired in Africa, Asia and Latin America to work on the topic in 6 countries (<a href="https://www.linkedin.com/posts/annika-berlin_electricmobility-women-gender-activity-7119542960815267840-2j9Q/?trk=public_profile_like_view">https://www.linkedin.com/posts/annika-berlin_electricmobility-women-gender-activity-7119542960815267840-2j9Q/?trk=public_profile_like_view</a>)</li> <li>Regular events and webinars are taking place (<a href="https://www.linkedin.com/posts/annika-berlin_emobility-africa-electricvehicles-activity-7223582229816332288-ug45?utm_source=share&amp;utm_medium=member_desktop">https://www.linkedin.com/posts/annika-berlin_emobility-africa-electricvehicles-activity-7223582229816332288-ug45?utm_source=share&amp;utm_medium=member_desktop</a>)</li> <li>The Africa e-mobility forum in Dakar included a session on gender and e-mobility (<a href="https://sustmob.org/EMOB/pdf/2nd_Africa_Emobility_Forum&amp;Training_Dakar_2024.pdf">https://sustmob.org/EMOB/pdf/2nd_Africa_Emobility_Forum&amp;Training_Dakar_2024.pdf</a>)</li> <li>The e2&amp;3wheeler global conference in Bangkok included a session on gender and e2&amp;3wheelers (<a href="https://sustmob.org/EMOB/pdf/Agenda_Global_E-23W_Conference_9-12October2023.pdf">https://sustmob.org/EMOB/pdf/Agenda_Global_E-23W_Conference_9-12October2023.pdf</a>)</li> </ul>	S
3 Tracking progress, EV market monitoring and results dissemination	Output 3.5: Programme stakeholders participate in one global project launch meeting and one global end of project electric mobility meeting co-	2026-06-30	50	75%	<ul style="list-style-type: none"> <li>A Global Conference on Electric Two and Three Wheelers took place in Bangkok, Thailand between 9th and 12th of October 2023. Representatives from 11 Asian, 10 African, 4 Latin American countries and several international experts convened to exchange knowledge on the electrification of two and three wheelers in low and middle income countries (LMICs) (Global Electric Two- and Three- Wheeler Conference (unep.org))</li> <li>A side event on Electrifying Bus Rapid Transit systems in Africa has been held at COP 28 together with GCF, World Bank and country representatives (<a href="https://www.unep.org/events/unea/shifting-electric-bus-rapid-transit-african-cities#:~:text=many%20cities%20are%20developing%20bus,BRTs%20is%20taking%20place">https://www.unep.org/events/unea/shifting-electric-bus-rapid-transit-african-cities#:~:text=many%20cities%20are%20developing%20bus,BRTs%20is%20taking%20place</a>)</li> </ul>	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
	organized with other events				<p>2020 now.), (<a href="https://www.linkedin.com/posts/unep_cop28-activity-7138391736522788865-mb_j/">https://www.linkedin.com/posts/unep_cop28-activity-7138391736522788865-mb_j/</a>)</p> <ul style="list-style-type: none"> <li>• Electric mobility was highlighted during Africa Climate Summit / Africa Climate Week (<a href="https://www.unep.org/gan/events/conference/africa-climate-week-summit-2023">https://www.unep.org/gan/events/conference/africa-climate-week-summit-2023</a>)</li> <li>• UNEP supported the IEA 9th Annual Global Conference on Energy Efficiency on the topic of electric mobility (<a href="https://www.iea-events.org/9th-global-conference/session/4cc4ae70-b3ed-ee11-aaf0-000d3a2b945f">https://www.iea-events.org/9th-global-conference/session/4cc4ae70-b3ed-ee11-aaf0-000d3a2b945f</a>); (<a href="https://www.iea.org/news/new-energy-efficiency-policies-in-focus-as-iea-conference-in-nairobi-seeks-to-build-momentum-on-doubling-global-progress">https://www.iea.org/news/new-energy-efficiency-policies-in-focus-as-iea-conference-in-nairobi-seeks-to-build-momentum-on-doubling-global-progress</a>)</li> </ul>	

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

## 4 Risks

### 4.1 Table A. Project management Risk

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

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

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

### 4.2 Table B. Risk-log

#### Implementation Status (Current PIR)

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

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
Risks identified at CEO Endorsement	----									----
Negative perceptions about e mobility technology and the impacts this will bring to society and industry.	All	M	L	L	L				=	E-mobility is generally gaining traction in LMICs and in some countries reality is overtaking initial

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										expectations, for example with regards to private sector engagement in e-mobility.
Countries are not interested in second life and disposal of batteries so early on in market transformation to electric vehicles .	All	M	L	L	L				=	The topic of battery end-of-life and circularity is often mentioned by country stakeholders. A workshop on the topic which was held in Nairobi April 24-26 was attended by 60+ participants from all over Africa confirming strong interest in the topic. The GEF8 e-mobility programme will put a strong focus on the issue.
Time lag of results: Major results of the project may not be seen before the end of the project period.	All	M	M	L	L				=	This is more of a structural issue than a risk: indeed, results only materialize once the projects are completed. In order to monitor progress, Component 3 of the Global project will seek to collect results from the country child projects and disseminate them / communicate on them through the website and the communications programme.
Lack of linkages with available funding/financing for EVs fleets.	All	M	L	L	L				=	E-mobility has been identified by many of the developing banks as a promising field of investment. The e-mobility investment portfolio of MDBs involved in the GEF8 Global

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										Project currently exceeds USD 3 billion.
Political changes stall the Country Child Project implementation or impede scale-up.	All	M	M	M	M				=	The Ukraine project is suspended due to the war with Russia. The Belarus standalone project has been cancelled for the same reason. Project implementation in Armenia has been hampered by the war with Azerbaijan. Insolvency and unrest have delayed project implementation start in Sri Lanka. Other countries, For example, the project in Cote d'Ivoire has faced delays due to political friction within the executing ministry. While project execution can be delayed (or stalled in extreme cases), no reduction in the general interest in the topic of e-mobility can be observed.
Lack of supportive government policy environment limits replication due to unattractive business case for e-mobility investments	All	M	N/A	L	L				=	Experience with the Sol+ pilots and policy development in other UNEP implemented projects indicate that governments are in general very supportive to the development of new opportunities to locate value added in the country and to create jobs. For example, with support by UNEP, Kenya recently waived taxes on EV kits and Li-on batteries

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
Limited bankability of potential e-mobility clients reduces opportunities for replication of e-mobility projects.	All	M	N/A	N/A	N/A					Still too early to assess. However, the interest of financial institutions to up-scale e-mobility projects is strong.
Risks identified in the Environmental and Social Safeguards screening	All	L	L	L	L				=	No changes in risk assessment have been identified.
N/A – No Medium, Substantial or High risks identified in the E&S safeguards screening	All	L	L	L	L				=	No changes in risk assessment have been identified.
Risks identified in the 2022 PIR by EBRD:										
War in Ukraine may impact stakeholder availability in Ukraine as well as neighbouring countries	Outputs 2.10. 2.11. 2.12	N/A	M	L	L				=	The project in Ukraine has been suspended until June 2024. Further suspension is currently being discussed.
		N/A	M	L	L				=	
		N/A	L	L	L				=	Overall, the consolidated risk rating remains low, and there are no major risks to timely implementation or the completion of the Global Project deliverables.

### 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
Time lag of results: Major results of the project may not be seen before the end of the project period.	In order to monitor progress, Component 3 of the Global project will seek to collect results from the country child projects and disseminate them / communicate on them through the website and the communications programme. (During 2024 PIR)	Training webinars on transport data collection have been jointly implemented with the IEA. However, it is still too early to collect results for dissemination. Over the next year country projects will start to deliver final strategies, policies and business models for dissemination through the e-mobility toolbox.	Action 1 [2024]: Continued training on transport data collection.	Data collection has been included in the webinar series provided by EBRD and ADB to their respective RSIPs. Training on data collection is also included in RSIP Community of Practice meetings, such as the Africa meeting in Dakar, and the EEWACA meeting that will take place in September 2024. Additionally, data collection is highlighted on country missions.	UNEP SMU, IEA
Political changes stall the Country Child Project implementation or impede scale-up.	N/A	The implementation of the Global Project has continued as planned and support to countries has been provided through the Regional Support and Investment Platforms.	Countries where project implementation has been delayed due to political changes will continue to be engaged through the GEF-7 and GEF-8 Global E-mobility Programmes. Efforts to provide technical support and assistance will continue. Through the help-desk function of the RSIPs, UNEP will further intensify in-country support through dedicated missions,	Remaining GEF-7 project cycle, GEF-8 cycle	UNEP SMU, ADB, EBRD

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
			progress calls and administrative support		
Global publications such as the IEA Global Electric Vehicle Outlook face difficulties to report on information gathered from GEF-7 country projects due to the limited available data from countries participating in the programme.	N/A	IEA will continue to work with the countries and encourage them to designate a country contact point for collecting national EV data (policies, markets, infrastructure).	Continued trainings on data collection as well as identification of the appropriate focal points in country project execution teams to support the data collection process will be prioritized.	UNEP SMU will support IEA throughout the next year to identify appropriate focal points as the GEF-7 country projects develop their capacity to collect the necessary data.	UNEP SMU, IEA
Programme level monitoring is hampered due to lack of engagement from country child projects as well as the lack of capacity at the country level to follow up and provide necessary inputs/feedback.	N/A	A simple questionnaire was designed to be circulated among country projects with the objective of gaining insight into which Global Project interventions were most useful, what was the impact generated and how the design of national policy frameworks was influenced by GEF-7 Global Programme. However, feedback provided was often incomplete.	The Global project team will organize a virtual discussion and a Q/A for the next questionnaire in order to allow Child Projects the opportunity to ask queries regarding how to fill out the form and what responses to provide. The relevant Child Project IAs, RSIP coordinators and Global Project IAs/EAs would be invited.	Q3-Q4 2024	UNEP SMU

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





between 26% and 50% that assumptions may fail to hold or materialize, and/or the project may face only modest risks. Low Risk (L): There is a probability of up to 25% that assumptions may fail to hold or materialize, and/or the project may face only modest risks.

## 5 Amendment - GeoSpatial

### Project Minor Amendments

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

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

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

### Minor amendments

PIR 2023: Implementation Schedule: The launch of the Asia and Pacific Support and Investment Platform has been partially delayed due to processing of procurement process of consulting firm that will support the implementation of the platform. Consequently, also the other deliverables have been delayed. However, the firm was contracted in June 2023, and thus no further delays are foreseen.

ADB PIR 2024: Output 2.5 (Government and private sector stakeholders are trained and technical support for enhanced capacity and investment is provided through the Asia and the Pacific Support and Investment Platform) is set for 30 June 2023, although the end date for the other regional platforms for this same output is 30 June 2025.

The platform's capacity building efforts are ongoing and will continue until end of project, so we suggest that the end date for this output is set for 30 June 2025 to match the other platforms, and to reflect the ongoing nature taking place as part of this output.

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

Version	Type	Signed/Approved by UNEP	Entry Into Force (last signature Date)	Agreement Expiry Date	Main changes introduced in this revision
Original legal instrument with UNEP SMU		2021-07-22	2021-07-22	2027-06-30	
Original legal instrument with IEA		2021-09-06	2021-09-30	2027-06-30	

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
Kyiv, Ukraine	50.45466	30.5238	703448		
Lomé, Togo	6.12874	1.22154	2635267		
Freetown, Sierra Leone	8.48714	-13.2356	2409306		
Victoria, Seychelles	-4.62001	55.45501	241131		
Antananarivo, Madagascar	-18.91368	47.53613	1070940		
New Delhi, India	28.65195	77.23149	1273294		
Santiago, Chile	-33.45694	-70.64827	3871336		
Bujumbura, Burundi	-3.38193	29.36142	425378		
Yerevan, Armenia	40.18111	44.51361	616052		

Location Name	Latitude	Longitude	GEO Name ID	Location Description	Activity Description
Saint John's, Antigua & Barbuda	17.12096	-61.84329	3576022		
Tashkent, Uzbekistan	41.26465	69.21627	1512569		
Castries, Saint Lucia	13.9957	-61.00614	3576812		
San Jose, Costa Rica	9.93333	-84.08333	3621849		
Lima, Peru	-12.04318	-77.02824	3936456		
Kingston, Jamaica	17.99702	-76.79358	3489854		
Male, Maldives	4.17521	73.50916	1282027		
Abidjan, Cote d'Ivoire	5.35444	-4.00167	2293538		
Tunis, Tunisia	36.81897	10.16579	2464470		
Manila, Philippines	14.6042	120.9822	1701668		
Tirana, Albania	41.3275	19.81889	3183875		
Saint George's, Grenada	12.04788	-61.75188	3579922		
Quito, Ecuador	-0.22985	-78.52495	3652462		
Dhaka, Bangladesh	23.7104	90.40744	1185241		
Jakarta, Indonesia	-6.21462	106.84513	1642911		
Colombo, Sri Lanka	6.93548	79.84868	1248991		
Bangkok, Thailand	13.75398	100.50144	1609350		
Pretoria, South Africa	-25.74486	28.18783	964137		

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

N/A

[Annex any linked geospatial file]