UNEP GEF PIR Fiscal Year 2023

Reporting from 1 July 2022 to 30 June 2023

1. PROJECT IDENTIFICATION

1.1. Project details

Identification Table		GEF ID.: 10270	Umoja no.: SB-016713
		SMA IPMR ID: 4898	Grant ID: S1-32GFL-000686
		Project Short Title: EM Global	
Project Title		Global project to support countries with the shift to electric mobility	
Duration months	*Planned*	60 months	
	Age	24 months	
Project Type		Full size Project	
Parent Programme if child project		Global Programme to Support Countries with the Shift to Electric Mobility	
Project Scope		Global	
Region		Africa, Asia and the Pacific, Europe, Latin America and Caribbean, Central and Eastern Europe, West Asia & the Middle East	
Countries		Global	
GEF Focal Area(s)		Climate Change Mitigation	
GEF financing amount		$ 4,100,100	
Co-financing amount		$ 34,273,250	
Date of CEO Endorsement		3 June 2021	
Start of Implementation (PCA entering into force)		1 July 2021	
Date of Inception Workshop, if available		10 November 2021	
Date of first disbursement (for UNEP only)		To UNEP SMU: 13 August 2021 To IEA: 25 October 2021	
UNEP Project Approval Date (on Decision Sheet)		22 July 2021	
Total disbursement as of 30 June 2023 (for UNEP only)		To UNEP SMU: $ 700,000 To IEA: $ 416,303	
Total expenditure as of 30 June 2023		By UNEP: $ 372,288 By IEA: $ 506,958[1] By ADB: $ 36,272.46 By EBRD: $ 88,240 (out of $201,227 committed)	
Midterm undertaken?		No	

[1] At the time of PIR submission, the expenditures for S1 2023 were cleared by UNEP's Task Manager and Administrative Officer, but not yet recorded in UNEP's system (Umoja).

Actual Mid-Term Date, if taken		N/A
Expected Mid-Term Review Date		31 March 2024
Completion Date	*Planned-original PCA*	30 June 2026
	Revised-current PCA	N/A
Expected Terminal Evaluation Date		31 December 2026
Expected Financial Closure Date		30 June 2027

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
The aim is to have four Global Thematic Working Groups generating 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
The activities under this component will seek to create conditions for market actors in low and middle-income countries to expand investment in electric mobility through the Support and Investment Platforms.

Component 3*:* **Tracking progress, EV market monitoring and results dissemination**
Through this component, the country projects and electric mobility markets will be 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	Industry and Economy Division, Energy and Climate Branch, Climate Change Mitigation unit
Name of co-implementing Agencies	UNEP, ADB, EBRD
Executing Agency(ies)	UNEP, IEA, ADB, EBRD, CMS
Names of Other Project Partners	SOLUTIONSplus
UNEP Portfolio Manager	Geordie Colville
UNEP Task Manager	Ruth Coutto
UNEP Budget/Finance Officer	Fatma Twahir
UNEP Support/Assistants	Tania Daccarett
EA Manager/Representative	Rob De Jong
EA Project Manager	Alex Koerner
EA Finance Manager	Lucy Halogo
EA Communications Lead, if relevant	To be appointed in the 2nd semester of 2023

2. OVERVIEW OF PROJECT STATUS

2.1 UNEP PoW and UN

UNEP Current Subprogramme(s)	Climate Change: countries increasingly transition to low-emission economic development, and enhance their adaptation and resilience to climate change
PoW Indicator(s)	(i) The number of countries supported by UNEP that make progress in adopting and/or implementing low greenhouse gas emission development plans, strategies and/or policies
UNEP previous Subprogramme(s)	N/A
UNSDCF / UNDAF linkages	Not applicable − this is a global project.
Link to relevant SDG Goal(s)	SDG-11. Make cities and human settlements inclusive, safe, resilient and sustainable SDG-13. Take urgent action to combat climate change and its impacts
Link to relevant SDG Target(s)	11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons 13.2 Integrate climate change measures into national policies, strategies and planning.

2.2. GEF Core Indicators:

Indicators	Targets – Expected Value			Materialized to date
	Mid-term	End-of-project	Total target	
Indicator 6. Greenhouse Gas Emissions Mitigated (metric tons of CO_{2e})	N/A	Direct 268,942 tCO_2 (by year 2036)	Direct 268,942 tCO_2 (by year 2036)	The project will only be able to measure progress towards reaching these targets towards project completion, in 2026.
		Indirect 7,500,000 tCO_{2e} (by year 2036)	Indirect 7,500,000 tCO_{2e} (by year 2036)	
Indicator 11. Number of direct beneficiaries disaggregated by gender as co-benefit of GEF investment	Women: 150	Women: 868	Women: 868	Women: 1,233 Men: 1,998 Total: 3,231
	Men: 350	Men: 2,012	Men: 2,012	

2.3. Implementation Status and Risk

	FY 2022	FY 2023	FY 20__	FY 20__	FY 20__
PIR #	1st	2nd	3rd	4th	….
Rating towards **outcomes (DO)** (section 3.1)	S	S			
Rating towards **outputs (IP)** (section 3.2)	S	S			
Risk rating (section 4.2)	L	L			

The GEF7 “Global Project to Support Countries with the Shift to Electric Mobility” supports 32 GEF funded national e-mobility projects of which 27 are Child Country Projects part of the programme and 5 are stand-alone projects

associated to the programme. As of end of June 2023, a total of 19 national projects (including stand-alone projects) were operational (59%). Country projects under the programme had been submitted in 2 phases. 12 of 16 Country Child Projects submitted as part of phase 1 are operational (75%), with Burundi, Madagascar, India and Peru being the non-operational countries expected to start implementation in the next 6 months.

As of June 30, 2023, all Global Thematic Working Groups (TWGs) and all Regional Support and Investment Platforms (RSIPs) are operational, and e-mobility tools and knowledge products are made accessible through the toolbox (https://emobility.tools/).

The EU funded sister project Solutions Plus (Sol+), which is expected to come to an end by end of June 2024, has provided seed funding to e-mobility start-ups in 2 GEF-7 Country Child Projects, namely Togo and Sierra Leone, with Armenia to be followed in the coming weeks. The GEF-7 Seychelles project is actively supported by Sol+ consortium partners to design their e-bus pilot and establish EV homologation protocols.

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

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 retrofitting". It also is supporting the implementation of a Global Thematic Working on E-Freight, which will be launched in September this year.

A concept idea to develop a project focusing on "Decarbonizing Transport and Improving Mobility Services in Africa through E-BRTs and Avoid-Shift-Improve Approaches" has been submitted to the GCF jointly by UNEP and the World Bank, and a formal concept note is now being requested by the fund.

Including all UNEP implemented partner programmes, namely 1.) the EU funded Sol+ and the Smart Energy Solutions for Africa (SESA) project; 2.) the Germany funded BMUV-IKI (Integrating Electric 2&3 Wheelers into Existing Urban Transport Modes in Developing and Transitional Countries) and BMZ (E-Mobility as a Driver for Change - Gender Transformative Zero Emission Mobility Systems) projects; 3.) the GCF funded Readiness Programme implemented by UNEP's regional office in Latin America and the Caribbean (Advancing a regional approach to e-mobility in Latin America); and 4.) anticipating the recently approved GEF8 e-mobility programme, UNEPs Global Electric Mobility Programme is now directly supporting the development and implementation 86 e-mobility projects in 59 countries. Grants approved or implemented under the programme amount to a total of USD 134.2 million, of which USD 73.8 million are provided by GEF-7 and USD 24.8 million are approved under the GEF-8.

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 (4) or are under development (8). In addition, several knowledge products developed as part of Sol+ or co-financed by other UNEP implemented e-mobility projects have been published (5) or are under development (19). The TWG on e-freight under the e-HDV WG implemented by UNEP will be launched in September. All knowledge products can be accessed through the e-mobility toolbox (https://emobility.tools/). Close collaboration is taking place with partnering programmes and organizations such as GIZ's TUMI E-Bus Mission (https://transformative-mobility.org/tumi-e-bus-mission-june-2023-update/) - which is now co-leading the TWG on e-buses - and with C40 Cities and ICLEI 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 – 3 in person, 6 virtual; Asia & Pacific – 1 virtual event) Latin America & the Caribbean – 9 virtual, 1 in-person; Eastern & Central Europe – 2 events). A global expert database has been established, and contact details

are shared with country projects and implementing partners upon request. Vise-versa, requests for expression of interests from country projects seeking for expert advice are being shared with the network.

Further to the events organized by the GEF funded RSIPs, numerous training and capacity building events, which can be accessed through the toolbox (https://emobility.tools/) have been carried out by the Sol+ 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 practise events (). A joint webinar on financing of e-mobility in Africa is scheduled for 30th August 2023.

E-mobility pilot projects funded through Sol+ have produced valuable results in Tanzania, Rwanda, Ecuador, Uruguay, Nepal, Philippines and Vietnam (https://www.solutionsplus.eu/living-labs). Sol+ replication projects to seed-fund local e-mobility start-ups are currently under implementation in the GEF7 countries Sierra Leone, Togo, Armenia and Ecuador contributing approximately USD 205,000 (EUR 186,500) in co-financing to these country projects. Additional Sol+ replication projects in Kenya, Uganda, Kenya, Thailand, Argentina and Colombia are currently jointly implemented by UNEP and UEMI (https://www.solutionsplus.eu/results-of-the-replication-calls). Since the UNEP supported replication projects target private sector, a total of 9 expression of interests to provide demo projects with EVs and EV supply equipment can be reported from these activities.

In addition, global EV and EV supply equipment manufacturers (Mahindra, Piaggio and MAN) expressed their interest to provide vehicles and equipment at discounted cost to pilot projects or are interested to participate in pilot projects related to vehicle charging (Shell).

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, AGF, Infraco Africa). The above mentioned idea concept jointly developed with World Bank on "Decarbonizing Transport and Improving Mobility Services in Africa through E-BRTs and Avoid-Shift-Improve Approaches" is targeting to support up to 14 countries identified on the African continent. Similarly, the development of GCF concepts for e-bus projects funded by the Climate and Clean Air Coalition (CCAC) and the AfDB are supported by UNEP in Abidjan (Cote d'Ivoire) and Freetown (Sierra Leone).

To date, a total of about USD 30 million has been leveraged through various UNEP supported / implemented programmes to accelerate introduction and up-scaling of e-mobility through the programme.

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 Global e-mobility market is tracked through the annual Global Electric Vehicle Outlook published by IEA (https://www.iea.org/reports/global-ev-outlook-2023). For example, the 2023 EV outlook breaks down the global EV market in GEF and non-GEF programme countries. Accessing data from developing markets turned out to be challenging, and in response to this a series of dedicated webinars to train local stakeholders on the use of the IEA EV market data tracking tool (see attachment in **Annex 1**) has been implemented in Q1 2023.

As many of the GEF supported country projects are still at early stages of implementation or are not yet fully operational, in-country progress and market tracking is still too early to assess.

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. UNEP, together with the World Bank is leading the working group on strategy. For example, ZEVTCs network and the Rapid Response Facility is used to seek for the development of new GEF8 electric mobility project concepts (https://zevtc.org/global-commitment/zev-rapid-response-facility/).

During GEF's June 2023 Council Meeting in Brasilia, Brazil June 26 to 29 2023, a new UNEP led GEF-8 "Global Programme to Support Countries to Upscale Integrated Electric Mobility Systems" has been approved, including a Global Support project funded through GEF Climate Change and Chemicals and Waste Focal Areas, as well as 7 country projects in Senegal, Zambia, Zimbabwe, Azerbaijan, Fiji, Solomon Islands and Vanuatu, altogether amounting to USD 24.8 million in grants. The GEF-8 Global Programme aims to widen the set of LMICs working on e-mobility, support investment into upscaled integrated e-mobility projects and establish a global framework to address key challenges related to used electric vehicles (EVs) flows from global north to south, end-of-life electric

vehicles and batteries & circularity. It will build on and continue the activities started under the GEF-7 programme and make use of the structures and institutional set-ups already established.

In total, UNEP is supporting 24 non-GEF-7 e-mobility programme countries with the 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.

Rating towards outputs:

Component 1: Global Thematic Working Groups and knowledge materials

UNEP:
The TWG on e-2&3Wheelers is operational since December 2021. Since the launch, 5 virtual meetings have taken place (Dec 9 2021, Mar 1 2022, Jul 19 2022, Dec 12 2022, Mar 28 2023), of which three within this reporting period. Each TWG meeting is bringing together about 30 participants, of which on average 30% are female. One of the TWG members presented on the value of Electric Mobility standards through the Africa RSIP during the reporting period.

Currently, 2 knowledge products on e2&3wheelers co-financed by the SoI+ and other UNEP programmes have been published. Another 3 knowledge products on e2&3wheelers funded by the GEF and approximately 10 products co-financed by SoI+ and other UNEP projects are under development. All products are accessible through the e-mobility toolbox (https://emobility.tools/).

The TWG on e-Buses is operational since December 2021. Since the launch, 5 virtual meetings have taken place (December 13 2021, May 31 2022, September 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 and approximately 4 products co-financed by SoI+ and other UNEP projects are under development. 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 (https://emobility.tools/).

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. Additional knowledge products have been released during the last year, 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 publication Global EV Outlook 2022) 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:
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). Stakeholders of the e-mobility projects in Seychelles and Cote d'Ivoire participated in a field trip to India organized by WRI in August 2022 and representatives from Mauritius in a similar field trip organized by C40 in June 2023. The Africa platform was involved in organizing the first Africa e-mobility week and exhibition in Nairobi, 8 October 2022 (https://www.youtube.com/watch?v=AN1t776VAz8). An in-person meeting on e-mobility in Africa with a focus on e-buses, financing and gender issues was held in Dar Es Salaam, Tanzania, March 20 to 24, 2023 (https://www.unep.org/events/workshop/africa-e-mobility-forum) bringing together more than 100 participants from

all over Africa. A global e2&3Wheelers conference is currently prepared to take place October 9 to 12, 2023 in Bangkok, Thailand, which will include at least 8 African countries.

In addition to the in-person events, 6 virtual webinars (E-mobility policies, e-mobility standards, EV battery management, End of life of EV batteries, EV Grid integration, and GHG Accounting for e-mobility) with about 70 participants each have been carried out by the Africa platform over the past year. In addition, the Africa Platform is coordinating with the private Association AfricaNEV (https://africanev.org/) and promoting their webinars and trainings (6 so far).

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 practise of an estimated 1,000+ members. A website (https://gemp.cmsostenible.org/) and a helpdesk with a dedicated e-mail address are available (helpdesk@cmsostenible.org). A newsletter promoting the electric mobility country project results as well as regional progress is issued bi-monthly. A 5- days in person meeting including a training on e-buses (3 days) and community of practice meetings (2 days) has been carried out in Santiago de Chile (Chile) in cooperation with UITP and the Sol+ project, November 28th to December 2nd 2022, bringing together about 23 participants from 9 countries. On June 27th 2023, the LAC RSIP was presented during the CODATU “Regional Forum on Urban Mobility in Latin America”.

From July 2022 to June 2023, 9 virtual trainings sessions were carried out in collaboration with Sol+ and ACCESS (charging infrastructure, operation of electric fleets, digitalization of e-mobility projects, gender and mobility, mobility as a service and intelligent transport, emission estimations in sustainable mobility projects, presentation of IEA tools developed under WG1 and WG4, international seminar and workshop on e-mobility in Paraguay). A total of 300 persons participated in these events. In –person regional meetings and market-place events on e-mobility finance are planned for Q3 and Q4 2023.

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 webinar series Transport in Crossways – Decarbonization Dialogues was created for ADB staff and select partners to learn and engage on topics relating to transport sector decarbonization, with a strong focus on e-mobility as a central tool for decarbonization. The series was launched in August 2022, and during the reporting period, a total of 23 webinar sessions have been arranged. The webinar session on 12 October, with UNEP as guest speaker, was focused on presenting the Global Electric Mobility Program, GEF7 funded e-mobility pilot projects in Asia and the Pacific, and the regional e-mobility platform. On average, approximately 20 persons attended each webinar session.
On 5-6 October 2022, a training on transport decarbonization was arranged for ADB staff in Manila, Philippines, with 34 participants in person, and 6 online. E-mobility-related presentations and discussions were strongly represented as part of the training. Concrete project cases were discussed and expert advice provided to projects under development, including on e-mobility promotion. This included discussions on using e-buses for planned BRT project in Ulaanbataar and e-ferry in connectivity project in Papua New Guinea.
Regular communication has been maintained with UNEP, GEF, Department for Business, Energy & Industrial Strategy (BEIS), Zero-Emission Vehicle Transition Council (ZEVTC), IEA, GCF, and Climate Compatible Growth (CCG).
ADB engaged in June 2023 the consulting firm, Integrated Transport Planning Ltd (ITP), to (i) establish an E-mobility Community to promote knowledge exchange, networking and mutual learning, (ii) deliver capacity building programs on E-Mobility, comprising webinars and workshops for ADB staff and DMC counterparts,(iii) deliver insight reports to set out aspirations of ADB’s Developing Member Countries in scaling up E-Mobility, current status, challenges, opportunities and enablers (iv) prepare regular E-Mobility newsletters for knowledge dissemination; and (v) design, deliver and oversee maintenance of a website on Asia and the Pacific Region E-Mobility Platform (APREP).

EBRD:
The Regional Support and Investment Platform for Central and Eastern Europe, West Asia and Middle East was officially launched in November 2022.
The Community of Practice has been formally established through the launch event on the 17th November 2022 with participants from 5 projects (especially active 4 already under implementation: Uzbekistan, Armenia, Jordan and Lebanon), meeting on quarterly basis.

The first in-person regional event was organised by the Platform in May 2023, in Izmir, Turkey with a strong component on training on electric buses with the cooperation of UITP with over 25 participants from 6 countries (Armenia, Egypt, Jordan, Lebanon, Turkey, Uzbekistan).
A consultant to deliver a set of webinar trainings has been contracted and part of the training materials have been completed. The sessions will start in September 2023.
The Platform manager has been actively engaging with non-GEF countries in e-mobility development support, with several additional support studies to be launched in the coming months. In addition, he has organised a set of study tours with cooperation of South Korean and Taiwanese partners to increase capacity of public and private stakeholders. The first study tour to Seoul was organised in June 2023.

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

IEA:
The recently released IEA Global EV Outlook 2023 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. For this purpose, the IEA together with UNEP co-organised an EV data collection webinar in January 2023

UNEP:
Communications products including brochures, slide decks and a promo video have been developed and the programme is featured on UNEP's transport website (https://www.unep.org/explore-topics/transport/what-we-do/electric-mobility/supporting-global-shift-electric-mobility).

Implementation status of individual GEF7 e-mobility country projects can be tracked on the UNEP website (https://www.unep.org/gef/focal-areas/climate-change-mitigation/projects). All knowledge products are accessible through the e-mobility toolbox (https://emobility.tools/).

The programme has been featured at global conferences, for example at World Banks "Transforming Transportation" (https://www.transformingtransportation.org/agenda , Session 3 - Shifting Gear: Accelerating Financing and Knowledge-Building for Active Mobility), ITF's "Transport Summit" (https://summit.itf-oecd.org/2023/summit-programme/launch-of-the-gender-and-electric-mobility-working-group/) or the "International Day of Clean Air" (https://www.driveelectriccampaign.org/blog/drive-electric-unep/).

The GEF Global Electric Mobily programme will be presented during the UNFCCC organized Regional Climate Weeks. UNEP is planning to feature the programme during COP28 in Dubai.

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

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, 12 GEF-7 programme or stand-alone country projects have still 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, continuous support to and engagement with country projects will be assured.

IEA:
Areas where continued work will be essential to ensure quality of the Programme's execution includes improved information flow between the activities under the global projects and the country projects; incorporation of the global thematic working groups' outputs in the plans of the Support and Investment platforms for the purpose of dissemination and training activities.

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:** Whilst high inflation has been observed especially in travel costs, the risk of high inflation seems to have decreased over the first half of 2023 and seems to be more under control. [section will be uploaded into the GEF Portal]

2.4. Co-financing

Planned Co-finance Total: $ 34,273,250 **Actual to date: (US$ 31,988,229) (= 93.3%)**	**UNEP:** Planned: US$ 5,668,250 Actual for current reporting period: US$ 1,557,659 Total actual since project start: US$ 3,531,813 **SOLUTIONSPlus:** Planned: US$ 20,430,000 Actual for current reporting period: US$ 5,661,288 Total actual since project start: US$ 18,672,561 **IEA:** Planned: US$ 3,425,000 Actual for current reporting period: US$1,030,354 Total actual since project start: US$ 2,089,742 **ADB:** Planned: US$ 2,000,000 Actual for current reporting period: US$ 360,000 Total actual since project start: US$ 4,562,780 **EBRD**: Planned: US$ 2,750,000 Actual for current reporting period: US$ 1,168,365 Total actual since project start: US$ 3,131,332
Progress	**UNEP:** The reported co-finance in the form of In-kind Contributions summarizes the Sustainable Mobility Unit's expenditures on: 1.) Staff time; 2.) Consultancies; 3.) Travel cost; 4.) Contractual services; and 5.) Operational cost for the time frame July 2022 to June 2023 related to the implementation of the Global Electric Mobility Programme. 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 2022 to June 2023. **SOLUTIONSPlus**: The support to the GEF e-mobility project included the co-development of innovative e-mobility solutions and operations in 10 Living Labs to test and validate the solutions. The development and operations of a joint e-mobility toolbox and capacity building programme. Facilitation and scale-up and replication actions building on the emobility Living Labs. Institutionalization of learnings and partnerships into the Urban Living Lab Center, a UN-Habitat Collaborating Center, embedded in 26 regional and thematic hubs. Activities involved 47 consortium members of SOLUTIONSplus and over 20 local innovators and included staff cost, seed-funding, travel and training costs as well as expenditures for local implementation. **IEA:**

	The IEA has so far mobilised a total of US$ 2,089,742 in co-financing in support of the Programme which is around 61% of the US$ 3,425,000. **ADB:** ADB mobilized $360,000 financed on a grant basis by the Government of United Kingdom of Great Britain and Northern Ireland through the Foreign, Commonwealth, and Development Office (FCDO) to finance a study on pathways for decarbonization of the transport sector. **EBRD:** A total of USD 1.17m of co-financing mobilized during the reporting period. Apart from the in-kind contributions, a total of 10 assignments have been supported with the mobilized funding, focusing on various aspects of electric mobility, across a number of countries in EBRD's key regions (Central Asia, MENA, Western Balkans, and Caucasus).

2.5. Stakeholder engagement

Date of project steering committee meeting (during reporting period)	2 February 2023
Stakeholder engagement	The programme continues to engage with stakeholders as described in last year's PIR, and including the global TWGs, the RSIPs, the ZEVTC, TUMI's E-Bus Mission, the work with regional offices, partnering UN Agencies such as UNDP, UNIDO, UN ESCAP, among others. The programme is envisaged to be showcased during COP28. During the reporting period, one formal Project Steering Committee meeting (February 2 2023) and one informal global programme progress meeting (July 4 2023) were held. With the preparation of the new GEF8 programme to support countries with the up-scaling of electric mobility systems, stakeholder engagement will broadened to cover used EV flows from global north to south and battery end-of-life & circularity issues. A first stakeholder engagement event has taken place with the launch of the report on "Electric Vehicle Lithium-ion Batteries in Lower- and Middle-income Countries" (https://www.unep.org/resources/report/electric-vehicle-lithium-ion-batteries-lower-and-middle-income-countries), which has been prepared by UC Davis and UNEP. **Component 1:** **UNEP:** During the programme progress meeting it was decided to carry out bi-monthly 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. **IEA:** The Working groups have been established with around 30-40 members in each, including senior officials and experts from government, industry, international organisations, academia and other stakeholders. Member governments of the EVI are involved in the work and IEA has communicated about the GEF Programme in its wider transport community. The webinars and launch events organised have been combined with other events, such as the EVI Advisory Board meeting and the IEA Transport Project Partnership (December 2022). In addition, the IEA has been proactive in facilitating closer co-operation between GEF Programme structure and other regional initiatives with similar objectives, i.e. the Breakthrough agenda, ZEV Transition Council and the World Business Council for Sustainable Development (WBCSD).

	The IEA is also seeking partnership with other organisations and groups of organisations for the development of the forthcoming tools, such as the Technology Collaboration Programme's Transport Coordination Group in which several initiatives participate, where the organisations are working together on the Life-cycle Assessment (LCA) tool that will be delivered under Working Group 1 in 2023. **Component 2:** **UNEP:** In Latin America & the Caribbean, the Regional Support and Investment Platform organized six capacity building sessions with attendees from public and private sector, in collaboration with SOLUTIONSplus and ACCESS, on Charging infrastructure, Operation of electric fleet, Digitalization of mobility projects, gender and mobility nexus, GHG emissions estimations, and the IEA e-mobility tools. Two in-person regional platform events were also carried out, one in Santiago de Chile from November 28th to December 2nd and received 23 participants from 9 countries. This event was co-hosted with UITP and SOLUTIONSplus. The second was an international on "Advances of electromobility and challenges in Paraguay". The LAC RSIP also presented at the CODATU Regional Forum on "Urban mobility in Latin America". In Africa, the Regional Support and Investment Platform co-organized the first Africa e-mobility week and exhibition in Nairobi in October 2022, put out a call for action on e-mobility in Africa in collaboration with the Africa E-mobility Development Association (AEMDA), and hosted an in-person Platform meeting at the co-organized Africa E-Mobility Forum in Tanzania in March 2023.In addition, five Training events have taken place, on E-mobility policies, e-mobility standards, EV batteries, EV Grid integration, GHG emission estimation, with each approximately 70 participants from government, private sector and the international community in each event. Representatives from the Seychelles and Cote d'Ivoire also participated in an e-bus study tour to India in collaboration with WRI, C40, ITDP. The main challenge for stakeholder engagement is the large variance in implementation progress of the country projects. However, because the GEF-7 and GEF-8 Global Support Projects will overlap, continuous support to and engagement with country projects will be assured. **ADB:** ADB holds regular communication with UNEP, GEF, BEIS、ZEVTC, IEA, GCF, CCG. For example, IEA presented the report "Net Zero by 2050" on 19 October 2022 as part of ADB's webinar series Transport in Crossways – Decarbonization Dialogues. ADB staff also participated in a transport decarbonization on 5-6 October 2022 in Manila, Philippines, with 34 participants in person, and 6 online. ADB has been preparing for the organizing an e-mobility workshop to be held in Seoul. Republic of Korea, from 14-16 November 2023. The objective of this training-cum-workshop event will be to inform and inspire DMC partners and ADB staff on latest technology and know-how in e-mobility topics, promote exchange of best practices within Asia and the Pacific region, and identify bottlenecks and future areas of ADB's assistance to accelerate e-mobility in Asia and the Pacific **EBRD:** Engagement with different stakeholders has become more active and frequent with the official start of the activities of the Regional Support and Investment Platform. Regular communication channels have been established between the Platform Manager and the Child Projects as well as with the other Partners of the Global Programme (UNEP, IEA, ADB, CMM). Additional stakeholder engagement is happening continuously by the Platform Manager with clients in our Countries of Operations, including in non-GEF country projects. This engagement is provided in the form of policy support to Ministries or sectoral authorities (like Roads Agencies). For instance, the Platform Manager has led a study in

	Kazakhstan to elaborate a EV charging strategy for the Roads Committee, which included the organisation of two in-person workshops. Another example of stakeholder engagement included the organization of e-mobility panels in the EBRD event Pathways to Paris (6-7 June 2023), targeting local financial institutions, which brought over 200 participants mostly from the financial sector **Component 3:** **IEA:** The IEA has through the peer review of the IEA Global EV Outlook 2023 extended the outreach and awareness of the GEF Global E-Mobility Programme to the hundreds of experts providing comments on the report. The data collection workshop organised by the IEA in January 2023 also connected potential data contacts points in the countries under the GEF programme with data contact points of the EVI members countries. **UNEP:** The e-mobility toolbox website (https://emobility.tools/) contains more than 250 knowledge products as well as information on the GEF Child Country Projects. The website is continuously growing, and UNEP is reaching out to all our partners to consolidate links to their materials within the toolbox as well. UNEP SMU also assisted the UNEP-GEF Coordination Office in the production of communication materials (video clip) on the GEF e-mobility project in Togo, for the GEF's 7th Assembly. [section will be uploaded into the GEF Portal]

2.6. Gender

Does the project have a gender action plan?	Yes. During the next 2024 PIR process, the project executing partners will be required to provide an update on the status of the implementation of the Gender Action Plan.

Gender mainstreaming	**Component 1:** **UNEP:** Women participation in most programme events organized under the global WGs is close to 30%. The partnering project "E-Mobility as a Driver for Change - Gender Transformative Zero Emission Mobility Systems" has started implementation and work on a country data and methodology report to set the gender & e-mobility baseline in 6 LMICs in Africa, Asia and Latin America is starting soon. **IEA:** The participation in the Working Groups are around 30% women and same goes for the invitation to the peer reviews. The share of women attending the events organised by the IEA from July 2022 to June 2023 was around 25 % (of around 400 total participants). The IEA has worked closely with the other executing agency under the Programme to improve the outreach and to attract to a wider group of possible attendees. **Component 2:** **UNEP:** Women participation in the LAC RSIP events is around 38% on average, 305 women in total, and in Africa RSIP events around 30% on average, 262 women in total. In the in-person Africa E-Mobility Forum in Tanzania was around 20% and can be improved.

	Workshop sessions on gender and e-mobility have been hold during the in-person events in Africa and Latin America. At least 3 of the 10 EU funded SoI+ replication projects are targeting the piloting of EVs by women entrepreneurs only. **ADB:** The training on transport sector decarbonization was attended by a total of 40 persons, out of which 40% were female. The delivery of activities for the virtual platform are mainly targeting upstream activities in project identification. In this respect, we will incorporate gender mainstreaming topics wherever relevant in training topics on technological development on e-Mobility, implementation of new solutions for e-Mobility, and creation of new job opportunities from new industries being created. We will also reach out to female participants in training and webinars. **EBRD:** In one of the training sessions held in Izmir, Turkey on 9-11May 2023, there were about 26 participants in total out of which 6 were female. Gender in public transport will also be included in one of the webinars to be delivered in S2 2023. **Component 3:** **IEA:** No activities to report yet. **UNEP:** Many of the country projects still have too little female participants in workshops, trainings and steering committee meetings. UNEP and partners will need to improve promotion of female participation, in particular when it comes to pilot project implementation. The German BMZ funded e-mobility and gender project part of UNEP's Global Electric Mobility funded by the GEF has been launched at ITF's "Transport Summit" (https://summit.itf-oecd.org/2023/summit-programme/launch-of-the-gender-and-electric-mobility-working-group/). On the e-mobility toolbox, there are 9 tools and knowledge products related to gender equality, including factsheets on gender and e-mobility, a gender analysis toolkit, gender equity approaches to contracting, ensuring inclusion in e-mobility projects, and a course on the social dimension of e-mobility. [section will be uploaded into the GEF Portal]

2.7. Environmental and social safeguards management

Moderate/High risk projects (in terms of Environmental and social safeguards)	Was the project classified as moderate/high risk CEO Endorsement/Approval Stage? **No**
New social and/or environmental risks	Have any new social and/or environmental risks been identified during the reporting period? **No**
Complaints and grievances related to social and/or environmental impacts	Has the project received complaints related to social and/or environmental impacts (actual or potential) during the reporting period? **No**

(to be filled in by TM and EA)	
Environmental and social safeguards management	At CEO Endorsement, the project's Environmental Social and Economic screening determined that it was a "Low" risk project. Indeed, the Global Child Project of the GEF 7 Global E-Mobility Programme is essentially designed to provide the global strategy, coordination and support for 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 will therefore be given to marginalized and vulnerable population to climate changes. [section will be uploaded into the GEF Portal]

2.8. Knowledge management

Knowledge activities and products	**Component 1:** **UNEP:** Published, co-financed: 5 1.) Electric Vehicle Lithium-ion Batteries in Lower- and Middle-income Countries (https://www.unep.org/resources/report/electric-vehicle-lithium-ion-batteries-lower-and-middle-income-countries) 2.) EV charging infrastructure in Kigali (https://emobility.tools/tool/54eb9fe3-e8a9-4125-b7c7-436dfab32d55) 3.) Policy paper on fiscal and regulatory framework for e-bikes in Rwanda (https://emobility.tools/) 4.) Review of Electric Vehicle Charging and Battery Swapping Infrastructure in Kenya and International Best Practices (https://airqualityandmobility.org/PCFV/PDF/BatterySwapping_ElectricVehicleChargingInfrastracture.pdf) 5.) Kenya e-mobility toolbox (https://emobility.tools/) Under development, funded by the GEF: 8 1.) Policy Brief on E2&3Wheelers and Urban Transport Infrastructure (under development, to be published Q4 2023); 2.) E2&3Wheeler Market and Technology Overview in LMICs (under development, to be published Q4 2023); 3.) End-of-Life management of EV batteries in East Africa (under development, to be published in Q4 2023) 4.) Business and Finance Models for E2&3Wheeler upscaling (TORs prepared, for publishing in Q2 2024) 5.) Financing and Funding of e-buses (to be published Q2 2024); 6.) Metanalysis on the Total Cost of Ownership of e-buses buses (to be published Q2 2024); 7.) The potential for Trolleybuses in the Global South (to be published Q2 2024); 8.) E-bus investor guide for different African regions (to be published Q3 2024). Under development, co-financed by SoI+ and other UNEP implemented projects: 19 1.) Global Strategy to shift to electric mobility in low and middle-income countries (co-financed by Climateworks, to be published Q4 2023); 2.) Global Report on Affordable e-mobility options for low and middle income countries including used EV imports and Internal Combustion Engine (ICE) to EV retrofitting (co-financed by Climateworks, to be published Q2 2024); 3.) Country data and methodology report to set the gender & e-mobility baseline in 6 LMICs in Africa, Asia and Latin America (co-financed by German BMZ, to be published Q3 2024)

	4.) Harmonization of Battery Swapping Regulation in the ASEAN Region (under development, to be published Q4 2023); 5.) Urban Planning implications of 2&3W (under development, to be published in Q3 2023) 6.) 14 additional policy papers developed as part of SoI+, to be published within the next 9 months. 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 SoI+ project is provided via the SoI+ website (https://www.solutionsplus.eu/global-e-learning-programme). **IEA:** The IEA has released several knowledge products during the second year of the Programme. It includes the analysis provided through the 'IEA Global EV Outlook 2023' on EV market and policy updates in the relevant regions of the GEF programme. It also includes the 'Total Cost of Ownership tool', the 'Policy-Manual for Grid Integration of EVs' and the 'Interactive tool for EV Charging infrastructure and Grid Integration'. For the knowledge management, the IEA will establish a webpage on its website when a greater portion of the knowledge products have been released. Links to these outputs on IEA's website will be uploaded in the joint toolbox developed by the SolutionsPlus programme, where relevant. **Component 2:** **UNEP:** 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. **ADB:** The webinar series Transport in Crossways – Decarbonization Dialogues was created for ADB staff and select partners to learn and engage on topics relating to transport sector decarbonization, with a strong focus on e-mobility as a central tool for decarbonization. Posters with key insights from the webinars from 2022 were produced, and all webinar recordings and PowerPoint slides have been collated on a SharePoint site available for all ADB staff. On 5-6 October 2022, a training on transport decarbonization was arranged for ADB staff in Manila, Philippines. Meeting highlights and lessons learnt (internal document) was prepared for enhancing quality of future capacity building events **EBRD:** In-person training delivered during 2.5 days in Izmir, Turkey (9-11 May 2023 with 26 participants), on electric buses with support from UITP and UNEP. The sessions covered batteries, operations, socioeconomic issues, procurement, and financing as well as case studies and a site visit to the depot of the Izmir Metropolitan Municipality Bus Operator ESHOT. Case studies on e-mobility policy delivered during the Community of Practice meetings on quarterly basis since November 2022. So far 2 meetings have been held on 17 November 2022 and 23 March 2023 in Izmir. Training materials for webinar sessions under preparation to be delivered from September 2023 onwards. A Capacity Building Seminar was organised in Seoul (22-27 May 2023) with the cooperation of South Korean partners targeting a group of high level officials from the Ministry of Economy of Uzbekistan.

	Component 3: **IEA:** The 'IEA Global EV Outlook 2023' includes information on the status of policies and markets in regions relevant for the GEF Programme. Further expansion of this analysis is expected following the reporting from country projects on EV policies and markets through the 'monitoring framework' under Component 3. **UNEP:** All knowledge products are accessible via the e-mobility toolbox (https://emobility.tools/). The toolbox will also act as a repository for all knowledge products stemming from country project implementation and relevant to be shared with other countries and partners (https://emobility.tools/#Demonstrations). [section will be uploaded into the GEF Portal]
Main learning during the period	See section above.

2.9. Stories to be shared

Stories to be shared	A GEF field reporting communications deck including a 360-degree video is being produced featuring the GEF-7 Togo e-mobility project. The video will be shown during GEF's 7th Assembly taking place from August 22 to 26th in Vancouver, Canada. The film presents the rapid uptake of e-mobility solutions for public transportation in the African context and highlights the importance of private sector engagement and the need to adequate government planning. [section to be shared with communication division/ GEF communication]

3. PROJECT PERFORMANCE

*Based on inputs by the Project Manager, the **UNEP Task Manager**[2] will make an overall assessment and provide ratings of:*
(i) Progress towards achieving the project Results(s)- see section 3.1
(ii) Implementation progress – see section 3.2

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

Project objective and Outcomes	Indicator	Baseline level	Mid-term target	End-of-project target	Progress as of current period[3]	Summary by the EA of attainment of the indicator & target as of 30 June 2023	Progress rating[4]
Objective: 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	-	At least 85% of the GEF-approved Country Child Projects	0	Many of the country projects are at an early stage of project implementation. Hence it is still too early to receive final national e-mobility strategies, roadmaps and policies.	S
	Indicator B: % of countries with successful e-mobility demonstrations	0	-	At least 85% of the GEF-approved Country Child Projects	0	Many of the country projects are at an early stage of project implementation. Hence it is still too early to evaluate the success of the demonstrations.	S
	Indicator C: # of direct project beneficiaries (women and men)	0	500, out of which: 350 men 150 women	2,880, out of which: 2,012 men 868 women	3,231: 1,998 men 1,233 women	3,231, out of which: 1,998 men 1,233 women	S
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	Indicator 1.1: # of knowledge products developed by the four thematic working groups that are used by the Support and Investment Platforms in their training and outreach activities	0	10	At least 25 knowledge products	4	The four GEF-funded IEA tools and reports that have been published to date (1. Policy brief on public charging infrastructure, 2. Total Cost of Ownership Tool, 3. Policy Manual: Grid Integration of Electric Vehicles, 4. EV Grid Integration and Vehicle Charging Tool) were introduced to stakeholders through the LAC RSIP in a dedicated training session. The knowledge products also informed sessions at the Africa E-Mobility Forum. Furthermore, the co-financed paper “Electric Vehicle Lithium-ion Batteries in Lower- and Middle-income Countries” has guided battery discussions through both platforms. There are eight 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. Refer to **Annex 2** of the PIR for a detailed overview of knowledge products.	S

[2] For joint projects and where applicable ratings should also be discussed with the Task Manager of co-implementing agency.
[3] Numeric, percentage, or binary entry only
[4] Use GEF Secretariat required six-point scale system: Highly Satisfactory (HS), Satisfactory (S), Marginally Satisfactory (MS), Marginally Unsatisfactory (MU), Unsatisfactory (U), and Highly Unsatisfactory (HU).

Project objective and Outcomes	Indicator	Baseline level	Mid-term target	End-of-project target	Progress as of current period[3]	Summary by the EA of attainment of the indicator & target as of 30 June 2023	Progress rating[4]
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	10	At least 10, with more agreements under discussion or verbally agreed. 1.) Mahindra and Piaggio have expressed interest to provide electric three-wheelers to Global Programme Child Country Projects at preferential rates. 2.) MAN Trucks expressed interest in providing free-of-charge expert advise for e-bus demonstration projects. 3.) Materauto in Antananarivo, Madagascar (supplier of Hero Motorcycles) has expressed interest to collaborate with the programme 4.) Grant agreements for seed-funding through EU Sol+ for EV start-ups have been signed for the following companies in GEF7 e-mobility countries: a. Mobile Power / Sierra Leone – Contract over 50,000 EUR grant from SOL+ / UEMI and 145,000 EUR co-finance signed May 16 2023 with Mobile Power to deliver e-motorcycle and charging pilot (50 e-motorcycles operated including training, WS, aftersales, monitoring & evaluation) b. Mana Mobility / Togo – Contract over EUR 50,000 grant from SOL+ / UEMI and 25,000 EUR co-finance signed May 5 2023 with Mana Mobility to deliver e-bike pilot (20 e-bikes operated by 20 women including training, WS, aftersales, monitoring & evaluation) c. EVAN / Armenia – Contract over 50,000 EUR grant from SOL+ / UEMI and 29,315 EUR co-finance signed June 16 2023 with EVANS LLC to deliver charging pilot (assembly, installation and operation of 30 charging station stations interoperable with GEF project including monitoring platform, training, WS, aftersales, monitoring & evaluation) d. Kradac / Ecuador – Contract over 36,500 EUR grant from SOL+ / UEMI signed on June 28 2023 with Kradac Cia Ltda to deliver last-mile- delivery using light EVs charging pilot (assembly, operation, training, WS, aftersales, monitoring & evaluation) 5.) In addition, 6 agreements with private sector vehicle assemblers for seed-funding through EU Sol+ for EV pilots valuing to an additional 253,500 EUR in grants and 387,817 EUR in co-finance have been signed in Kenya, Uganda, Argentina and Colombia to pilot approx. 70 additional EVs. 6.) Shell has expressed interest to further collaborate with the programme e.g. on charging solutions.	S

Project objective and Outcomes	Indicator	Baseline level	Mid-term target	End-of-project target	Progress as of current period[3]	Summary by the EA of attainment of the indicator & target as of 30 June 2023	Progress rating[4]
	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	1	1 (+15 very early stage) Many of the country projects are at an early stage of project implementation. However, an idea concept on “Decarbonizing Transport and Improving Mobility Services in Africa through E-BRTs and Avoid-Shift-Improve Approaches” aiming at funding from GCF of up to USD 410 million, and jointly developed with World Bank has been shared with GCF. The concept is targeting 14 African countries among which is 1 GEF country project (Cote d’Ivoire). GCF requested submission of a formal concept note. 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. In addition, UNEP is supporting the AfDB with the development of a GCF e-bus readiness project in Freetown, Sierra Leone and relevant staff from EPA participated in the Africa E-Mobility Week.	S

Project objective and Outcomes	Indicator	Baseline level	Mid-term target	End-of-project target	Progress as of current period[3]	Summary by the EA of attainment of the indicator & target as of 30 June 2023	Progress rating[4]
	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 (+6)	+6 The African Development Bank (AfDB) is seeking for support through the Africa Support and Investment Platform in implementing its GCF funded Green Mobility Facility for Africa (GMFA, (https://www.afdb.org/en/news-and-events/press-releases/1-million-sustainable-energy-fund-africa-grant-drive-electric-mobility-shift-seven-african-countries-58650), e.g. to identify suitable start-ups for seed-funding through the programme. GCF has become a member of the E-Bus Working Group and sees value in learning from the activities of the GEF Global Programme and Child Country Projects. An idea concept on "Decarbonizing Transport and Improving Mobility Services in Africa through E-BRTs and Avoid-Shift-Improve Approaches" aiming at funding from GCF up to USD 410 million jointly developed with World Bank has been shared with GCF. GCF requested submission of a formal concept note. Initial discussions with the Latin America Development Bank CAF have taken place to further cooperate with their GCF project title "E-Motion: E-Mobility and Low Carbon Transportation" (https://www.greenclimate.fund/project/fp195) Infraco Africa, which is involved in private sector equity financing for e-mobility in Uganda and Zimbabwe (https://infracoafrica.com/project/mobility-for-africa/), is actively participating Africa Platform events. An MoU for intensified collaboration between UNEP and IADB with regards to the provision of Technical Assistance in the field of electric mobility and to support IADBs e-mobility programme funded by GCF) is currently under review) https://www.iadb.org/en/news/idb-green-climate-fund-endorse-program-promote-e-mobility-latin-america-caribbean Initial discussions to collaborate on the financing of EV projects have taken place with IFC, and IFC representatives are participating in Global Programme events.	HS

Project objective and Outcomes	Indicator	Baseline level	Mid-term target	End-of-project target	Progress as of current period[3]	Summary by the EA of attainment of the indicator & target as of 30 June 2023	Progress rating[4]
	Indicator 2.4: # of US$ leveraged to scale-up low-carbon electric mobility through the Support and Investment Platforms	0	-	US$ 140 million	US$ 30.1 million	US$ 30,110,000 Included: EU Horizon 2020 SESA, Climateworks global funding & Climateworks opportunity fund (funding e-mobility work in Togo, Sierra Leone, Uganda and Zambia upon project endorsement by UNEP), Germany BMZ Gender, FIA Foundation e-mobility, ACCESS digitalization and e-mob LAC, UNEP CCAC CIAPOL Cote d'Ivoire (UNEP Climate & Clean Air Coalition is supporting CIAPOL in Cote d' Ivoire with USD 200,000 to prepare a GCF funded e-mobility project. Unfortunately, UNEP had to refrain from the implementation of the EU funded ENERGICA project. Not included: In addition, UNEP is actively supporting NAMA Facility project development focusing on e2&3w in Kenya and Rwanda (EUR 25M and EUR 18M). Both projects are close to approval. UNEP, through its Africa Support and Investment Platform is also supporting the implementation of a EUR 6 million GIZ funded project focusing on e2&3wheelers in Kenya and is supporting a USD 100k e2&3wheeler pilot implemented by UNITAR and KCB (Kenya Commercial Bank).	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 3.1: # of e-mobility knowledge products refined based on evidence coming from the country projects available on the project website	0	-	At least 8	0	Too early to assess.	S
	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%	0%	The e-mobility toolbox website (https://emobility.tools/) contains more than 250 knowledge products as well as information on the GEF Child Country Projects. The website is continuously growing, and UNEP is reaching out to all of our partners to consolidate links to their materials within the toolbox as well.	S

Project objective and Outcomes	Indicator	Baseline level	Mid-term target	End-of-project target	Progress as of current period[3]	Summary by the EA of attainment of the indicator & target as of 30 June 2023	Progress rating[4]
	Indicator 3.3: # of non-e-mobility programme countries committing to actively promote the uptake of low-carbon e-mobility.	0	-	10	17	Africa: Angola, Burkina Faso, Cameroon, Cote d'Ivoire, DRC, Ethiopia, Ghana, Guinea, Kenya, Mozambique, Nigeria, Rwanda, , Tanzania, Uganda, Asia & Pacific: Vietnam Latin America & the Caribbean: Argentina, Colombia Kenya and Rwanda are currently developing e-mobility projects focusing on e2&3wheeler funded by NAMA Facility and led by WRI (Kenya) and ICLEI / Carbon Trust (Rwanda). A GCF concept to finance the upscaling of electric bus rapid transit systems focusing on 14 African countries (Angola, Burkina Faso, Cameroon, Cote d'Ivoire, DRC, Ethiopia, Ghana, Guinea, Kenya, Mozambique, Nigeria, Rwanda, Tanzania, Uganda) is currently being prepared in cooperation with World Bank. Argentina & Colombia are supported with the implementation of SoI+ replication projects. The Germany funded e-mobility and gender project focuses at the following countries – Indonesia, Vietnam, Colombia, Ecuador, Uganda, Kenya. It is noteworthy to mention that a new GEF8 funded e-mobility programme has been approved by the GEF Secretariat including 7 new country projects in Senegal, Zambia and Zimbabwe, Fiji, Solomon Islands and Vanuatu and Azerbaijan. However, we have not counted these in total the figure reported above.	HS

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

Outputs	Expected completion date	Implementation status as of 30 June 2022 (%)	Implementation status as of 30 June 2023 (%)	Progress rating justification[5], description of challenges faced and explanations for any delay	Progress rating[6]
COMPONENT 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.	30 June 2026	15%	50%	The Secretariat has as of June 2023 delivered around 50 percent of its expected deliverables from Working Group 1. The Secretariat has also over the last year participated, as part of the dissemination of the tools, in regional activities under the Programme organised by ADB, UNEP and Centro de Movilidad Sostenible. A challenge that remains is to ensure high level of participation from representatives from the GEF countries in the activities. The multiple synergies between the global working group and the other WGs, as well as regional platforms and countries projects, are yet to be fully exploited.	S
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.	30 June 2024	10%	50%	The Secretariat has as of June 2023 delivered around 50 percent of its expected deliverables from Working Group 1. The Secretariat released on 13 December 2022 a first edition of the interactive tool to help the user to estimate the total cost of ownership for various light-duty vehicles (deliverable 1.2.4). The tool can be used for any region but contains predefined data for India, Argentina, Indonesia, Ukraine and South Africa. It will be expanded to other countries as data for those countries are provided and verified. The recently released IEA Global EV Outlook 2023 includes expanded analysis of EV policy, technical and market developments for the regions relevant to the implementation of the Programme.	S
Output 1.3: .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.	30 June 2026	25%	60%	- 3 additional Global WG meetings have been taking place since June 2022 - WG members presented their work at the Africa Regional Training on EV batteries in Oct/Nov 2022 and the Africa e-mobility forum in Mar 2023	S
Output 1.4: A toolbox for *electric 2&3-wheelers* is developed and training materials for use in the Support and Investment Platforms are prepared.	30 June 2023	25%	70%	- Reports on E2W pilots in Uganda, Kenya, Philippines and Vietnam have been finalized - 5 knowledge products in the final stages for publishing in 2023 New tentative completion date: 30 June 2024	MS

[5] As much as possible, describe in terms of immediate gains to target groups, e.g. access to project deliverables, participation in receiving services; gains in knowledge, etc.
[6] To be provided by the UNEP Task Manager

Outputs	Expected completion date	Implementation status as of 30 June 2022 (%)	Implementation status as of 30 June 2023 (%)	Progress rating justification[5], description of challenges faced and explanations for any delay	Progress rating[6]
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.	30 June 2026	25%	60%	- The 3rd, 4th, and 5th Working Group meetings took place on 14 September 2022, 15 February 2023, and 22 June 2023, respectively. - WG members agreed on the three topics to be developed into the knowledge products and a consultant is being engaged to develop them. - Two further topics for knowledge products have been discussed and will be brought to the next working group meeting for agreement. - A Sub-Working Group on Electric Freight Vehicles is to be operational in the second half of 2023.	S
Output 1.6: A toolbox for *electric HDVs* is developed and training materials for use in the Support and Investment Platforms are prepared.	30 June 2023	25%	70%	- 3 knowledge products are currently underway, with 2 more to be commissioned before the end of 2023. - A series of e-bus trainings with UITP are underway, in Turkey in May 2023 for the Eastern Europe, West and Central Asia Support and Investment Platform by EBRD, and in Tanzania in March 2023 by UNEP, and preparation for the training in East Asia in September by ADB. New tentative completion date: 30 June 2024	MS
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 countries and global and regional experts.	30 June 2026	30%	80%	The Secretariat has as of June 2023 delivered around 80 percent of its expected deliverables from Working Group 4. Over the last year, the Working Group members were invited to and engaged in various activities organised by the Working Group Secretariat. It includes the launch event of the Manual for grid integration on 14 December 2022 and a webinar that was held on 15 December 2022 introducing the initial version of the interactive tool to assess charging impact on the power system. The Secretariat has over the last year participated, as part of the dissemination of the tools, in regional activities under the Programme organised by ADB, UNEP and Centro de Movilidad Sostenible. A challenge that remains is to ensure high level of participation from representatives from the GEF countries in the activities. The multiple synergies between the global working group and the other WGs, as well as regional platforms and countries projects, are yet to be fully exploited.	S

Outputs	Expected completion date	Implementation status as of 30 June 2022 (%)	Implementation status as of 30 June 2023 (%)	Progress rating justification[5], description of challenges faced and explanations for any delay	Progress rating[6]
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.	30 June 2024	20%	80%	The Secretariat has as of June 2023 delivered around 80 percent of its expected deliverables from Working Group 4. The IEA released on 14 December 2022 the second deliverable of the Working Group, namely a Manual for policy makers on Grid Integration of EVs (deliverable 1.8.2). The hybrid launch event gathered 104 participants online and (50) onsite. On 15 December 2022, the IEA organised a webinar to present to WG members and a selected number of other stakeholders the initial version of the interactive tool to assess EV charging load and collect feedback. The interactive tool (EV Charging infrastructure and Grid Integration) took place on 28 March 2023.	
COMPONENT 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.	30 June 2026	20%	50%	- Community of practice of over 200 people sharing information on e-mobility in Africa - Helpdesk is established addressing requests by countries, financiers and companies regarding e-mobility in Africa - Co-organization of the first Africa e-mobility week and exhibition in Nairobi in 25 October 2022 - A call for action on e-mobility in Africa in collaboration with the Africa E-mobility Development Association (AEMDA) has been launched (aemda.org) - An in-person Platform meeting was hosted at the Africa E-Mobility Forum in Tanzania in March 2023.	S
Output 2.2: Government and private sector stakeholders are trained and technical support for enhanced capacity and investment is provided through the *Africa* Support and Investment Platform	30 June 2025	20%	50%	- 5 Training events have taken place (E-mobility policies, e-mobility standards, EV batteries, EV Grid integration, GHG emission estimation) with each approx. 70 participants from government, private sector and international community - Seychelles and Cote d'Ivoire participated in an e-bus study tour to India in collaboration with WRI, C40, ITDP - An in-person training event on e-buses was hosted at the Africa E-Mobility Forum in Tanzania in March 2023.	S

Outputs	Expected completion date	Implementation status as of 30 June 2022 (%)	Implementation status as of 30 June 2023 (%)	Progress rating justification[5], description of challenges faced and explanations for any delay	Progress rating[6]
Output 2.3: Replication of GEF and EC SOLUTIONSplus country project experiences to other countries and cities in Africa is supported	30 June 2026	0%	30%	- Countries for Solutions Plus replication seed funding have been selected (GEF7 countries – Sierra Leone, Togo, Armenia) - The call for proposals was launched in Q1 2023 (*https://www.solutionsplus.eu/replication-call*), the winning applicants were selected, and the replication projects have commenced. - Technical assistance has been provided, and will continue to be provided, by SOLUTIONSplus partners to the Seychelles GEF e-mobility project. - Additional concepts for replication / upscaling have been prepared for submission to GCF - Discussions with Climate Works Foundation on the development of national e-mobility projects are ongoing - Partnering institutions such as WRI, GIZ and ICLEI are supported in their efforts to develop and implement e-mobility projects in Kenya and Rwanda	S
Output 2.4: The Support and Investment Platform for *Asia and the Pacific i*s established, including a community of practice and an e-mobility market place	30 June 2026	10%	20%	ADB engaged in June 2023 the consulting firm Integrated Transport Planning Ltd (ITP), to support setting up the Support and Investment Platform for Asia and the Pacific. Therefore, formalizing the platform has been concretely started (D 2.4.1). The regional platform concept was presented through a webinar session on 12 October 2022 to ADB staff as part of initial awareness raising (D 2.4.1). The first face-to-face events of the platform are under development, including e-bus training planned to be held in Kuala Lumpur (19-21 September 2023) and platform meeting planned to be organized in Seoul (14-16 November 2023) (D 2.4.3). As a result of the e-mobility training organized for ADB's Developing Member Country representatives and ADB staff in February-March 2022, four potential e-Mobility projects were discussed – Dhaka BRT project, E-Mobility Policy Support and Enabling Environment (Thailand), Pacific Clean Energy Maritime Mobility, Transitioning Government Fleet to EV in Kyrgyz Republic – have been identified (D 2.4.5).	S
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	31 July 2023	30%	35%	One cross-regional training on e-mobility has been delivered *from 10 February to 21 March 2022, consisting of 11 training sessions. The training was attended by 70 participants, of which 49 from ADB and 21 from Developing Member Countries (DMCs)* (D 2.5.4). Webinar presenting IEA's tools developed under the Global Working Group on EV charging infrastructure is planned to be arranged for 4 October 2023 (D 2.5.3). The planned face-to-face events under the platform, and the quarterly calls to be kicked off in Q3 2023 will provide a platform for knowledge sharing across task teams and pilot projects (D 2.5.2). New tentative completion date: 31 July 2024	MS

Outputs	Expected completion date	Implementation status as of 30 June 2022 (%)	Implementation status as of 30 June 2023 (%)	Progress rating justification[5], description of challenges faced and explanations for any delay	Progress rating[6]
Output 2.6: Replication of GEF and EC SOLUTIONSplus country project experiences to other countries and cities in *Asia and the Pacific* is supported	30 June 2026	5%	15%	This output is expected to be the last of the outputs under the Asia & the Pacific platform to achieve. However, four potential e-mobility replication concepts have been identified as a result of the e-mobility training organized for ADB's Developing Member Country representatives and ADB staff in February-March 2022. These include: Dhaka BRT project, E-Mobility Policy Support and Enabling Environment (Thailand), Pacific Clean Energy Maritime Mobility, Transitioning Government Fleet to EV in Kyrgyz Republic (D 2.6.4).	S
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	30 June 2026	20%	50%	- 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. - Task teams on electric LDV, buses, data management, gender, and battery end life were established. - The helpdesk is functional and responds to the needs of country projects. An email (helpdesk@cmsostenible.org) and slack channel were set up for this purpose. Complementary, the Regional Platform website was launched and has a Q&A service	S
Output 2.8: Government and private sector stakeholders are trained and technical support for enhanced capacity and investment is provided through the Latin America and the Caribbean Support and Investment Platform	30 June 2025	20%	50%	- Six virtual training sessions in collaboration with SOLUTIONSplus and ACCESS were carried out with attendees from public and private sector (Charging infrastructure, Operation of electric fleet, Digitalization of mobility projects, gender and mobility nexus, GHG emissions estimations, and the IEA e-mobility tools) - Two in person regional platform events were carried out, one in Santiago de Chile from November 28th to December 2nd and received 23 participants from 9 countries. This event was co-hosted with UITP and SOLUTIONSplus. The second was an international on "Advances of electromobility and challenges in Paraguay". The LAC RSIP also presented at the CODATU Regional Forum on "Urban mobility in Latin America".	S
Output 2.9: Replication of GEF and EC SOLUTIONSplus country project experiences to other countries and cities in Latin America and the Caribbean is supported	30 June 2026	0%	30%	- 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 - The call for proposals was launched in Q1 2023 (*https://www.solutionsplus.eu/replication-call*), the winning applicants were selected, and the replication projects have commenced. - LAC regional platform is closely involved in promoting GEF 8 Integrated Electric Mobility Systems projects Mexico, Colombia, Argentina, Uruguay, and Paraguay.	S

Outputs	Expected completion date	Implementation status as of 30 June 2022 (%)	Implementation status as of 30 June 2023 (%)	Progress rating justification[5], description of challenges faced and explanations for any delay	Progress rating[6]
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	30 June 2026	10%	35%	• Community of Practice established with participants from 5 projects (especially active 4 already under implementation- Uzbekistan, Armenia, Jordan and Lebanon), meeting on quarterly basis • Official Platform established and launch held on November 2022 • First in-person regional event organised by the Platform in May 2023, in Izmir, Turkey • Additional event organised by EBRD in June in Vienna, Austria called Pathways to Paris, with sessions on e-mobility targeting local financial institutions • Marketplace events to start from 2024 onwards • Platform manager actively engaging with non-GEF countries in e-mobility development support, with several additional support studies to be launched in the coming months.	S
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.	30 April 2024	5%	40%	• A helpdesk has been set up. • A training schedule has been developed consisting of a set of in-person and online trainings covering a wide range of topics. • A first in-person training delivered in Izmir focused on electric buses with over 25 participants from 6 countries (Armenia, Jordan, Egypt, Lebanon, Turkey, Uzbekistan). • Webinar program ready to start from September 2023 including interpretation in Arabic and Russian to reach a wider audience • Set of study tours organised with cooperation of South Korean and Taiwanese partners to increase capacity of public and private stakeholders. The first study tour to Seoul was organised in June 2023	S
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	30 June 2026	5%	10%	The replication events and activities are likely to start from 2024 onwards, when the GEF Project have advanced in their implementation. This said, the EBRD has recently signed deals on electric buses, electric taxis, and commercial fleets, and is preparing other deals on different e-mobility segments in the region. Some of these deals are of significant size (100 electric buses in Samarkand, Uzbekistan) and their related lessons learned will contribute to future replication activities.	S
COMPONENT 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	28 Feb 2026	15%	30%	The Global EV Outlook 2023 was launched on 27 April and includes expanded analysis for policy, technical and market updates from regions and countries participating in the Programme.	S

Outputs	Expected completion date	Implementation status as of 30 June 2022 (%)	Implementation status as of 30 June 2023 (%)	Progress rating justification[5], description of challenges faced and explanations for any delay	Progress rating[6]
Output 3.2: An e-mobility monitoring framework is established, data on market and policy framework is collected and indicators and targets are tracked	30 June 2026	5%	30%	The IEA has over the last year been in close touch with UNEP for setting-up the monitoring framework and the involvement of both the regional platforms and the country projects in the work. A first workshop was organised on 24 and 25 January 2023 with the participation of several governments participating in the Programme. In advance of the webinar, the IEA was in close touch with the other executing agencies under the Programme to identify relevant contact points at the country level. The monitoring framework builds on the framework which is used for collecting information from members of EVI and others for the Global EV Outlook and the IEA EV Data and Market Explorers.	S
Output 3.3: A knowledge management system and a website are established to disseminate materials and results to programme and non-programme countries	30 June 2022	60%	100%	- The activities of the Global Programme are showcased on UNEP's transport website (https://www.unep.org/explore-topics/transport/what-we-do/electric-mobility/supporting-global-shift-electric-mobility). Summaries of the GEF funded e-mobility country projects are provided under https://www.unep.org/gef/focal-areas/climate-change-mitigation/projects. More than 250 knowledge products as well as information on the GEF Child Country Projects can be accessed through the e-mobility toolbox (www.emobility.tools/)	S
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	30 June 2026	25%	60%	- Events have been shared via social media - Press articles have been shared (*https://www.unep.org/news-and-stories/story/face-rising-air-pollution-rwanda-turns-electric-vehicles*) - Interviews on the topic of e-mobility have been given (e.g. https://www.youtube.com/watch?v=PwHIw8tpL8Y) - The programme has been presented at various meetings and conferences e.g. during COP 27	S
Output 3.5: Programme stakeholders participate in one global project launch meeting and one global end of project electric mobility meeting co-organised with other events	30 June 2026	50%	50%	During the period under review, there is nothing to report	S

4. Risk Rating

4.1 Table A. Project management Risk

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

Risk Factor	EA's Rating	TM's Rating
1. Management structure – Roles and responsibilities	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

Risk	Risk affecting:	Risk Rating				Variation respect to last rating
	Outcome / outputs	CEO ED	PIR 1	PIR 2	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	=	E-mobility is generally gaining traction in LMICs, and in some countries reality is overtaking initial 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	=	The topic of battery end-of-life and circularity is often mentioned by country stakeholders. The GEF-8 E-Mobility programme partly funded through GEF Chemicals and Waste Focal Area is responding to the need to work on this important topic.
Time lag of results: Major results of the project may not be seen before the end of the project period.	All	M	M	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	=	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 Project currently exceeds USD 3 billion.

Political changes stall the Country Child Project implementation or impede scale-up	All	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. Other countries have faced delays due to their own lengthy administrative and procurement processes, or due to internal political challenges. 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	/	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
Limited bankability of potential e-mobility clients reduces opportunities for replication of e-mobility projects.	All	M	/	/		Still too early to assess. However, this is an issue tackled by many e-mobility providers in Africa, splitting ownership of the battery from ownership of the e-motorbike or bus. Prominent examples are Ampersand (Rwanda), BASIGO, STIMA, ROAM (Kenya), Zembo (Uganda), Spiroo (Togo) or Sun Mobility (India).
Risks identified in the Environmental and Social Safeguards screening						
N/A – No Medium, Substantial or High risks identified in the E&S safeguards screening.	All	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	↓	The project in Ukraine has been suspended until June 2024.
High inflation (as a result of the war) may impact organization of events as costs for travel and event logistics	All	N/A	M	L	↓	Mitigation actions have been implemented to reduce this risk, such as the organization of virtual meetings instead of in-person, and the identification of new partners (Taiwan, South Korea) to co-finance certain project training activities.
New risks identified in this 2023 PIR						
New risks identified by UNEP in the 2023 PIR						
No new risk identified.		/	/			
New risks identified by IEA in the 2023 PIR						
No new risk identified.		/	/			
New risks identified by ADB in the 2023 PIR						
No new risk identified.		/	/			
New risks identified by EBRD in the 2023 PIR						
No new risk identified.		/	/			
Consolidated project risk		**n.a.**	**L**	**L**	**=**	*This section focuses on the variation. The overall rating is discussed in section 2.3.*

Table C. Outstanding Moderate, Significant, and High risks

Risk	Actions decided during the previous reporting instance (2022 PIR)	Actions effectively undertaken this reporting period	Additional mitigation measures for the next periods		
			What	When	By whom
Risks and actions from 2022 PIR					
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 2023 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 [2023]:** Continued training on transport data collection.	As virtual trainings and during country missions	UNEP, IEA
War in Ukraine may impact stakeholder availability in Ukraine as well as neighbouring countries [EBRD]	Continue to monitor government engagement in the region and decide if there is a substantive sustained change in stakeholder availability. Based on that, decide how to adjust the programme implementation. Q1 2023 (when the first regional event is planned)	The project in Ukraine has been suspended until June 2024.	N/A	N/A	N/A
High inflation (as a result of the war) may impact organization of events as costs for travel and event logistics [EBRD]	Assess cost increase on Budget and seek additional co-financing to ensure outputs are delivered as planned. Whenever possible, organize virtual events / meetings to save travel costs associated with in-person meetings. (July 2022 to June 2023)	Inflation has affected particularly travel costs. To mitigate the impact of those costs increases: • Partnerships have developed with some countries (South Korea, Taiwan) to co-finance capacity building activities and study tours. • Organization of part of the training events under virtual format to mitigate the impact associated with high travel and logistics costs.	**Action 2 [2023]:** Similar approach as during the July 2022 to June 2023 reporting period: - Seek opportunities for co-financing of capacity building activities with different partners. - Continue balancing virtual and in-person meetings - Try to organise the next in-person meeting in EBRD HQ to reduce logistic costs	Opportunistically during the next period (July 2023-June 2024)	EBRD
New risks and actions from 2023 PIR					
No new risks identified					

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

5. Project Minor Amendments

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.

5.1 Table A: Listing of all Minor Amendment

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

Minor amendments	N/A

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

Version	Type	Signed/Approved by UNEP	Entry into Force (last signature Date)	Agreement Expiry Date	Main changes introduced in this revision
Original legal instrument with UNEP SMU	IA	22 July 2021	22 July 2021	30 June 2027	N/A
Original legal instrument with IEA	PCA	6 September 2021	30 September 2021	30 June 2027	N/A

6. GEO Location Information

The Location Name, Latitude and Longitude are required fields insofar as an Agency chooses to enter a project location under the set format. The Geo Name ID is required in instances where the location is not exact, such as in the case of a city, as opposed to the exact site of a physical infrastructure. The Location & Activity Description fields are optional. Project longitude and latitude must follow the Decimal Degrees WGS84 format and Agencies are encouraged to use at least four decimal points for greater accuracy. Users may add as many locations as appropriate. Web mapping applications such as OpenStreetMap 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 Required field	Latitude Required field	Longitude Required field	Geo Name ID Required field if the location is not an exact site	Location Description Optional text field	Activity Description Optional text field
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		
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