

GEF - PROJECT IMPLEMENTATION REPORT (PIR)

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

1 PROJECT IDENTIFICATION

1.1 Project Details

GEF ID: 10277	Umoja WBS: SB-017922
SMA IPMR ID: 87214	Grant ID: S1-32GFL-000692
Project Short Title: Chile E-mobility	
Project Title: Accelerating the Adoption of Electric Mobility in Chile	
Duration months planned:	35
Duration months age:	34
Project Type:	Medium Sized Project (MSP)
Parent Programme if child project:	10114
Project Scope:	National
Region:	Latin America and Caribbean
Countries:	Chile
GEF Focal Area(s):	Climate Change Mitigation
GEF financing amount:	\$ 1,784,862.00
Co-financing amount:	\$ 18,520,000.00
Date of CEO Endorsement/Approval:	2021-05-03
UNEP Project Approval Date:	2027-01-31
Start of Implementation (PCA entering into force):	2021-08-02
Date of Inception Workshop, if available:	2022-02-01
Date of First Disbursement:	2021-09-10
Total disbursement as of 30 June 2024:	\$ 836,671.00
Total expenditure as of 30 June:	\$ 518,831.00

Midterm undertaken?:	No
Actual Mid-Term Date, if taken:	
Expected Mid-Term Date, if not taken:	
Completion Date Planned - Original PCA:	2024-08-01
Completion Date Revised - Current PCA:	2026-01-31
Expected Terminal Evaluation Date:	2026-01-31
Expected Financial Closure Date:	2027-01-31

1.2 Project Description

This project aims to facilitate the transition to electric vehicles in the regions by supporting the demonstration and scale-up of fixed-route electric taxi fleets, ultimately supporting Chile to meet its national target of 100% electrification of public transport by 2040. It has four components. Component 1 will focus on strengthening coordination, consultation, and the capacity of key actors for effectuating the transition to electric mobility in the regions. Component 2 will focus on demonstrating the technological, economic and social viability of electric mobility for fixed-route taxi systems under local operating conditions, as well as its environmental benefits. This will primarily aim to address the central barrier of a lack of confidence in the technology to address local needs. Component 3 will focus on facilitating a sustained scale-up of the pilots by creating financial instruments that reduce capital requirements and incorporate consideration of life-cycle costs of electric taxis. This component will also support the development of private sector investment plans and business models for ensuring a long-term and sustainable transition to electric mobility. Finally, Component 4 will focus on the environmental sustainability of the transition to electric mobility by supporting the Ministry of Environment to develop regulations on extended producer responsibility and build local capacity on the reuse, recycle and end-of-life vehicle disposal of both electric and conventional vehicles.

The project directly supports the implementation of Chile’s Nacional Strategy for Electric Mobility

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1.3 Project Contacts

Division(s) Implementing the project	Climate Change Division
Name of co-implementing Agency	
Executing Agency (ies)	Agency of Sustainability Energy (ASE), on behalf of the Ministry of Energy,
names of Other Project Partners	
UNEP Portfolio Manager(s)	Asher Lessels
UNEP Task Manager(s)	Asher Lessels
UNEP Budget/Finance Officer	Fatma Twahir
UNEP Support Assistants	Luis Ignacio
Manager/Representative	Luz Ubilla
Project Manager	Soledad Palma
Finance Manager	Yanina Inostroza
Communications Lead, if relevant	

2 Overview of Project Status

2.1 UNEP PoW & UN

UNEP Current Subprogramme(s):	Thematic: Climate action subprogramme
UNEP previous Subprogramme(s):	
PoW Indicator(s):	<ul style="list-style-type: none"> Climate : (i) Number of national, subnational and private-sector actors that adopt climate change mitigation and/or adaptation and disaster risk reduction strategies and policies with UNEP support.
UNSDCF/UNDAF linkages	Chile has signed the United Nations Development Assistance Framework (UNDAF) for the period 2019-2022 in August 2019. It identifies areas of joint cooperation on issues of institutional, social and economic development, gender equality and environmental sustainability. This project is aligned with strategic priority 4 – environmental development, direct effects 7 and 8.
Link to relevant SDG Goals	<ul style="list-style-type: none"> Goal 5: Achieve gender equality and empower all women and girls Goal 7: Ensure access to affordable, reliable, sustainable and modern energy for all Goal 9: Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation Goal 11: Make cities and human settlements inclusive, safe, resilient and sustainable Goal 13: Take urgent action to combat climate change and its impacts
Link to relevant SDG Targets:	<ul style="list-style-type: none"> 5.1 End all forms of discrimination against all women and girls everywhere 5.b Enhance the use of enabling technology, in particular information and communications technology, to promote the empowerment of women 5.c Adopt and strengthen sound policies and enforceable legislation for the promotion of gender equality and the empowerment of all women and girls at all levels 7.1 By 2030, ensure universal access to affordable, reliable and modern energy services 7.3 By 2030, double the global rate of improvement in energy efficiency 7.a By 2030, enhance international cooperation to facilitate access to clean energy research and technology, including renewable energy, energy efficiency and advanced and cleaner fossil-fuel technology, and promote investment in energy infrastructure and clean energy technology 7.b By 2030, expand infrastructure and upgrade technology for supplying modern and sustainable energy services for all in developing countries, in particular least developed countries, small island developing States and landlocked developing countries, in accordance with their respective programmes of support

	<ul style="list-style-type: none"> • 9.3 Increase the access of small-scale industrial and other enterprises, in particular in developing countries, to financial services, including affordable credit, and their integration into value chains and markets • 9.4 By 2030, upgrade infrastructure and retrofit industries to make them sustainable, with increased resource-use efficiency and greater adoption of clean and environmentally sound technologies and industrial processes, with all countries taking action in accordance with their respective capabilities • 9.5 Enhance scientific research, upgrade the technological capabilities of industrial sectors in all countries, in particular developing countries, including, by 2030, encouraging innovation and substantially increasing the number of research and development workers per 1 million people and public and private research and development spending • 9.a Facilitate sustainable and resilient infrastructure development in developing countries through enhanced financial, technological and technical support to African countries, least developed countries, landlocked developing countries and small island developing States • 9.b Support domestic technology development, research and innovation in developing countries, including by ensuring a conducive policy environment for, inter alia, industrial diversification and value addition to commodities • 9.c Significantly increase access to information and communications technology and strive to provide universal and affordable access to the Internet in least developed countries by 2020 • 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 • 11.6 By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management • 11.a Support positive economic, social and environmental links between urban, peri-urban and rural areas by strengthening national and regional development planning • 13.2 Integrate climate change measures into national policies, strategies and planning • 13.3 Improve education, awareness-raising and human and institutional capacity on climate change mitigation, adaptation, impact reduction and early warning • 13.b Promote mechanisms for raising capacity for effective climate change-related planning and management in least developed countries and small island developing States, including focusing on women, youth, and local and marginalized communities
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2.2. GEF Core and Sub Indicators

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

Indicators	Targets - Expected Value			Materialized to date
	Mid-term	End-of-project	Total Target	
6- Greenhouse gas emissions mitigated		40	225779	
6- Greenhouse gas emissions mitigated			219531	
6.3- Energy saved			2610573	
6.3- Energy saved			2538333	
11.2- Female		2880	2880	628
11.1- Male		2650	2650	906
11- People benefitting from GEF-financed investments		5530	5530	3111 (considering the 1577 visualizations of the Inception Workshop, which cannot be disaggregated by gender.

Implementation Status 2023: 2nd PIR

2.3. Implementation Status and Risks

	PIR#	Rating towards outcomes (section 3.1)	Rating towards outputs (section 3.2)	Risk rating (section 4.2)
FY 2024	2nd PIR	S	S	L
FY 2023	1st PIR	S	S	L
FY 2022				
FY 2021				
FY 2020				
FY 2019				
FY 2018				
FY 2017				
FY 2016				
FY 2015				

Summary of status

Major developments

Progress in number of people impacted (through workshops, work meetings and training) and initiatives achieved by the project, the generation of reports on lessons learned and the work with the Ministry of the Environment to develop a proposal for the regulation of waste management associated with electromobility have had a highly satisfactory progress during this period.

As detailed in the following section 2.5 Stakeholder, the project has worked directly with a multiplicity of stakeholders, establishing permanent working networks with counterparts from the public, private, academic and civil society sectors. This has been done through various working meetings, face-to-face events, workshops, etc.

In section 2.6 Gender, the impact that the project has had on gender equality is also detailed, highlighting the granting of 21 female scholarships for an electromobility course, for women linked to the field of mechanics, in the 3 regions where the project is focused.

There has also been a deepening of capacity building, especially at the subnational level, with the aim of creating an ecosystem for electromobility at the territorial level (more details in 2.8. Knowledge management). We have mainly worked on training related to electromobility, financing of electric vehicles, home electrical installation, among others.

The consultancies within the framework of the project have also been key to generating useful technical inputs and strengthening work networks. There are already concrete results on the impact of electromobility on electric grids, highlighting the flexibility that electromobility provides to the system. We are also working on the sustainability of batteries within the framework of the Extended Producer Responsibility Law.

Main changes

During this period, some changes have been promoted by the PM, validated by the Project Steering Committee and accepted by the implementing agency, in order to adjust the project scope according to the learning achieved. In line with the changes made, some budget lines were redistributed to mitigate the previous PIR risks, take advantage of the identified opportunities and make more effective use of resources in the current national electromobility context. The main changes in activities and deliverables are:

The main change required is framed in the technological demonstration pilot, which aimed to operate 2 vehicles in each of the 3 cities where the project is focused (Antofagasta, Talca and Puerto Montt), rotating its use among different fixed route cab drivers. As it was identified during the formulation of the project, an important risk for the implementation of the project was that the vehicle leasing companies would not be interested in participating in this pilot, which happened during this period. Therefore, the different alternatives were evaluated, considering the level of development and supply of these services in the current national market, it is not feasible to

carry out the pilot as initially planned. Finally, the pilot was adapted to incorporate the associated budget to the subsidy fund in order to strengthen it and allow subsidizing 30 electric vehicles and their respective residential charging infrastructure in the cities mentioned above, seeking to accelerate the adoption of electromobility in regions of the country with a focus on small public transport and promote the investment of regional governments in electromobility through this subsidy model.

Main challenges

The main challenge has been the implementation of the +Electric Transportation subsidy, in particular, getting the necessary applicants. This is due to the fact that we are piloting a contest that gives total freedom to the applicant to select his electric vehicle and residential charger, which in turn represents a greater responsibility and need for self-management.

In order to ensure participants, multiple instances of dissemination have been generated, such as workshops and test drives. In addition, communication campaigns, brochures, an exclusive telephone and mail channel, among others, have been added. To date, 33 applications have been received and 5 have been awarded.

2.4 Co Finance

Planned Co-finance:	\$ 18,520,000
Actual to date:	73,963,980
Progress	<p>Justify progress in terms of materialization of expected co-finance. State any relevant challenges:</p> <p>It should be noted that the co-financing achieved to date was \$73,963,980 USD, significantly exceeding the original commitment of \$18,520,000 USD as outlined in the CEO Endorsement. This substantial increase in co-financing was primarily realized through private sector investments in charging infrastructure and equipment that support the development of the electromobility ecosystem. For instance, COPEC joined as a co-financier with an investment of \$65,543,549 USD in equipment.</p> <p>Support from public sector co-financiers, including the Ministries of Energy, Transport, Environment, and Corfo, also played a crucial role. Their contributions were mainly in the form of strategic alliances and project implementation efforts. These partnerships facilitated the seamless integration of new technologies and the scaling of infrastructure projects, contributing to the overall success of the initiative.</p>

2.5. Stakeholder

Date of	
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project steering committee meeting	
Stakeholder engagement (will be uploaded to GEF Portal)	<p>The deployment of electric mobility throughout Chilean regions requires efforts from different government bodies, both at regional and national level, ministries and the involvement of different private sectors, companies and community sectors, Output 1.2 focuses on the implementation of a multi-stakeholder consultation strategy. The strategy was elaborated by the project management team to raise awareness, create buy-in, increase coordination, and ensure the development and implementation of socially acceptable solutions. The strategy is under implementation, reinforcing the collaborative approach carried out since the beginning of the project implementation.</p> <p>During this period of project implementation, the following dissemination/coordination activities have been carried out:</p> <ul style="list-style-type: none"> • 1st Steering Committee (01/02/2022): 20 attendees, having participated all the institutions that make up the Committee (https://x.com/Agencia__SE/status/1535326956983566339?s=20&t=kemdr4doutq0uSxHjezcrA) • Launching of the Project (12/04/2022): 63 attendees and by streaming 1543 visualizations (please review the following links: Inception Workshop 1.0 / Inception Workshop 2.0) (https://www.youtube.com/watch?v=MesU9mq886A&t=4723s / https://www.youtube.com/watch?v=JELVwKhQ-44&t=6073s) • 2nd Steering Committee (10/06/2022): 15 attendees, having participated all the institutions that make up the Committee (https://x.com/Agencia__SE/status/1535326956983566339?s=20&t=kemdr4doutq0uSxHjezcrA) • 3rd Steering Committee (30/03/2023): 15 attendees, having participated all the institutions that make up the Committee (https://www.agenciase.org/2023/03/30/se-realizo-la-tercera-sesion-del-comite-directivo-del-proyecto-gef7-electromovilidad/) • 4th Steering Committee (03/04/2024): 16 attendees, having participated all the institutions that make up the Committee (https://www.agenciase.org/2024/04/04/se-realizo-cuarta-sesion-del-comite-directivo-del-proyecto-gef7-electromovilidad-con-la-participacion-del-ministerio-de-energia-el-ministerio-de-transportes-y-telecomunicaciones-y-el-ministerio-del-m/) <p>Also, since the beginning of the implementation of the electromobility GEF, work has been carried out collaboratively with multiple stakeholders:</p> <ul style="list-style-type: none"> • Regional counterparts: Antofagasta, Maule and Los Lagos, work is being carried out with the Regional Government, Regional Energy Secretariat, Regional Transport Secretariat and Municipalities. Meetings with these counterparts have been ongoing, totaling 46 meetings to date. These meetings focus mainly on coordination, gathering information from the regions, agreeing on databases for calls for proposals, reviewing work agendas, communication milestones and workshops, etc. • Co-financiers: In addition to the co-financiers committed to the project, 2 additional companies (COPEC S.A. y EMASA) have joined and formalized their

participation in the project implementation (the last two co-financiers were added to the group of co-financiers of GEF7 Electromobility Chile, following the launch of the project in April 2022. Both companies expressed their interest in being part of the initiative and formally committed to co-financing. During 2023, collaborative work with the project co-financiers has been strengthened, especially with regard to the start of the implementation of the Introductory Course on Electromobility, with a gender perspective, a commitment of Emasa Training to the project (More details in the following section 2.3 Gender). It should be noted, during the period August 2022 and June 2023, the co-financing was 73,963,980 USD; significantly exceeding the commitment acquired through the CEO Endorsement (18,520,0000 USD).

- GEF Electromobility Steering Committee: Work with the Ministry of Energy, Transport and the Environment has been ongoing to resolve technical, regulatory and legal doubts. through the steering committee meetings, and bilateral meetings with each ministry, for specific technical/political issues.
- Technical Working Group: Meetings are being coordinated with counterparts of fixed-route taxis associations (Conatacoch, Conttramen), private companies and with local universities in the regions where the pilots will be implemented. The objectives of each meeting differ from each other, depending on each stakeholder, but they mainly sought to raise lessons learned, gaps in the electromobility ecosystem at a decentralized level, raise databases of stakeholders in the regions, discuss needs (technical, financial and regulatory) in the territories, etc.
- Some of the companies, organizations and universities with whom meetings have been held so far:
 - Banks and financial institutions: Banco Estado, Banco BCI, Banco Falabella, Tanner, Nuevo Capital, Autofin, Amicar, GM Financial, Sura, Coval, Gildemaister.
 - Companies related to batteries: Sustrendlab, Andes Electronics, Sisercom, etc.
 - Leasing companies: ALD, Europcar, Grandleasing, Econorent, Tattersall, Tucar, Mitta, Wift, Charriot, Arval Relsa.
 - Electric vehicle and charging infrastructure companies: Copec Voltex, ENEX, Enel X, Nissan, Andes Motor, ASTARA, ANAC, SAESA, Voltera, E-Mov, Vivipra, Reborn, KIA, BYD Chile.
 - Universities and technical training centers: University of Costa Rica University of Chile, Catholic University, University of Antofagasta, University of Talca, Catholic University of Maule, University of Los Lagos, Austral University, INACAP, AIEP, National Firefighters Academy, Código Rescate, San Agustín Technical Training Center, and IPROSEC Technical Training Center.
 - International Energy Agency.

In addition, within the framework of the subsidy for electric vehicles and home electric chargers for fixed-route cab drivers, the following networking and dissemination activities were carried out

Informative meetings

- Antofagasta, 07/09/2023
- Puerto Montt, 12/09/2023
- Talca 10/10/2023

Workshops

- Antofagasta, 30/10/2023
- Puerto Montt, 24/11/2023
- Talca, 29/11/2023

These events were attended by 166 people (86% men and 14% women) and were widely publicized in the local press and social networks:

- 4/12/2023: <https://www.agenciase.org/2023/12/04/ministerios-de-energia-y-transporte-y-agenciase-realizan-workshop-informativo-del-concurso-transporte-electrico-en-la-region-del-maule/>
- 28/11/2023: <https://www.agenciase.org/2023/11/28/programa-transporte-electrico-entregara-fondos-para-la-adquisicion-de-10-taxis-colectivos-electricos-en-la-region-de-los-lagos/>
- 28/11/2023: https://www.instagram.com/reel/C0NUHh4xW9y/?utm_source=ig_web_copy_link
- 28/11/2023: <https://www.eha.cl/noticia/regional/en-inacap-sede-puerto-montt-se-realizo-workshop-concurso-de-transporte-electrico>
- 1/11/2023: <https://www.guiachileenergia.cl/programa-transporte-electrico-entregara-fondos-para-10-taxis-colectivos-electricos-en-los-lagos/>
- 12/10/2023: <https://www.agenciase.org/2023/10/12/se-realizo-cierre-de-reuniones-informativas-sobre-el-concurso-transporte-electrico/>
- 10/10/2023: <https://www.programavisionsustentable.cl/noticias/workshop-electromovilidad-transporte-publico-menor-antofagasta>
- 5/10/2023: <https://www.agenciase.org/2023/10/05/con-un-workshop-autoridades-dieron-el-vamos-a-despegue-de-la-electromovilidad-para-el-transporte-publico-menor-en-la-region-de-antofagasta/>
- 8/09/2023: https://www.df.cl/noticias/site/docs/20230908/20230908215702/suplemento_20230910.pdf
- 22/08/2023: <https://www.agenciase.org/2023/08/22/agenciase-y-anac-realizaran-workshop-para-proveedores-de-vehiculos-electricos-e-infraestructura-de-carga-para-presentar-el-concurso-de-cofinanciamiento-transporte-electrico-en-el-marco-del-proyecto-g/>

In addition, between February and April 2024, the +Transporte Eléctrico contest (<https://www.agenciase.org/concurso-para-cofinanciar-la-compra-de-vehiculo-electrico-y-cargador-residencial-a-propietarios-de-taxi-colectivo-urbano/>), which provides a subsidy for electric fixed route cabs and their respective residential charger, was disseminated (some with test drives). A total of 175 people attended (128 men and 47 women) to 12 workshops. Some news published:

- https://www.linkedin.com/posts/laagenciase_maerstransporteelaezctrico-antofagasta-maule-activity-7175850359884525569-DEay?utm_source=share&utm_medium=member_desktop
- <https://www.soychile.cl/osorno/sociedad/2024/04/04/854580/taxis-colectivos-cambien-vehiculos-electrico.html>
- <https://radioacogida.cl/promueven-concurso-para-que-propietarios-de-taxis-colectivos-puedan-cambiar-sus-vehiculos-a-uno-electrico/>
- <https://www.paislobo.cl/2024/04/promueven-concurso-para-que-propietarios-de-taxis-colectivos-puedan-cambiar-sus-vehiculos-uno-electrico.html>
- <https://www.radiosago.cl/electromovilidad-en-osorno-gremio-de-taxis-colectivos-conocen-los-beneficios-de-los-autos-electricos/>

	<ul style="list-style-type: none">• https://twitter.com/EnergiaMaule/status/1777468391051202954?ref_src=twsrc%5Egoogle%7Ctwcamp%5Eserp%7Ctwgr%5Etweet• https://soydeosorno.cl/seremi-de-energia-invita-a-duenos-de-taxis-colectivos-a-postular-al-concurso-transporte-electrico/• https://www.diariodeosorno.cl/noticia/actualidad/2024/05/invitan-a-duenos-de-taxis-colectivos-a-postular-al-concurso-transporte-electrico• https://eha.cl/noticia/regional/seremi-de-energia-invita-a-duenos-de-taxis-colectivos-a-postular-al-concurso-transporte-electrico• https://www.paislobo.cl/2024/05/invitan-duenos-de-taxis-colectivos-postular-al-concurso--transporte-electrico.html• https://www.semanariolocal.cl/?p=21355• https://www.musicoop.cl/2024/05/seremi-de-energia-invita-duenos-de.html• https://www.soychile.cl/Puerto-Montt/Sociedad/2024/05/22/861274/promueven-recambio-taxis-colectivos-electricos.html• https://eha.cl/edicion/edicion-22-05-2024#• https://www.lamega.cl/seremi-de-energia-invita-a-duenos-de-taxis-colectivos-a-postular-al-concurso-transporte-electrico/• https://www.vertice.tv/noticia/actualidad/2024/05/lanzan-concurso-para-impulsar-la-electromovilidad-en-taxis-colectivos• https://www.diariochiloe.cl/noticia/actualidad/2024/05/invitan-a-duenos-de-taxis-colectivos-a-postular-al-concurso-transporte-electrico• https://www.diariopalena.cl/noticia/actualidad/2024/05/lanzan-concurso-para-impulsar-la-electromovilidad-en-taxis-colectivos• https://www.diariodepuertomontt.cl/noticia/actualidad/2024/05/lanzan-concurso-para-impulsar-la-electromovilidad-en-taxis-colectivos• https://www.litoralpress.cl/sitio/RadioTV_Detalles.cshtml?lpkey=DZ3UOCOP62JHHW45ERK4CASR4JEQKM63HXODLIRFRNVBLD6PP2AH3PIE6KUWABXUFSMVCX6MGN5D4
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2.6. Gender

<p>Does the project have a gender action plan?</p>	
<p>Gender mainstreaming (will be uploaded to GEF Portal):</p>	<p>During this reporting period, the course "Introduction to electromobility" with a gender focus, aimed at women who practice or study careers related to mechanics or electricity, has been initiated. The "Introductory Course on Electromobility" is implemented by the Energy Sustainability Agency, together with Emasa Training Center, which in its role as co-financier of the GEF7 Electromobility project has committed to provide scholarships for women in the region to attend courses on maintenance and diagnosis of electric vehicles. This course is aligned with two of the main axes of the project, decentralization and advancing with gender equity towards electromobility, introducing and motivating women from the regions of Antofagasta, Maule and Los Lagos who work in the area of automotive mechanics and electricity, to connect their knowledge and develop their careers in electromobility, thus making a first contribution to the development of human capital around the maintenance of electric vehicles. The "Introductory Course on Electromobility" covers introductory content on electromobility, including types of vehicles, their diagnosis and maintenance, workshop management, safety and charging infrastructure.</p> <p>The process of diffusion and application to the course took place between 30/october/2023 and 12/november/2023, being some of the requirements:</p> <ul style="list-style-type: none"> Be a woman. To live in the regions of Antofagasta, Maule or Los Lagos. To have a basic professional profile in the field of automotive mechanics, heavy machinery, electricity, electronics, civil engineering or experience with related knowledge. <p>21 scholarships were awarded out of a total of 58 applicants from the three regions where the project was implemented (7 from the Antofagasta Region, 5 from the Maule Region, and 9 from the Los Lagos Region)</p> <p>The period of implementation of the course: 27/11/2023 to 29/02/2024.</p> <p>Some of the news highlighting this initiative:</p>

	<ul style="list-style-type: none"> • https://www.paislobo.cl/2023/12/mujeres-mecanicas-becadas-para-capacitarse-en-electromovilidad-en-la-region-de-los-lagos.html • https://www.eha.cl/noticia/local/mujeres-mecanicas-de-fresia-frutillar-puerto-montt-y-puerto-varas-fueron-becadas-para-capacitarse-en-electromovilidad-en-la-region-de-los-lagos • https://hubmovilidad.com/agenciase-y-emasa-training-center-dan-el-vamos-al-curso-de-iniciacion-a-la-electromovilidad-para-mujeres-de-antofagasta-maule-y-los-lagos/ <p>On March 1, 2023, the graduation ceremony for the scholarship students was held in Santiago. The ceremony was attended by authorities, diplomas were awarded, and there was also a discussion on gender gaps. During the afternoon, the students were taken in an electric bus to an electro-terminal for a technical visit.</p> <ul style="list-style-type: none"> • https://www.linkedin.com/posts/cmsostenible_electromovilidad-sostenibilidad-innovaciaejn-activity-7169366292330704896-H43j?utm_source=share&utm_medium=member_desktop • https://www.agenciase.org/2024/03/01/mujeres-de-antofagasta-maule-y-los-lagos-avanzan-en-electromovilidad-contribuyendo-a-la-equidad-de-genero-y-descentralizacion/ • https://www.linkedin.com/posts/laagenciase_gef7-activity-7170380397766135808-c7Sk?utm_source=share&utm_medium=member_desktop • https://www.revistaei.cl/2024/03/05/con-equidad-de-genero-mujeres-de-antofagasta-maule-y-los-lagos-se-certifican-en-electromovilidad/# • https://www.linkedin.com/posts/ehive_mujeres-de-antofagasta-maule-y-los-lagos-activity-7170444770530594816-N5ZO/?utm_source=share&utm_medium=member_android • https://www.litoralpress.cl/sitio/Prensa_Detalles.cshmtl?LPKey=Y62IBAWARBB3J2FFWUUTTNW5YKPKQC3CPKDVXFGUTCPF3G6XXIZQGEF7 <p>GEF7 Electromobility team in Chile is part of an ambitious Program, which has been developed through the joint work of GEF7 E-mobility project, Euroclima+ mitigation project and the Energy Sustainability Agency. The program, called Future Women in Efficient Transport and Electromobility, was approved by the current Government, through its commitment to elaborate the Energy Agenda 2022 - 2026 (https://energia.gob.cl/documentos/agenda-energia-2022-2026)</p> <p>The Program seeks to advance towards an efficient transportation sector and electromobility with gender equity, through the elaboration of a robust diagnosis, capacity building, the creation of work networks and the incorporation of more women in the work cycle of the freight transportation sector and electric public transportation. To this end, three stages have been defined, with their respective actions, expected results, indicators, means of verification and budget:</p> <p>The first product developed was the Standard for including a Gender Approach in bids and tenders. The objective is to incorporate a gender</p>
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	<p>approach in consultancies, tenders, training and in general in all activities implemented within the GEF7 Electromobility.</p> <p>It should be noted that the Energy Sustainability Agency is making use of this Standard, developed by GEF7 Chile, to formulate a cross-cutting standard for the work of this institution.</p> <p>Regarding the diagnosis, GEF7 team supported the development of the study: Female Participation in the Efficient Freight Transportation and Electromobility Labor Market, available at https://www.agenciase.org/2024/04/23/estudio-comprueba-desequilibrio-de-la-participacion-femenina-en-transporte-de-carga-y-electromovilidad-y-muestra-oportunidades/</p> <p>In addition, the gender factor has been taken into account in workshops, promoting equal participation, and in courses, applying targeting criteria to include female students.</p> <p>The main challenge is associated with the delivery of subsidies for electric vehicles, because although a gender quota has been considered, there are currently very few women drivers of fixed-route taxis. However, of the 33 actual applications received, 9 were from female drivers.</p> <p>It is worth mentioning that members of the GEF7 Electromobility team in Chile participate in the internal Gender Secretariat of the Energy Sustainability Agency, as well as in the Gender and Electromobility Roundtable led by the Ministry of Energy.</p>
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2.7. ESSM

Moderate/High risk projects (in terms of Environmental and social safeguards)	<p>Was the project classified as moderate/high risk CEO Endorsement/Approval Stage?</p> <p>Yes</p> <p>If yes, what specific safeguard risks were identified in the SRIF/ESERN?</p> <ul style="list-style-type: none"> • Potential long-term environmental and health impact • Financial instruments: I economic feasibility to the borrowers. • Insufficient interest for recycling Lithium considering Chile has large Lithium mining and industry. • COVID-19 occupational safety and health (OSH) issues of the partners, subcontractors • potentially affected marginalized and vulnerable population in terms of project’s proposed policy and strategies for them. • Project level grievance mechanism should be stated clearly in the project document and established to handle any complaints swiftly.
New social and/or	Have any new social and/or environmental risks been identified during the reporting period?

environmental risks	No If yes, describe the new risks or changes?
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 If yes, please describe the complaint(s) or grievance(s) in detail, including the status, significance, who was involved and what actions were taken?
Environmental and social safeguards management	<p>The project aims to support the development of a regulatory framework within Chile that governs the potential long-term impacts on the environment and health of electromobility. Currently, Chile lacks specific regulations that oversee and promote sustainability and circular economy practices concerning batteries. In order to address this, the project will undertake a study to gather the necessary information for the regulatory body, the Ministry of the Environment, to initiate the process of formulating a supreme decree, as mandated by the Extended Producer Responsibility Law. On the other hand, one of the main barriers to the transition to electromobility for users is the initial cost of the electric vehicles. Therefore, the project, with the aim of promoting the adoption of electromobility, incorporates a financing mechanism to alleviate the financial burden on taxi owners. Additionally, a study was developed in cooperation with banking and financial institutions to identify gaps and prospects in accessing credit and/or subsidies for this particular segment. For the specific case of the pilots, the instrument was redesigned and the project will cover a part of the cost of the EV, while the taxi owner will provide the other part. For taxi owners using bank credits for acquisition of the EV, the bank will conduct its own risk analysis. In terms of the Covid-19 pandemic and its potential implications for the project and its collaborators, it is important to note that on May 6, 2023, the World Health Organization declared the end of the international public health emergency related to COVID-19. Furthermore, Chile has received international recognition for its effective management of the pandemic compared to the global scenario. No health and safety precautions are required for the project collaborators in the context of the pandemic. Regarding UNEP ESSF guiding principles, one of the cross-cutting pillars of the project is to advance towards electromobility with gender equity. According to the data from the most recent study conducted to assess gender gaps in the energy sector in Chile, titled "Diagnóstico de la situación de inserción de la mujer en el sector energético", dating back to 2018, female participation accounted for 23% of the total workforce. This percentage decreased when it came to positions of power, where only 10% of CEOs or board positions were held by women. Participation in operational roles was even lower, at a mere 8%. Electromobility emerges in this context as an opportunity to enhance women's participation not only in the energy sector but also in the transportation sector. This is due to it being an industry in full development within the country, thus presenting a significant challenge in the generation of trained individuals to fill the job positions that will arise in the coming years within various services related to electric mobility. In this context, the project provides training programs specifically targeted towards women for the diagnosis and maintenance of electric vehicles. Additionally, efforts will be made to encourage</p>

	<p>equitable participation in supplementary training initiatives. Furthermore, a gender equity standard has been developed to guide hiring practices. This standard will not only be applied to all project-related hirings but will also extend to the Sustainable Mobility and H2V area, which encompasses the project. The aforementioned standard insumed the gender policy, currently under development by the Agency of Energy Sustainability. It incorporates guidelines for effective and inclusive communication for all products and services generated under the project, ranging from guides to training programs. Moreover, it includes an evaluation criterion that promotes the participation of women in project teams. Additionally, within the framework of the Just Transition Strategy in the Energy sector published in 2021 by the Chilean Ministry of Energy, a plan is presented to accompany the closure and new uses of coal-fired power plants, within the framework of the country's commitments to Carbon Neutrality by 2050, now established through the Framework Law on Climate Change. This plan will be carried out through the promotion of employment and training of the population negatively affected by the closure of coal-fired power plants and facilitation of their incorporation into new sources of employment or enterprises, whether energy or non-energy related. In this context, the project seeks to build local capacities around the various services related to electromobility and in particular, will promote the participation of affected marginalized and vulnerable population in terms of fair energy transition in trainings and workshops to be held. On issues related to complaints, the Energy Sustainability Agency uses the "Portal Transparencia", a platform that allows requests for information and complaints within the framework of the Law on Access to Public Information.</p>
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2.8. KM/Learning

<p>Knowledge activities and products</p>	<p>Workshops have been held as part of two of the project's consultancies:</p> <p>1) Consultancy to provide tools to decision makers in the granting of credits and/or subsidies for electric vehicles: Face-to-face and online workshops were held, focusing on the regions of Antofagasta, Maule and Los Lagos (in addition to Santiago). The main contents were: Fundamental concepts of Electromobility, Calculation of Total Cost of Ownership and Financing for electric vehicles (availability, risks, actors, etc.).</p> <p>FACE TO FACE</p> <ul style="list-style-type: none"> • Puerto Montt, 12/10/2023 • Santiago, 17/10/2023 • Talca, 19/10/2023 • Attendance: 50 (28 men + 22 women) • https://www.agenciase.org/2023/09/29/agenciase-realizara-talleres-para-entregar-herramientas-a-tomadores-de-decision-en-
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	<p>el-financiamiento-de-vehiculos-electricos/ ON LINE</p> <ul style="list-style-type: none"> • On line workshop 02/10/2023 (https://www.agenciase.org/2023/10/02/agenciase-realizo-primer-taller-informativo-para-entregar-herramientas-a-tomadores-de-decision-en-el-financiamiento-de-vehiculos-electricos-en-el-marco-del-proyecto-gef7-electromovilidad/) • Two On line workshops, 04/10/2023 (https://www.agenciase.org/2023/10/05/agenciase-realizo-segundo-taller-informativo-para-entregar-herramientas-a-tomadores-de-decision-en-el-financiamiento-de-vehiculos-electricos-en-el-marco-del-proyecto-gef7-electromovilidad/) • Two On line workshops, 11/10/2023 (https://www.agenciase.org/2023/10/12/agenciase-realiza-nuevos-talleres-informativos-para-entregar-herramientas-a-tomadores-de-decision-en-el-financiamiento-de-vehiculos-electricos-en-el-marco-del-proyecto-gef7-electromovilidad/) • 155 (90 men + 65 women) <p>2) Study to quantify the impacts of electromobility on the Chilean electricity system and the cost-benefit of flexibility strategies for electric vehicles.</p> <ul style="list-style-type: none"> • On line, 28/06/2023: 29 people (21 men + 8 women) (https://www.agenciase.org/2023/07/07/se-realizo-primer-taller-participativo-del-estudio-para-cuantificar-impactos-de-la-electromovilidad-en-el-sistema-electrico-chileno-y-el-costo-beneficio-de-estrategias-de-flexibilidad-para-vehiculos-e/) • On line, 15/12/2023: 29 people (23 men + 6 women) (https://www.guiachileenergia.cl/gef7-realiza-ii-taller-de-retroalimentacion-de-estudio-que-cuantifica-impactos-de-electromovilidad/) • Face to face and Online workshop, 02/04/2024: 38 (23 men, 15 women) (https://www.agenciase.org/2024/04/03/agenciase-realizo-tercer-taller-del-estudio-para-cuantificar-impactos-de-la-electromovilidad-en-el-sistema-electrico-chileno-y-el-costo-beneficio-de-estrategias-de-flexibilidad-para-vehiculos-electric/ ; https://www.linkedin.com/posts/laagenciase_recursoenergaezticosdistribuidos-gef7electromovilidad-activity-7186559467105210368-rx_k/?utm_source=share&utm_medium=member_desktop) • Face to face and Online workshop, 11/04/2024: 29 (18 men, 13 women) (https://www.linkedin.com/posts/laagenciase_gef7electromovilidad-activity-7192268422016106496-FL_R/?utm_source=share&utm_medium=member_desktop) <p>Recently, the training service for emergency first response units in safety and intervention in accidents involving electric vehicles began: The courses will be carried out in the regions of Antofagasta, Maule and Los Lagos. For this purpose, terms of reference were initially</p>
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drafted, which were technically validated within the Sustainable Mobility Area of the Energy Sustainability Agency and the Ministry of Energy. They were then sent to multiple suppliers and 6 offers were received. An Evaluation Commission was set up, as is done for all services under GEF7 Electromobility. The kick-off meeting with the successful bidder was held on July 5th, and the following will be trained 75 people in total for the three regions.

In addition, the project has a web site <https://gef7electromovilidad.cl/>. The website includes a description of the project, motivations, agents of change, didactic guides and the main news. Everything is accompanied by graphic material and videos.

Also, members of the project presented the progress and challenges of the GEF7 Electromobility Project, such as the

- Sweden Innovation Week (09/06/2022)
- RELIEVE 2022 (July 2022)
- The National Taxi and Fixed Route Taxi Day (12/08/2022)
- MOTORTEC CHILE 2022 (6-8/09/2022)
- Experiencia E (12-15/10/2022)
- Conversation among GEF projects in Chile (14/11/2022)
- and Electric Mobility Training for LAC - UITP, CMS, Solutions Plus, and UNEP (28/11/2022 – 02/12/2022). In this last event, GEF7 Electromobility Chile was in charge of one of the sessions, where it presented relevant initiatives in the country regarding the electrification of small public transport and freight transport. At the same time, it was coordinated with a beneficiary of the My Electric Taxi program, who gave his testimony, lessons learned, etc. More information (<https://www.agenciase.org/2022/12/02/agenciase-participo-en-la-reunion-y-el-entrenamiento-de-la-plataforma-regional-de-apoyo-e-inversion-del-proyecto-gef7-electromovilidad/>).
- ASE - IEA Exchange EV to Grid Integration (20/04/2023)
- Seminario Desafíos para implementar la electromovilidad en Chile (08/06/2023)[1]
- Chile Week China 2023 (14-20/10/2023)
- Taller virtual de Financiamiento de Flotas de Vehículos Eléctricos (21/12/2023)[2]
<https://www.agenciase.org/2023/12/28/agenciase-realiza-taller-virtual-de-financiamiento-de-flotas-de-vehiculos-electricos-en-el-marco-del-proyecto-gef7-electromovilidad/>

Finally, the GEF7 Electromobility team has participated in training and field visits:

- Technical visit to COPEC Voltex's electro-terminal, in Maipú, Santiago (17/06/2022)

	<ul style="list-style-type: none"> • ABB electric chargers training (20/04/2023) • On-site visit for hydrogen vehicles, Toyota Company (25/05/2023) • Technical visit to COPEC Voltex's electro-terminal, in Maipú, Santiago (01/03/2022)
Main learning during the period	<p>The main learning was in terms of the pilot, a fixed-route taxi leasing model was to be implemented, considering 2 vehicles per region, for 12 months. The utilization model considered the use by different drivers, who would rotate every 2 to 3 weeks, to test the technology (more details of this model, in the CEO Endorsement of the Project).</p> <p>In order to implement this model, the Project's executing agency, the Energy Sustainability Agency (AgenciaSE, as it is abbreviated in Spanish), took multiple steps to address the technical and regulatory aspects to implement this pilot via leasing.</p> <p>One of the first steps was to have a Decree that would allow to have a technological demonstration model that would rotate fixed-route taxis, since the fleet of these in Chile is frozen. For this reason, it was necessary to negotiate with the Ministry of Transport and Telecommunications, the development of Decree 44 (https://www.bcn.cl/leychile/navegar?i=1175785&f=2022-05-09), which was finally published on May 9, 2022; and which allows testing new technologies through technological demonstrations, during a limited period of time.</p> <p>Therefore, a public competitive bidding process was carried out: “Leasing GEF7: Mobility Services Providers Electric Vehicles” (between 21/10/2022 and 19/12/2022) with a budget of 144,000 USD (https://www.agenciase.org/gef-7-concurso-para-provedores-de-servicios-de-movilidad-con-vehiculos-electricos/), but no applicants were received.</p> <p>For this reason, AgenciaSE initiated a process of calling the different leasing companies to find out the reasons for the non-application. The following companies were contacted:</p> <ul style="list-style-type: none"> • Tucar • Granleasing • Tattersall • Mitta • Gildemeister • Econorent

	<ul style="list-style-type: none"> • ALD Automotive <p>By virtue of the calls, it was identified that there were doubts from the suppliers, in relation to the leasing model and the budget allocated for that tender.</p> <p>The AgencySE moved towards the design of a plan B, which contemplated:</p> <ul style="list-style-type: none"> • Evaluate internally the feasibility of contracting this service directly, since the public bidding process recently carried out did not have any bidders. In accordance with the updated Procurement Policy of AgenciaSE and meetings with the Operations, Legal and Management Areas of AgenciaSE, this path was approved. • Increase the leasing budget, for which the budget lines of the GEF7 Electromobility project were reviewed to identify those movements that will allow increasing the leasing budget. • Convene bilateral negotiation meetings with leasing companies in order to understand their gaps and barriers and seek a joint work strategy to implement the leasing model. <p>Once this Plan B was approved, the leasing companies were contacted again. In view of the leasing model and the amount of the budget, although it was mentioned that adjustments would be made based on what would be negotiated bilaterally, there was no interest, and 4 companies were invited: ALD Automotive, Tattersall, Grandleasing, Econorent (meetings were done between 09/01/2023 and 11/07/2023)</p> <p>Gaps revealed in meetings/phone calls:</p> <ul style="list-style-type: none"> • Very low budget. • Too much risk for suppliers, having multiple drivers rotating (in negotiation offered one month rotation, but it is the same risk for them) • Concerns about driver negligence charges, or traffic fines • The leasing model, feasible for companies, consists of leasing and then selling, with this very high mileage is not convenient for them (50 thousand km/year app is estimated for these vehicles with high mileage). • Leasing models consider at least 24 months of operation (not 12 months). <p>Results after the bilateral meetings:</p> <ul style="list-style-type: none"> • Finally, 2 proposals were received, with a total of 4 vehicle alternatives. • On average suppliers require around 350,000 USD for the service (more than double the GEF7 Electromobility budget for the
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	<p>leasing item), and also add restrictions, which may imply legal risks for AgenciaSE and the Ministry of Energy:</p> <ul style="list-style-type: none">○ "All damage to the vehicle, deductibles and additional charges in general, will be billed to Agencia de Sostenibilidad Energética, not to each user."○ "Traffic fines will be billed at the end of the month to Agencia de Sostenibilidad Energética". <p>For this reason, AgenciaSE together with all the members of the GEF7 Electromobility Steering Committee, and the counterparts of the regions involved</p> <p>in the project, began to develop a Plan C.</p> <p>In order to structure this Plan C, AgenciaSE met bilaterally with (with several entities, more than one discussion meeting was held):</p> <ul style="list-style-type: none">• Various counterparts of AgenciaSE, including Subdirección.• Ministry of Energy• Ministry of Transport and Telecommunications• Ministry of Environment• GEF Focal Point in Chile• Antofagasta Regional Energy Ministerial Secretariat• Maule Regional Ministerial Secretariat of Energy• Regional Energy Ministerial Secretariat of Los Lagos <p>After several meetings, calls and exchange of emails, as well as conversations with counterparts in Costa Rica that implement their GEF7 Electromobility, it is proposed to adjust the technological demonstrations, in order to move from a leasing model to one of increasing the subsidy fund, which will accelerate the penetration of electric vehicles in the regions of Chile.</p> <p>The final proposal was worked on, and was submitted for validation to the GEF7 Electromobility Steering Committee, in an enlarged session on March 30, 2023.</p> <p>The Steering Committee fully approved all the adjustments presented in this document.</p> <p>The following are the considerations of Plan C:</p> <ul style="list-style-type: none">• Strengthen the subsidy fund, increasing the replacement of electric vehicles in regions, maintaining the 3 initial regions:
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	<p>Antofagasta, Maule, Los Lagos. The original grant fund presented in the CEO Endorsement considers 400,000 USD which would be enough to subsidize a maximum of 15 vehicles (and their respective electric charger) across the 3 regions. Although the CEO Endorsement was already talking about 30 vehicles, taking into account the actual cost they have reached, although the CEO Endorsement already talked about 30 vehicles. Therefore, this adjustment will allow the budget that was to be allocated for the 6 cars that would rotate for a year in 3 cities of the country, to be added to the subsidy fund, thus allowing to strengthen this pilot project of subsidizing 30 electric vehicles, along with their home chargers, in 3 regions with very low penetration of electromobility.</p> <ul style="list-style-type: none"> • To double the number of electric vehicles (EVs) to be subsidized, going from Plan A (with leasing) to Plan C: 30 electric vehicles will be subsidized. Considering \$19,000,000 CLP (Aprox. 20,000 USD) for electric vehicles and for low power charging infrastructure. Fixed-route taxi drivers will have to finance, via bank loans or personal savings, the money needed to pay for the electric vehicle. The subsidy will cover about 40% of the Fixed-route taxi, while each driver will have to support the remaining 60%. For the selection of the beneficiaries, an open public competitive bidding process will be carried out, promoting the dissemination in the regions through communication campaigns, test drives, etc. The vehicles will be used by fixed-route taxi drivers throughout their useful life. Applicant drivers must at least: <ul style="list-style-type: none"> ○ be financially solvent ○ have a driver's license for fixed-route taxi ○ own an internal combustion vehicle ○ be registered in the National Registry of Passenger Transport Services (RNSTP) of the Ministry of Transport and Telecommunications (both the vehicle and the taxi driver) ○ facilitate access to their home for technical visits for charging infrastructure • In replacement of leasing, a dissemination and support campaign was added in each of the 3 regions. • The work of the subsidy fund have been linked to the consultancy for capacity building in banks and financial institutions, to create synergies and support applicants in accessing credit. • In meetings with local authorities, all the regions have requested that the program be extended to other cities (not only regional capitals); this point was taken up. • Based on the previous experience of the "Mi Taxi Eléctrico" project, it has been identified that currently there is a limited availability of electric vehicles commonly used in the taxi segment in Chile, which could hinder the implementation of the subsidy fund due to the lack of participation of electric vehicle suppliers. In order to mitigate this risk, meetings are being held with electric vehicle suppliers and institutions that group them, to encourage their participation in the project. Additionally, the application model will be modified to reduce the impact of the availability of electric vehicles, through the collection of lessons learned from what has already been done by "Mi Taxi Eléctrico" and "Ponle Energía a tu Pyme", both initiatives have been led
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	<p>by the Agency of Energy Sustainability, and already have at least 2 past versions.</p> <ul style="list-style-type: none"> • Gender quotas are considered in order to promote women's applications. <p>The terms and conditions were published in February 2024 here https://www.agenciase.org/concurso-para-cofinanciar-la-compra-de-vehiculo-electrico-y-cargador-residencial-a-propietarios-de-taxi-colectivo-urbano/</p> <p>The main risks identified under this new model and how they will be addressed are described below:</p> <ul style="list-style-type: none"> • Availability of electric vehicles in the project regions: multiple meetings have been held with suppliers of vehicles and charging infrastructure, which can provide such services at the subnational level. Direct contact is maintained with these suppliers, and thanks to the information gathered, catalogs was prepared to facilitate the application of fixed-route taxi drivers. • Lack of applicants, considering that a contest has been piloted that transfers the total responsibility for product search, quotations, etc. to the applicant: Informative meetings and workshops have been held in the 3 regions (more details in 2.5. Stakeholder engagement), and work is also being carried out on communication campaigns, brochures to be handed out at fixed route taxi terminals and other initiatives to publicize the competition widely.
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2.9. Stories

<p>Stories to be shared</p>	<p>1) During this reporting period, the course "Introduction to electromobility" with a gender focus, aimed at women who practice or study careers related to mechanics or electricity, has been initiated. The "Introductory Course on Electromobility" is implemented by the Energy Sustainability Agency, together with Emasa Training Center, which in its role as co-financier of the GEF7 Electromobility project has committed to provide scholarships for women in the region to attend courses on maintenance and diagnosis of electric vehicles. This course is aligned with two of the main axes of the project, decentralization and advancing with gender equity towards electromobility, introducing and motivating women from the regions of Antofagasta, Maule and Los Lagos who work in the area of automotive mechanics and electricity, to connect their knowledge and develop their careers in electromobility, thus making a first contribution to the development of human capital around the maintenance of electric vehicles. The "Introductory Course on Electromobility" covers introductory content on electromobility, including types of vehicles, their diagnosis and maintenance, workshop management, safety and charging infrastructure.</p> <p>21 scholarships were awarded out of a total of 58 applicants from the three regions where the project was implemented (7 from the Antofagasta Region, 5 from the Maule Region, and 9 from the Los Lagos Region)</p> <p>The period of implementation of the course: 27/11/2023 to 29/02/2024.</p>
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Some of the news highlighting this initiative:

- <https://www.paislobo.cl/2023/12/mujeres-mecanicas-becadas-para-capacitarse-en-electromovilidad-en-la-region-de-los-lagos.html>
- <https://www.eha.cl/noticia/local/mujeres-mecanicas-de-fresia-frutillar-puerto-montt-y-puerto-varas-fueron-becadas-para-capacitarse-en-electromovilidad-en-la-region-de-los-lagos>
- <https://hubmovilidad.com/agenciase-y-emasa-training-center-dan-el-vamos-al-curso-de-iniciacion-a-la-electromovilidad-para-mujeres-de-antofagasta-maule-y-los-lagos/>

On March 1, 2023, the graduation ceremony for the scholarship students was held in Santiago. The ceremony was attended by authorities, diplomas were awarded, and there was also a discussion on gender gaps. During the afternoon, the students were taken in an electric bus to an electro-terminal for a technical visit.

- https://www.linkedin.com/posts/cmsostenible_electromovilidad-sostenibilidad-innovaciaejn-activity-7169366292330704896-H43j?utm_source=share&utm_medium=member_desktop
- <https://www.agenciase.org/2024/03/01/mujeres-de-antofagasta-maule-y-los-lagos-avanzan-en-electromovilidad-contribuyendo-a-la-equidad-de-genero-y-descentralizacion/>
- https://www.linkedin.com/posts/laagenciase_gef7-activity-7170380397766135808-c7Sk?utm_source=share&utm_medium=member_desktop
- <https://www.revistaei.cl/2024/03/05/con-equidad-de-genero-mujeres-de-antofagasta-maule-y-los-lagos-se-certifican-en-electromovilidad/#>
- https://www.linkedin.com/posts/ehive_mujeres-de-antofagasta-maule-y-los-lagos-activity-7170444770530594816-N5ZO/?utm_source=share&utm_medium=member_android
- https://www.litoralpress.cl/sitio/Prensa_Detalles.cshtml?LPKey=Y62IBAWARBB3J2FFWUTTNW5YKPKQC3CPKDVXFGUTC PF3G6XXIZQ

2) Through the cooperation of two international funds, GEF and GIZ, the "+carga rápida" program is being developed in Chile, which seeks to accelerate investment in fast charging infrastructure and public access. This program connects the 16 regions of the country through fast charging infrastructure with public access, generating one of the most relevant enabling conditions for the acceleration of electromobility. More information in: https://gef7electromovilidad.cl/wp-content/uploads/2024/03/Lecciones-Aprendidas-CargaRapida-AgenciaSE_compressed.pdf

3) Between May and July 2024, training was provided to electricians in the segment of home installations of electric vehicle chargers, both in the Maule and Los Lagos regions. Details of both services are provided below:

- Región del Maule: Total beneficiaries: 23 (21 men and 2 women).
- Región de Los Lagos: Total beneficiaries: 21 (19 men and 2 women).



	For the Antofagasta region, the Sustainability Agency had already conducted this same course, through the INACAP Provider, between September and December 2023, covering 25 beneficiaries.
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3 Performance

3.1 Rating of progress towards achieving the project outcomes

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
Accelerate and scale-up the adoption of electric vehicles in Chilean regions	Tons of direct GHG emissions avoided during project	0	20	40	0	Currently this indicator is zero tons avoided. In order to meet this indicator, GEF7 Electromobility project considered technology demonstrations in 3 regions of Chile: • Antofagasta Region (whose regional capital is Antofagasta). • Maule Region (the regional capital is Talca) • Los Lagos Region (whose regional capital is Puerto Montt). The +Transporte Eléctrico contest was launched in February 2024 (https://www.agenciase.org/concurso-para-cofinanciar-la-compra-de-vehiculo-electrico-y-cargador-residencial-a-propietarios-de-taxi-colectivo-urbano/) To date (https://docs.google.com/spreadsheets/d/1u6An0bB3d_O3CF6VIWBk7jgXA1NiCP7-/edit?usp=sharing&ouid=116572787263402485458&rt=pof=true&sd=true), 33 applications have been received. Of these, 9 are female drivers. 5 beneficiaries have been awarded, for the co-financing of their electric vehicles for fixed route collective cabs and their respective residential charger. Work is currently	S

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
						<p>underway to develop the contracts for these 5 beneficiaries. The rest of the applicants are in the phase of clarification, admissibility, payment of quota reservation or rejection. Within the second half of 2024 the vehicles will be delivered and the installation of the residential chargers will be carried out, after the signing of contracts. In section 2.5. Stakeholder presents the details of the dissemination activities carried out to publicize the competition, both before and after the publication of the rules. In addition, brochures were prepared to be handed out at fixed route cab terminals and at events in each region. An exclusive telephone channel was set up for the contest, as well as an e-mail address for the contest. Additionally, through the contest website, queries can be made via the contest form. A launching video was made (https://www.agenciase.org/2024/02/07/agenciase-abre-convocatoria-para-concurso-transporte-electrico-que-subsidia-vehiculos-electricos-e-infraestructura-de-carga-del-proyecto-gef7-de-electromovilidad/), as well as a tutorial.</p>	
Accelerate and scale-up the	Number of direct project	0	0	Women:	Women: 628; Men	Within the framework of the project,	S

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
adoption of electric vehicles in Chilean regions	beneficiaries (women and men)			2,880 Men: 2,650	906	several meetings have been held and recorded, with due disaggregation by sex of the attendees (including bilateral meetings with Companies, Universities, fixed route taxi drivers, public institutions and regional counterparts) (More details in section "Stakeholder engagement"). In addition, workshops and trainings have been held in the following area (More details in section " Knowledge management")For the time being, some initial figures are available: • Women: 628 • Men 906 It is worth to mention that Launching of the Project (Inception Workshops 12/04/2022) received 1577 visualizations (please review the following links: Inception Workshop 1.0 https://www.youtube.com/watch?v=MesU9mq886A&t=4723s / Inception Workshop 2.0 https://www.youtube.com/watch?v=JELVwKhQ-44&t=6073s)	
The government demonstrates enhanced coordination, consultation and capacity for promoting inclusive uptake of electric mobility in the Chilean regions	Number of e-mobility initiatives undertaken involving participation of multiple governmental agencies or ministries	0	2	6	9	In the context of the project, at least nine (already exceeding the indicator committed for the end of the project) e-mobility initiatives involving participation of multiple governmental agencies or ministries will be implemented: 1. Antofagasta region: GEF7 E-mobility pilot 2. Maule region:	HS

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
						<p>GEF7 E-mobility pilot 3. Los Lagos region: GEF7 E-mobility pilot 4. Valparaíso region: Mi Taxi Eléctrico 5. Metropolitana region: Mi Taxi Eléctrico 6. Biobio region: Mi Taxi Eléctrico 7. Los Ríos region: Mi Taxi Eléctrico 8. Araucanía region: Mi Taxi Eléctrico 9. GEF6 Chilean Sustainable Transport Strategy – CLETS It is worth mentioning, for the GEF7 Electromobility, work is being carried out with the Regional Government, Regional Energy Secretariat, Regional Transport Secretariat, Fixed-route taxi trade associations, Universities and Municipality. In addition, meetings are being coordinated with local universities and local counterparts of fixed route taxi associations. In addition, coordination with other electromobility program for Taxis in Chile (Mi Taxi Eléctrico) is being carried out. The entire ecosystem for electromobility at the territorial level, which will be built within the framework of GEF7 Electromobility, such as the work on electric grids, regional business models, financial instruments, capacity building and battery regulation, will enable the proper</p>	

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
						implementation of the My Electric Taxi project and many others in the regions of Chile.	
The government demonstrates enhanced coordination, consultation and capacity for promoting inclusive uptake of electric mobility in the Chilean regions	Number of reports on experiences and lessons learned from the Chile child project shared with the Global Programme on Electric Mobility	0	1	2	3	<p>Reports on lessons learned from national and international experiences in electromobility and on pilot implementation at territorial level, among others, will be considered. Currently, completed a:</p> <ol style="list-style-type: none"> 1. Guide of Electromobility in fixed-route taxis, specifically about lessons learned in the regulatory environment (https://gef7electromovilidad.cl/wp-content/uploads/2023/07/GUIA-ELECTROMOVILIDAD-2023.pdf) 2. Lessons learned from the faster loading program https://gef7electromovilidad.cl/wp-content/uploads/2024/03/Lecciones-Aprendidas-CargaRapida-AgenciaSE_compressed.pdf 3. Financing of electric vehicles for public transportation public transport brochure https://gef7electromovilidad.cl/wp-content/uploads/2024/07/4_Anexo-B_-Triptico_v2.pdf <p>Digital tools will be developed to guide various counterparts, in terms of:</p> <ol style="list-style-type: none"> 4. Impacts of Electromobility on the Electric System (2nd semester 2024) 5. Second Life Opportunities for Batteries from Electromobility (1st 	HS

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
						semester 2025) Following the implementation of electric vehicle subsidies and charging infrastructure, the following will also be developed: 6. Final report on electric vehicle techno-economic and environmental performance in the pilots, differentiated by city (End of the Project).	
Citizens of Chilean regions begin to use electric mobility for their public transport needs	Number of Chilean region citizens using electric mobility for their public transport	0	0	45000	0	Currently this indicator is zero citizens using electric public transport. In order to meet this indicator, GEF7 Electromobility project considered technology demonstrations in 3 regions of Chile: • Antofagasta Region (whose regional capital is Antofagasta). • Maule Region (the regional capital is Talca) • Los Lagos Region (whose regional capital is Puerto Montt). The +Transporte Eléctrico contest was launched in February 2024 (https://www.agenciase.org/concurso-para-cofinanciar-la-compra-de-vehiculo-electrico-y-cargador-residencial-a-propietarios-de-taxi-colectivo-urbano/) To date, 33 applications have been received. Of these, 9 are female drivers. 5 beneficiaries have been awarded, for the co-financing of their electric vehicles for fixed route collective cabs and	S

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
						<p>their respective residential charger. Work is currently underway to develop the contracts for these 5 beneficiaries. The rest of the applicants are in the phase of clarification, admissibility, payment of quota reservation or rejection. Within the second half of 2024 the vehicles will be delivered and the installation of the residential chargers will be carried out, after the signing of contracts. In section 2.5. Stakeholder presents the details of the dissemination activities carried out to publicize the competition, both before and after the publication of the rules. In addition, brochures were prepared to be handed out at fixed route cab terminals and at events in each region. An exclusive telephone channel was set up for the contest, as well as an e-mail address for the contest. Additionally, through the contest website, queries can be made via the contest form. A launching video was made (https://www.agenciase.org/2024/02/07/agenciase-abre-convocatoria-para-concurso-transporte-electrico-que-subsidia-vehiculos-electricos-e-infraestructura-de-carga-del-proyecto-gef7-de-electromovilidad/), as well as a tutorial.</p>	

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
The private sector purchases electric vehicles to use as fixed-route taxis in Chilean regions	Number of vehicles purchased with support of financial instruments for use as fixed-route taxis	Existing vehicle replacement scheme	0	30	0	<p>Currently this indicator is zero electric vehicles purchased by the private sector for use as fixed-route cabs in Chilean regions. In order to meet this indicator, GEF7 Electromobility project considered technology demonstrations in 3 regions of Chile:</p> <ul style="list-style-type: none"> • Antofagasta Region (whose regional capital is Antofagasta). • Maule Region (the regional capital is Talca) • Los Lagos Region (whose regional capital is Puerto Montt). <p>The +Transporte Eléctrico contest was launched in February 2024 (https://www.agenciase.org/concurso-para-cofinanciar-la-compra-de-vehiculo-electrico-y-cargador-residencial-a-propietarios-de-taxi-colectivo-urbano/) To date, 33 applications have been received. Of these, 9 are female drivers. 5 beneficiaries have been awarded, for the co-financing of their electric vehicles for fixed route collective cabs and their respective residential charger. Work is currently underway to develop the contracts for these 5 beneficiaries. The rest of the applicants are in the phase of clarification, admissibility, payment of quota reservation or rejection. Within the second half of</p>	S

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
						<p>2024 the vehicles will be delivered and the installation of the residential chargers will be carried out, after the signing of contracts. In section 2.5. Stakeholder presents the details of the dissemination activities carried out to publicize the competition, both before and after the publication of the rules. In addition, brochures were prepared to be handed out at fixed route cab terminals and at events in each region. An exclusive telephone channel was set up for the contest, as well as an e-mail address for the contest. Additionally, through the contest website, queries can be made via the contest form. A launching video was made (https://www.agenciase.org/2024/02/07/agenciase-abre-convocatoria-para-concurso-transporte-electrico-que-subsidia-vehiculos-electricos-e-infraestructura-de-carga-del-proyecto-gef7-de-electromovilidad/), as well as a tutorial.</p>	
<p>The Chilean government takes action towards implementing standards for ensuring the environmental sustainability of electric mobility.</p>	<p>Proposal for standards for waste management, extended producer responsibility and recycling of vehicle batteries, including electric vehicle batteries, is considered formally by the Ministry of Environment</p>	0	0	<p>Proposal is considered formally on at least one occasion by the Ministry of</p>	0	<p>Currently this indicator is 0. Meetings were held with the Ministry of the Environment (MMA), in particular with the Circular Economy Office and the Environmental Economics Department, to identify the gaps and specific needs for the development of the regulation of</p>	S

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
	for adoption			Environment		<p>batteries within the framework of the Extended Producer Responsibility Law. Additionally, GEF team has been reviewing relevant background information regarding second life, recycling and regulations of vehicles batteries. During January 2023, interviews were conducted with counterparts (universities, private companies and international counterparts) to generate a preliminary diagnosis in order to identify needs and gaps to be addressed through a consultancy. As a result of the research, it was identified that the process to apply the Extended Producer Responsibility Law to batteries from electromobility is extensive and involves multiple actors. In this process, it is initially required to gather background information to prepare a preliminary project in which the cost-benefit ratio of implementing collection goals for these wastes is analysed. According to what was discussed with the MMA, the most effective contribution of the project is precisely in this initial stage of the development of the regulations, through the collection of background information</p>	

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
						<p>on the generation of this waste, its projection, types of treatment and the installed capacity in the country for this purpose. Subsequently, the MMA is the organization in charge of carrying out a general analysis of the economic and social impact of establishing collection goals, which will form part of the preliminary project that will be submitted for consultation to competent public and private organizations, then the preliminary project is submitted for public consultation, and once the observations from both consultations have been collected and addressed, a proposal for a supreme decree is generated, which is submitted for approval by the Council of Ministers for Sustainability, and finally the supreme decree is issued. In view of the above, work was carried out on the development of technical bases to open an open application process for the respective consultancy. The bidding conditions for the consultancy were published through the government's public procurement platform "Mercado Público" on July 7, 2023, closing the process without receiving proposals on August 7 of the same year, for which reason the bidding</p>	

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
						<p>was declared void. More information here: https://www.mercadopublico.cl/Procurement/Modules/RFB/DetailsAcquisition.aspx?qs=cxPo88mDLHAr851LoTegebIWouU4YyS2yGRDikX24gnQt2qR/yrWPe3c7hJ061Baw Therefore, a request for information was made to ascertain the reasons for the non-participation of potential bidders. Based on the information gathered, adjustments were made to the service, mainly adjustments to the expertise of the work team requested, adapting the scope accordingly, and a new version that includes the lessons learned was published</p> <p>https://www.mercadopublico.cl/Procurement/Modules/RFB/DetailsAcquisition.aspx?qs=NHQ3oCsluKn9F6WqdxkU/Q== The consultancy was awarded by ENERGY TO BUSINESS LIMITADA. The kick-off meeting was held on May 10, 2023. Three coordination meetings have been held, both face-to-face and virtual, in which the Ministry of the Environment (MMA) and the Ministry of Energy (MEN) have actively participated. In the third of these meetings (04/07/2024) the experts to be interviewed, interview guidelines and methodology of battery projections</p>	

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
						for electromobility were discussed in depth.	

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

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
1 Institutionalization of low-carbon electric mobility	Chile in recent years has established a robust governance around electromobility	2025-12-31	50%	100%	In the case of Chile, during the last few years, multiple efforts have been made to strengthen and make electromobility governance more efficient and synergic, with the aim of working in a more coordinated, articulated and collaborative way in the actions to accelerate electric mobility at national and local level. Therefore, rather than creating new institutions from the Agency of Energy Sustainability, and in particular from the GEF7 Electromobility project, what has been done is to become involved as an active actor in all instances of coordination and collaboration, in order to keep working collaboratively and synergistically. The main framework for electromobility is given by Estrategia Nacional de Electromovilidad (published in January 2022 and Approved by Exempt	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					<p>Resolution 8 of 02/24/2022 https://www.bcn.cl/leychile/navegar?idNrma=1173033): The new National Electromobility Strategy, promoted by the Ministry of Energy, Ministry of Transport and Telecommunications, Ministry of Environment and Agency of Energy Sustainability; is a state policy that aims to develop a roadmap to move towards the development of sustainable transport, with direct benefits to citizens. It presents new challenges aimed at promoting more efficient and environmentally friendly vehicles, in order to generate the necessary guidelines for the safe and sustainable development of electric mobility. It has goals and ambitions that are established transversally through strategies, roadmaps and national and international agreements that seek to accelerate the adoption of electric mobility in our country. It also commits to concrete actions and responsible parties in the short term. Based on the National Electromobility Strategy, two coordination, articulation and linkage bodies have been created for electromobility. Both bodies work in a coordinated and collaborative manner,</p>	

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					<p>with complementary objectives: R&D&I projects in electromobility and regulatory/normative management.1) Public-Private Agreement for Electromobility (started on 2017 in the framework of the national electromobility strategy):The Electromobility Agreement (https://www.agenciase.org/acuerdo-electromovilidad#3-etapa) aims to generate an instance where different institutions can learn about their initiatives and move forward in a collaborative and coordinated way to enhance the electromobility ecosystem in Chile. Public and private actors present commitments to society and to the Ministries of Energy, Transport and Telecommunications and Environment, as well as to the main players in electromobility. Through the different versions of the Agreement, which began in 2017 (https://energia.gob.cl/electromovilidad/compromiso-publico-privado) with 20 signatories, it has been possible to identify concrete progress in the different areas of electromobility, such as availability of charging facilities, training offers, courses and diploma</p>	

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					<p>courses, electric vehicle offers, etc. In 2023, 157 companies and institutions make up the Public-Private Agreement for Electromobility. It is worth mentioning that in August 2023, the Chilean Government published the Roadmap for the advancement of Electromobility in Chile, which commits to concrete actions by 2026 to massify this technology. The commitments of the Public-Private Agreement for Electromobility are directly related to this Roadmap</p> <p>(https://www.agenciase.org/wp-content/uploads/2023/11/AEM-COMPROMISOS-2023-actualizado.pdf). Within the framework of the latest version of the Public-Private Agreement for Electromobility: i) Launching of the 2023-2024 version of the EM 2023-2024 Agreement</p> <ul style="list-style-type: none"> • 12/10/2023 • open to all audiences, more than 180 people • https://energia.gob.cl/noticias/nacional/con-record-de-compromisos-se-firma-la-sexta-version-de-acuerdo-publico-privado-por-la-electromovilidad • https://www.latercera.com/mtonline/noticia/se-inaugura-la-segunda-version-de-experiencia-e-como-el-evento-lider-en- 	

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					<p>electromovilidad/YFDWRUNLDBFURCASF6WN6H4 NVM/# ii) 1st Networking Event• 20/12/2023• 47 people• https://www.guiachileenergia.cl/agenciase-realiza-primer-networking-del-acuerdo-em-2023-2024/iii) 2nd Networking Event• 07/05/2024• 69 people• https://die.usach.cl/agencia-de-sostenibilidad-energetica-y-usach-lideran-dialogo-sobre-el-futuro-de-la-electromovilidad/</p> <ul style="list-style-type: none"> • https://www.agenciase.org/2024/05/10/agenciase-realizo-segundo-evento-de-networking-del-acuerdo-por-la-electromovilidad-2023-2024-en-el-que-participaron-mas-de-60-representantes-de-organizaciones/ iv) 3rd Networking Event• 06/08/2024• To be done2) Center for Sustainable Acceleration in Electromobility (CASE) (https://centroelectromovilidad.cl/) (starts October 11, 2022 https://www.revistaei.cl/2023/01/24/centro-de-aceleracion-sostenible-de-electromovilidad-en-abril-partiria-ejecucion-de-proyectos/#):Seeks to develop and accelerate the insertion of E-mobility through R&D&i projects in conjunction with large and small companies, public policies, training, etc.It considers 	

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					the participation of approximately 50 actors in the different fields of electromobility and an initial portfolio of 20 projects throughout the country. It has a specific governance, established by Decree of the Universidad de Chile (both the Board of Directors, Strategic Council, Technical Council has the presence of Agency of Energy Sustainability, Ministry of Energy and Ministry of Transport and Telecommunications).	
	A multi-stakeholder consultation strategy is implemented to engage all Chilean region stakeholders in the transition to electric mobility.	2024-07-31	70%	100%	Please see section 2.5. Stakeholder	S
	Chilean region local governments and other stakeholders are trained on technical, financial, and regulatory aspects of electric mobility	2024-07-01	20%	70%	Please see section 2.8. KM/Learning	S
2 Short term barrier removal through low-carbon e-mobility energy demonstrations	The viability of 30 electric vehicles as part of the fixed-route taxi fleet is demonstrated to local and national stakeholders in Antofagasta, Maule and Los Lagos regions	2025-08-31	30%	45%	GEF7 Electromobility project considered technology demonstrations in 3 regions of Chile: <ul style="list-style-type: none"> • Antofagasta Region (whose regional capital is Antofagasta). • Maule Region (the regional capital is Talca) • Los Lagos Region (whose regional capital is Puerto Montt). The +Transporte Eléctrico contest was launched in February 2024 (https://www.agenciase.org/concurso-para-cofinanciar-la-compra-de-vehiculo-electrico-y-cargador-residencial-a-propietari)	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					<p>os-de-taxi-colectivo-urbano/) To date, 33 applications have been received. Of these, 9 are female drivers.5 beneficiaries have been awarded, for the co-financing of their electric vehicles for fixed route collective cabs and their respective residential charger.Work is currently underway to develop the contracts for these 5 beneficiaries.The rest of the applicants are in the phase of clarification, admissibility, payment of quota reservation or rejection.Within the second half of 2024 the vehicles will be delivered and the installation of the residential chargers will be carried out, after the signing of contracts.In section 2.5. Stakeholder presents the details of the dissemination activities carried out to publicize the competition, both before and after the publication of the rules.In addition, brochures were prepared to be handed out at fixed route cab terminals and at events in each region. An exclusive telephone channel was set up for the contest, as well as an e-mail address for the contest. Additionally, through the contest website, queries can be made via the</p>	

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					contest form. A launching video was made (https://www.agenciase.org/2024/02/07/agenciase-abre-convocatoria-para-concurso-transporte-electrico-que-subsidia-vehiculos-electricos-e-infraestructura-de-carga-del-proyecto-gef7-de-electromovilidad/), as well as a tutorial..	
	Evidence of the viability of electric vehicles in Antofagasta, Puerto Montt and Talca is disseminated to national and Chilean region decision-makers.	2025-08-31	10%	20%	GEF7 Electromobility project considered technology demonstrations in 3 regions of Chile: <ul style="list-style-type: none"> • Antofagasta Region (whose regional capital is Antofagasta). • Maule Region (the regional capital is Talca) • Los Lagos Region (whose regional capital is Puerto Montt). The +Transporte Eléctrico contest was launched in February 2024 (https://www.agenciase.org/concurso-para-cofinanciar-la-compra-de-vehiculo-electrico-y-cargador-residencial-a-propietarios-de-taxi-colectivo-urbano/) To date, 33 applications have been received. Of these, 9 are female drivers.5 beneficiaries have been awarded, for the co-financing of their electric vehicles for fixed route collective cabs and their respective residential charger.Work is currently underway to develop the contracts for these 5 beneficiaries.The rest of the applicants are in the phase of	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					clarification, admissibility, payment of quota reservation or rejection. Within the second half of 2024 the vehicles will be delivered and the installation of the residential chargers will be carried out, after the signing of contracts. In section 2.5. Stakeholder presents the details of the dissemination activities carried out to publicize the competition, both before and after the publication of the rules. In addition, brochures were prepared to be handed out at fixed route cab terminals and at events in each region. An exclusive telephone channel was set up for the contest, as well as an e-mail address for the contest. Additionally, through the contest website, queries can be made via the contest form. A launching video was made (https://www.agenciase.org/2024/02/07/agenciase-abre-convocatoria-para-concurso-transporte-electrico-que-subsidia-vehiculos-electricos-e-infraestructura-de-carga-del-proyecto-gef7-de-electromovilidad/), as well as a tutorial..	
3 Preparing for scale-up and replication of low-carbon electric	: Financial instruments are created to incentivize fixed-route taxi owners to purchase electric vehicles in Chilean regions	2025-07-31	40%	100%	+Transporte Eléctrico contest was created.+Transporte Eléctrico es una initiative that seeks to decentralize electromobility in our country with a	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
mobility					<p>focus on urban fixed route taxis, being executed in the regions of Antofagasta, Maule and Los Lagos. The main objective of this contest is to advance in the sustainable replacement of minor public transportation. This contest consists of a call for applicants, in compliance with the Terms and Conditions, to participate for the delivery of co-financing (up to CLP19,000,000, about 20,000 USD) to purchase an electric vehicle and residential charger, along with its installation. To date, 33 applications have been received. Of these, 9 are female drivers. 5 beneficiaries have been awarded, for the co-financing of their electric vehicles for fixed route collective cabs and their respective residential charger. Work is currently underway to develop the contracts for these 5 beneficiaries. The rest of the applicants are in the phase of clarification, admissibility, payment of quota reservation or rejection. Within the second half of 2024 the vehicles will be delivered and the installation of the residential chargers will be carried out, after the signing of contracts. In section 2.5. Stakeholder</p>	

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					presents the details of the dissemination activities carried out to publicize the competition, both before and after the publication of the rules. In addition, brochures were prepared to be handed out at fixed route cab terminals and at events in each region. An exclusive telephone channel was set up for the contest, as well as an e-mail address for the contest. Additionally, through the contest website, queries can be made via the contest form. A launching video was made (https://www.agenciase.org/2024/02/07/agenciase-abre-convocatoria-para-concurso-transporte-electrico-que-subsidia-vehiculos-electricos-e-infraestructura-de-carra-del-proyecto-gef7-de-electromovilidad/), as well as a tutorial..	
3 Preparing for scale-up and replication of low-carbon electric mobility	Business models for deploying electric fixed-route taxis in Chilean regions are presented to national and regional government entities and the private sector for implementation	2024-05-31	10%	100%	The objective of the Consultancy to provide tools to decision makers in the granting of loans and/or subsidies for electric vehicles was precisely to provide information and tools to decision makers in the granting of loans and/or subsidies for electric vehicles. Multiple workshops were held, both in person and virtually, in Antofagasta, Santiago and Puerto Montt (Please see more details in section 2.8.	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					KM/Learning), and a triptych summarizing financial methodologies, risks and business models was developed https://gef7electromovilidad.cl/wp-content/uploads/2024/07/4_Anexo-B_-Triptico_v2.pdf .	
	Investment roadmaps for the long-term viability of Chilean electricity grids to support electric vehicle uptake are presented for implementation by national policymakers and regional electricity utility companies	2024-05-31	35%	85%	The preliminary national and international review, evidenced insufficient information available on the impacts of a massive increase in vehicles and electric charging infrastructure on electric grids. For this reason, the project team held meetings with counterparts in the transport and energy area to identify technical and regulatory needs. Stakeholders included are: National Energy Commission, Universities, Superintendence of Electricity and Fuels, Consulting Firms, etc. Based on the information gathered, bidding conditions were generated for a consultancy to prepare a (https://www.mercadopublico.cl/Procurement/Modules/RFB/DetailsAcquisition.aspx?qqs=IMNgDeFu3MpJS9PKwcvQmA==) In addition to the aforementioned study, this consultancy seeks to generate a participative roadmap to implement the most cost-effective measures to take	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					<p>advantage of the flexibility that electric vehicles can offer to the electric grid. The bidding conditions were published in February 2023 and the award was made in May of the same year, thus beginning its implementation, which is projected to be completed in August 2024. On June 28 and December 15, 2023, workshops were held within the framework of this consultancy, with the objective of generating an instance of validation by academia, public and private organizations of the energy and transportation sector, of the methodology and partial results, respectively, of activity 2 of the study, which seeks to quantify the impacts of the massive penetration of electromobility in the Chilean electricity system. More information here:</p> <ul style="list-style-type: none"> • On line, 28/06/2023: 29 people (21 men + 8 women) (https://www.agenciase.org/2023/07/07/se-realizo-primer-taller-participativo-del-estudio-para-cuantificar-impactos-de-la-electromovilidad-en-el-sistema-electrico-chileno-y-el-costo-beneficio-de-estrategias-de-flexibilidad-para-vehiculos-e/) • On line, 15/12/2023: 29 people (23 men + 6 women) 	

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					<p>(https://www.guiachileenergia.cl/gef7-realiza-ii-taller-de-retroalimentacion-de-estudio-que-cuantifica-impactos-de-electromovilidad/) Later, in order to make direct progress in the generation of participative roadmap to implement the most cost-effective measures to take advantage of the flexibility that electric vehicles can offer to the electric grid; 2 more workshops were held. • Face to face and Online workshop, 02/04/2024: 38 (23 men, 15 women)</p> <p>(https://www.agenciase.org/2024/04/03/agenciase-realizo-tercer-taller-del-estudio-para-cuantificar-impactos-de-la-electromovilidad-en-el-sistema-electrico-chile-no-y-el-costo-beneficio-de-estrategias-de-flexibilidad-para-vehiculos-electric/)</p> <p>(https://www.linkedin.com/posts/laagenciase_recursosenergaezticosdistribuidos-gef7electromovilidad-activity-7186559467105210368-rx_k/?utm_source=share&utm_medium=member_desktop) • Face to face and Online workshop, 11/04/2024: 29 (18 men, 13 women)</p> <p>(https://www.linkedin.com/posts/laagenciase_gef7electromovilidad-activity-7192268422016106496-FL_R/?utm_source=share&utm_medium=member_desktop)</p>	

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
4 Long-term environmental sustainability of low-carbon electric mobility	Waste companies are trained in reusing, recycling and final disposal of vehicles (both conventional and electric) and electric vehicle batteries	2025-07-31	20%	35%	The preliminary national and international review, evidenced insufficient information available on the impacts of a massive increase in vehicles and electric charging infrastructure on electric grids. For this reason, the project team held meetings with counterparts in the transport and energy area to identify technical and regulatory needs. Stakeholders included are: National Energy Commission, Universities, Superintendence of Electricity and Fuels, Consulting Firms, etc. Based on the information gathered, bidding conditions were generated for a consultancy to prepare a https://www.mercadopublico.cl/Procurement/Modules/RFB/DetailsAcquisition.aspx?qs=IMNgDeFu3MpJS9PKwcvQmA== In addition to the aforementioned study, this consultancy seeks to generate a participative roadmap to implement the most cost-effective measures to take advantage of the flexibility that electric vehicles can offer to the electric grid. The bidding conditions were published in February 2023 and the award was made in May of the same year, thus beginning its implementation, which	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					<p>is projected to be completed in August 2024. On June 28 and December 15, 2023, workshops were held within the framework of this consultancy, with the objective of generating an instance of validation by academia, public and private organizations of the energy and transportation sector, of the methodology and partial results, respectively, of activity 2 of the study, which seeks to quantify the impacts of the massive penetration of electromobility in the Chilean electricity system. More information here:</p> <ul style="list-style-type: none"> On line, 28/06/2023: 29 people (21 men + 8 women) (https://www.agenciase.org/2023/07/07/se-realizo-primer-taller-participativo-del-estudio-para-cuantificar-impactos-de-la-electromovilidad-en-el-sistema-electrico-chileno-y-el-costo-beneficio-de-estrategias-de-flexibilidad-para-vehiculos-e/) On line, 15/12/2023: 29 people (23 men + 6 women) (https://www.guiachileenergia.cl/gef7-realiza-ii-taller-de-retroalimentacion-de-estudio-que-cuantifica-impactos-de-electromovilidad/) <p>Later, in order to make direct progress in the generation of participative roadmap to implement the</p>	

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					<p>most cost-effective measures to take advantage of the flexibility that electric vehicles can offer to the electric grid; 2 more workshops were held.</p> <ul style="list-style-type: none"> Face to face and Online workshop, 02/04/2024: 38 (23 men, 15 women) (https://www.agenciase.org/2024/04/03/agenciase-realizo-tercer-taller-del-estudio-para-cuantificar-impactos-de-la-electromovilidad-en-el-sistema-electrico-chile-no-y-el-costo-beneficio-de-estrategias-de-flexibilidad-para-vehiculos-electric/) (https://www.linkedin.com/posts/laagenciase_recursoenergaezticosdistribuidos-gef7electromovilidad-activity-7186559467105210368-rx_k/?utm_source=share&utm_medium=member_desktop) Face to face and Online workshop, 11/04/2024: 29 (18 men, 13 women) (https://www.linkedin.com/posts/laagenciase_gef7electromovilidad-activity-7192268422016106496-FL_R/?utm_source=share&utm_medium=member_desktop) 	
	Standards and a legal framework for regulating the waste management, extended responsibility of the producer and recycling of electric vehicles and electric vehicle components are drafted for adoption by the Ministry of Environment	2024-07-01	20%	35%	Please see previous row	S

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

4 Risks

4.1 Table A. Project management Risk

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

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

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

4.2 Table B. Risk-log

Implementation Status (Current PIR)

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

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
Risk 1: Difficulties to obtain provisional license plates for the pilot vehicles (political. organizacional)	Outcome 2 / Output 2.1. Output 2.2	M	N/A	N/A					=	To mitigate this risk. the generation of Supreme Decree N°44 was promoted. which regulates the new registrations of cabs associated with

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										pilot projects for technological demonstration purposes. as described in the Summary of "Indicator A: Tons of direct GHG emissions avoided during project". added to the generation of this decree. as also described in the aforementioned summary. due to the changes necessary for the execution of the pilot. this risk no longer applies to the Project.
Risk 2: Rental companies do not participate in the project.(Economic)	Outcome 2 / Output 2.1. Output 2.2	M	N/A	N/A					=	This event associated with the non-participation of rental companies in the project. initially identified as a risk within the project actually occurred. As described in Summary of "Indicator A: Tons of direct GHG emissions avoided during project". the pilot was adapted to incorporate the funds associated with it to strengthen the subsidy fund. Pilot project will be carried out through subsidizing the acquisition of vehicles in regions of the country.
Risk 3: Reduced MTT subsidy due to changing priorities (political)	Outcome 2 / Output 2.1. Output 2.2	M	L	L					=	The Government has kept the advancement of electromobility as a priority. through the updating of its national electromobility strategy. the generation of different instances to

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										promote electromobility. such as the electromobility roundtable and the development of associated regulations that promote its adoption.
Risk 4: Lack of technical support on the maintenance and deployment of vehicles and infrastructure in regional cities reduces pilot effectiveness. (Capacity)	Outcome 2 / Output 2.1. Output 2.2	M	L	M					↑	The rating of this risk is maintained. The project is accelerating the generation of the necessary ecosystem for an effective transition to electromobility. but certain enabling conditions. such as public access charging points. maintenance services and supply of electric vehicles. are still incipient in Chilean regions.
Risk 5: Administrative obstacles due to lack of coordination between different government levels after execution of project activities (Organizational)	Outcome 1 Output 1.1	L	L	L					=	The rating of this risk is maintained. Coordination with the different levels of government is being carried out through regular meetings with local authorities.
Risk 6: Lack of access to affordable credit by potential electric taxi purchasers may reduce scale-up potential of project.(Financial)	Outcome 2 / Output 2.1. Output 2.2 Outcome 3 / Output 3.1	L	L	L					=	The rating of this risk is maintained. Through the Project. the gaps for the granting of credits and subsidies for the acquisition of electric vehicles are being addressed. For more details. see Summary of "Indicator 3: Number of vehicles purchased with support of financial instruments for use as fixed-route taxis. At the moment. it has

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										been identified that there is a limited offer of this type of financial services; however. there are credits to finance projects with a sustainable focus that are currently being used to acquire EVs with a low interest rate. such as the “Crédito Verde” from Banco Estado.
Risk 7: Social unrest leads to a change in national priorities. affecting political support for the project.(Political)	Outcome 1 / Output 1.1. 1.2. 1.3Outcome 2 / Output 2.1. 2.2Outcome 3 / Output 3.1. 3.2. 3.3Outcome 4 / Output 4.1. Output 4.2	M	L	L					=	Government has kept as a priority the advancement of electromobility. through the updating of its national electromobility strategy. the generation of different instances to promote electromobility. such as the electromobility roundtable and the development of associated regulations that promote its adoption.
Risk 8: High impact event such as an earthquake could disrupt power generation. damage electric vehicles. destroy infrastructure. etc.(Environmental)	Output 1.1. 1.2. 1.3Outcome 2 / Output 2.1. 2.2Outcome 3 / Output 3.1. 3.2. 3.3Outcome 4 / Output 4.1. Output 4.2	L	L	L					=	The rating of this risk is maintained.
Risk 9: In-effective disposal of electric vehicle batteries leads to soil or water contamination. (Environmental)	Outcome 4 / Output 4.1. Output 4.2	M	L	L					=	This risk will be specifically addressed by the project activities. As part of the project. a study will be carried out to gather the necessary information to support the Ministry of the Environment in developing the regulations that will allow the

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										application of the Extended Producer Responsibility Law for end-of-life batteries from electromobility. for more details, please refer to the summary of Indicator 4: "Proposal for standards for waste management. extended producer responsibility and recycling of vehicle batteries. including electric vehicle batteries. is considered formally by the Ministry of Environment for adoption".
Risk 10: Risk Factor (Table A)3. Implementation schedule	Outcome 2 / Output 2.1. Output 2.2	N/A	M	M					=	The competition process associated with the electric vehicle and residential charging infrastructure subsidy fund might require more time than planned. and this could delay the pilot implementation.
Risk 11: Risk Factor (Table A)4. Budget.	Outcome 2 / Output 2.1. Output 2.2	N/A	L	L					=	Applicants to the subsidy fund for electric vehicles and residential charging infrastructure could withdraw their application due to external problems. in advanced stages of the process. making the redirection of these resources complicated.
Risk 12: Risk Factor (Table A)7. Capacity to deliver.	Outcome 2 / Output 2.1. Output 2.2	N/A	L	M					↑	Applicants to the subsidy fund for electric vehicles and residential charging infrastructure could withdraw their applications due to

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										external problems. in advanced stages of the process. making the reallocation of these quotas difficult.
Risk 13: Poor quality of the information gathered through the project's battery study. Resulting in the non-utilization of this for the development of local regulations.	Outcome 4 / Output 4.1. Output 4.2	N/A	N/A	L					↑	The information to be collected is very specialized and underdeveloped. so it requires expertise and validation by the technical counterpart.
Risk 14: Unexpected administrative complexity complexity of purchasing EVs for the pilot may generate delays in implementation	Outcome 2 / Output 2.1. Output 2.2	N/A	L							The EA is reinforcing processes and assigning additional personnel to the pilot implementation to accelerate them
		M	L	L						The overall level of risk is Low. The main risk is slower-than-expected redesign pilot implementation. A project extension is being implemented to allow increased time for implementing and monitoring the pilots

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

Additional mitigation measures for the next periods

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
Risk 2: Rental companies do not participate in the project.(Economic)	The pilot was redesign not to rotate rental EVs between taxi drivers. but to	The pilot was effectively redesigned and started its implementation.	Extend the project to allow more time to monitor the new redesigned pilots.	This current 2024 FY.	EA and IA.

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
	subsidize individual taxi driver EV purchases.				
Risk 4: Lack of technical support on the maintenance and deployment of vehicles and infrastructure in regional cities reduces pilot effectiveness. (Capacity)	4 fast charging points were tendered and awarded. which are co-financed by the project under the "+carga rápida" program that seeks to accelerate investment in fast charging infrastructure and public access. The chargers are being installed in the cities of Talca and Puerto Montt. In coordination with other initiatives that are being developed around the acceleration of electromobility in the country's regions. training sessions are being organized to be held during the second half of 2023. to promote the generation of local capacities around services associated with electromobility. considering: maintenance. installation of charging	Several measures have been implemented to mitigate this risk. These aspects have been incorporated into the bidding conditions for the co-financing of electric vehicles for fixed-route taxis and their respective chargers. It is mandated that the vehicles and chargers comply with current regulations and are authorized by the Superintendencia of Electricity and Fuels. Furthermore. appropriate guarantees are included. As detailed in section 2.4. Knowledge Management. trainings on electromobility are being conducted in the three regions where co-financing for fixed-route cabs will be provided. These trainings are crucial to	Additional trainings will be conducted for the three regions where the GEF7 Electromobility project is focused. These include training for emergency first responders on electric vehicles. as well as sessions related to batteries and second life's applications.	Second half of 2024.	GEF7 project team and contracted consultants.

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
	infrastructure and emergency response.	ensure technical support for the maintenance and deployment of vehicles and infrastructure. thereby enhancing the pilot's effectiveness. To further support these efforts. four fast charging points have been built and are now operational under a co-financing model by the project within the framework of the "+Carga Rápida" program. This program aims to accelerate investment in fast charging infrastructure and enhance public access. The chargers have been installed in the cities of Talca and Puerto Montt.			
Risk 10: Risk Factor (Table A)3. Implementation schedule. Limited availability of electric vehicles commonly used in the taxi segment in Chile (supply) . and difficulties	In order to mitigate these risks. meetings are being held with electric vehicle suppliers. to encourage their participation in the project. Additionally. the application model will be	To address this risk. several dissemination and support plans were executed for the subsidy application process. These included in-person. hybrid. and virtual events. as well as test drives to	The execution of dissemination and follow-up plans for applications will continue. In addition to the events already conducted. a communication event will	Second half of 2024.	GEF7 project team.

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
<p>for beneficiaries to apply to the subsidy fund or to access other complementary funding options (demand) could lead to delays in implementation of pilots due to insufficient applications.</p>	<p>modified to reduce the impact of the availability of electric vehicles. through the collection of lessons learned from what has already been done by “Mi Taxi Eléctrico” and “Ponle Energía a tu Pyme”.</p>	<p>bring the available options closer to interested parties. Additionally. telephone follow-ups with applicants and interested parties were conducted. involving local teams from the Ministry of Energy to provide information about the subsidy. Dissemination campaigns have been developed in social networks. brochures. videos. etc. We are also constantly working with suppliers of vehicles and cargo infrastructure. Furthermore, an extension was approved to increase the project's execution period by 18 months. This extension aims to allow adequate monitoring of the vehicles and their performance over a 12-month period. However. due to the nature of the tender and monitoring</p>	<p>be enhanced for the delivery of the first vehicles.</p>		

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
		<p>service. it is possible that some vehicles may not complete the full 12 months of monitoring within the extended execution period. Therefore. it has been agreed that the Executing Agency (EA) will receive and share the remaining reports with UNEP past the execution period end if necessary. To date 33 applications have been received. Of these. 9 are from female drivers. Co-financing has been awarded to 5 beneficiaries for the purchase of their electric vehicles for fixed-route collective cabs and their respective residential chargers.</p>			
<p>Risk 11: Risk Factor (Table A)4. Budget. The event associated with the risk factor of implementation schedule it is also associated with the budget</p>	<p>In order to mitigate these risks. meetings are being held with electric vehicle suppliers. to encourage their participation in the project. Additionally, the</p>	<p>To address this risk. several dissemination and support plans were executed for the subsidy application process. These included in-person. hybrid. and virtual events.</p>	<p>The execution of dissemination and follow-up plans for applications will continue. In addition to the events already conducted, a</p>	<p>Second half of 2024.</p>	<p>GEF7 project team.</p>

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
<p>risk factor. since if the applications are not received within the project execution period. part of the budget cannot be implemented.</p>	<p>application model will be modified to reduce the impact of the availability of electric vehicles. through the collection of lessons learned from what has already been done by “Mi Taxi Eléctrico” and “Ponle Energía a tu Pyme”.</p>	<p>as well as test drives to bring the available options closer to interested parties. Additionally. telephone follow-ups with applicants and interested parties were conducted. involving local teams from the Ministry of Energy to provide information about the subsidy. Dissemination campaigns have been developed in social networks. brochures. videos. etc. We are also constantly working with suppliers of vehicles and cargo infrastructure. Furthermore. an extension was approved to increase the project's execution period by 18 months. This extension aims to allow adequate monitoring of the vehicles and their performance over a 12-month period. However. due to the nature of the</p>	<p>communication event will be enhanced for the delivery of the first vehicles.</p>		

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
		<p>tender and monitoring service. it is possible that some vehicles may not complete the full 12 months of monitoring within the extended execution period. Therefore. it has been agreed that the Executing Agency (EA) will receive and share the remaining reports with UNEP past the execution period end if necessary. To date 33 applications have been received. Of these. 9 are from female drivers. Co-financing has been awarded to 5 beneficiaries for the purchase of their electric vehicles for fixed-route collective cabs and their respective residential chargers.</p>			
<p>Risk 12: Risk Factor (Table A)7. Capacity to deliver. The event associated with the risk factor of implementation schedule it</p>	<p>In order to mitigate these risks. meetings are being held with electric vehicle suppliers. to encourage their participation in the</p>	<p>To address this risk. several dissemination and support plans were executed for the subsidy application process. These included in-person.</p>	<p>The execution of dissemination and follow-up plans for applications will continue. In addition to the events already</p>	<p>Second half of 2024.</p>	<p>GEF7 project team.</p>

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
<p>is also associated with the Capacity to deliver risk factor. since if the applications are not received within the project execution period. part of the project might not be accomplished.</p>	<p>project. Additionally. the application model will be modified to reduce the impact of the availability of electric vehicles. through the collection of lessons learned from what has already been done by “Mi Taxi Eléctrico” and “Ponle Energía a tu Pyme”.</p>	<p>hybrid. and virtual events. as well as test drives to bring the available options closer to interested parties. Additionally. telephone follow-ups with applicants and interested parties were conducted. involving local teams from the Ministry of Energy to provide information about the subsidy. Dissemination campaigns have been developed in social networks. brochures. videos. etc. We are also constantly working with suppliers of vehicles and cargo infrastructure. Furthermore, an extension was approved to increase the project's execution period by 18 months. This extension aims to allow adequate monitoring of the vehicles and their performance over a 12-month period. However.</p>	<p>conducted. a communication event will be enhanced for the delivery of the first vehicles.</p>		

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
		<p>due to the nature of the tender and monitoring service. it is possible that some vehicles may not complete the full 12 months of monitoring within the extended execution period. Therefore. it has been agreed that the Executing Agency (EA) will receive and share the remaining reports with UNEP past the execution period end if necessary.To date. 33 applications have been received. Of these. 9 are from female drivers. Co-financing has been awarded to 5 beneficiaries for the purchase of their electric vehicles for fixed-route collective cabs and their respective residential chargers.</p>			

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

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

5 Amendment - GeoSpatial

Project Minor Amendments

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

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

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

Minor amendments

The professional who held the position of Technical and Gender Officer has led the project. Therefore, the EA reorganized the available amounts associated with staff in order to hire new professionals for the positions of Tender and Gender Expert and E-Mobility Expert. Additionally, the focus cities of the project were expanded to increase the territorial reach of the project, including cities within the focus regions that meet the necessary enabling conditions to execute the pilot.

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

Version	Type	Signed/Approved by UNEP	Entry Into Force (last signature Date)	Agreement Expiry Date	Main changes introduced in this revision
Rev 2	Extension	2024-05-01			Extension to allow pilot execution
Rev 1	Revision	2022-06-30	2022-06-30	2024-08-01	To rephase unspent activities and to reorganize activities between the components

GEO Location Information:

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

Location Name	Latitude	Longitude	GEO Name ID	Location Description	Activity Description
Antofagasta	-23.65236	-70.3954	3899539		
Puerto Montt	-41.48917	-72.79531	8261383		
Talca	-35.42804	-71.60282	8261285		
Calama	-22.45667	-68.92371			
Linares	-35.8454	-71.5979			
Curicó	-34.9854	-71.2394			
Osorno	-40.57395	-73.13348			
Castro	-42.4721	-73.77319			

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

[Annex any linked geospatial file]