

**PIR FY 2023  
Chile EM**

**UNEP GEF PIR Fiscal Year 2023**

Reporting from 1 July 2022 to 30 June 2023

**1. PROJECT IDENTIFICATION**

**1.1. Project details**

|   |   |                      |
|---|---|----------------------|
| Identification Table                              | GEF ID.: 10277  | Umoja WBS: SB-017922 |
|   | SMA IPMR ID: 87214  | Grant ID: Insert     |
|   | Project Short Title: Chile EM   |                      |
| Project Title                                     | Accelerating the adoption of Electric Mobility                            |                      |
| Duration months                                   | Planned   | 36                   |
|   | Age   | 23                   |
| Project Type                                      | Medium Size Project;  |                      |
| Parent Programme if child project                 | Global Programme to Support Countries with the Shift to Electric Mobility |                      |
| Project Scope                                     | National  |                      |
| Region  | Latin America and Caribbean   |                      |
| Countries   | Chile   |                      |
| GEF Focal Area(s)                                 | Climate Change  |                      |
| GEF financing amount                              | 1784.862  |                      |
| Co-financing amount                               | 18.520.000  |                      |
| Date of CEO Endorsement/Approval                  | May 3, 2021   |                      |
| UNEP Project Approval Date (Decision Sheet)       | July 29, 2021   |                      |
| Start of Implementation (PCA entering into force) | August 2, 2021  |                      |
| Date of Inception Workshop, if available          | April 12, 2022  |                      |
| Date of First Disbursement                        | September 10, 2021  |                      |
| Total disbursement as of 30 June 2023             | 303182  |                      |
| Total expenditure as of 30 June 2023              | 111694  |                      |
| Midterm undertaken?                               | No  |                      |
| Actual Mid-Term Date, if taken                    | N/A   |                      |
| Expected Mid-Term Date, if not taken              | N/A   |                      |
| Completion Date                                   | Planned – original PCA  | August 1, 2024       |
|   | Revised – Current PCA   | N/A                  |
| Expected Terminal Evaluation Date                 | August 31, 2024   |                      |
| Expected Financial Closure Date                   | August 1, 2025  |                      |

**1.2. Project description**

In December 2019, during COP25, the Global Electric Mobility Program was launched to support more than 50 developing countries in the transition to low-carbon electric mobility. This program includes the GEF Electromobility Project, which seeks to accelerate the adoption of electric vehicles with low carbon emissions in the regions of Chile, during its 3 years of implementation.

The GEF Electromobility Project is financed by the Global Environment Facility (GEF), implemented by the United Nations Environment Program and executed by the Agency of Energy Sustainability, with the

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permanent support of the Ministry of Energy. In addition, it is co-financed by key players in the field of electric mobility: the Ministries of the Environment and Transport and Telecommunications; the Chilean Economic Development Agency (CORFO); and the companies Enel X, SAESA, ENEX, COPEC and EMASA.

The project seeks to develop an ecosystem for electromobility at the territorial level, through four components:

- Component 1. Institutionalization of low-carbon electric mobility
- Component 2. Short-term barrier removal through low-carbon e-mobility energy demonstrations
- Component 3. Preparing for scale-up and replication of low-carbon electric mobility
- Component 4. Long-term environmental sustainability of low-carbon electric mobility

GEF7 Electromobility is based on 4 cross-cutting pillars to advance towards the fulfilment of the project's 4 components:

1. Mitigate climate change and reduce air and noise pollution.
2. Decentralize electromobility actions.
3. Bringing the benefits of electric mobility to all people (through changes in public transport).
4. To advance with gender equity towards electromobility.

### 1.3. Project Contacts

|                                      |   |
|--------------------------------------|---|
| Division(s) Implementing the project | Industry and Economy Division   |
| Name of co-implementing Agency       | NA  |
| Executing Agency(ies)                | Energy Sustainability Agency ( Agencia de Sustentabilidad Energética -ASE)                                    |
| Names of Other Project Partners      | N/A   |
| UNEP Portfolio Manager(s)            | Geordie Colville, Ruth Coult  |
| UNEP Task Manager(s)                 | Asher Lessels   |
| UNEP Budget/Finance Officer          | Fatma Twahir  |
| UNEP Support/Assistants              | Paula Cobas (programmatic) and Solange Rodriguez (finance)  |
| EA Manager/Representative            | Ignacio Rivas, Head of Sustainable Mobility and Green Hydrogen Area / Luz Ubilla, Electromobility Coordinator |
| EA Project Manager                   | Soledad Palma<br>Yanina Inostroza (subrogate)   |
| EA Finance Manager                   | N/A   |
| EA Communications Lead, if relevant  | N/A   |

## 2. OVERVIEW OF PROJECT STATUS

### 2.1 UNEP PoW and UN

|                               |   |
|-------------------------------|---|
| UNEP Current Subprogramme(s)  | <i>Climate action</i>   |
| PoW Indicator(s)              | (i) Number of national, subnational and private-sector actors that adopt climate change mitigation and/or adaptation and disaster risk reduction strategies and policies with UNEP support.<br><br>(ii) Amounts provided and mobilized in \$ per year in relation to the continued existing collective mobilization goal of the \$100 billion commitment through to 2025 with UNEP support. |
| UNEP previous Subprogramme(s) | NA  |
| UNSDCF / UNDAF linkages       | UNSDCF CHILE 2019-2022  |

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|                                       | <p>Strategic Priority 4 - Environmental Development: The State, economic and social actors and the general population modify their relationship with the environment, adopting lifestyles and consumption and production patterns and that allow progress towards sustainable development.</p> <ul style="list-style-type: none"> <li>• By 2022, the productive and social sectors increase their environmental sustainability through innovation and governance mechanisms, in compliance with international environmental norms and standards.</li> </ul>  |
| <p>Link to relevant SDG Goal(s)</p>   | <p>SDG-5 Achieve gender equality and empower all women and girls.<br/>SDG-7 Affordable and Clean Energy<br/>SDG-9 Industry, Innovation, and Infrastructure<br/>SDG-11 Sustainable Cities and Communities<br/>SDG-13 Climate Action</p>   |
| <p>Link to relevant SDG Target(s)</p> | <p>SDG-5</p> <ul style="list-style-type: none"> <li>• 5.1 End all forms of discrimination against all women and girls worldwide.</li> <li>• 5.b Enhance the use of enabling technology, in particular information and communications technology, to promote women's empowerment.</li> <li>• 5.c Adopt and strengthen sound policies and enforceable laws to promote gender equality and the empowerment of all women and girls at all levels.</li> </ul> <p>SDG-7</p> <ul style="list-style-type: none"> <li>• 7.1 By 2030, ensure universal access to affordable, reliable and modern energy services.</li> <li>• 7.3 By 2030, double the global rate of energy efficiency improvements.</li> <li>• 7.a By 2030, increase international cooperation to facilitate access to clean energy research and technology, including renewables, energy efficiency, and advanced and cleaner fossil fuel technologies, and promote investment in energy infrastructure and clean technologies.</li> <li>• 7.b By 2030, expand infrastructure and improve technology to provide modern and sustainable energy services for all in developing countries, in particular the least developed countries, small island developing States and landlocked developing countries, consistent with their respective support programmes.</li> </ul> <p>SDG-9</p> <ul style="list-style-type: none"> <li>• 9.3 Increase access of small industries and other enterprises, particularly in developing countries, to financial services, including affordable credit, and their integration into value chains and markets.</li> <li>• 9.4 By 2030, upgrade infrastructure and retrofit industries to make them sustainable, using resources more efficiently and promoting the adoption of clean and environmentally sound technologies and industrial processes, with all countries taking action in accordance with their respective capabilities.</li> <li>• 9.5 Enhance scientific research and improve the technological capabilities of industrial sectors in all countries, in particular developing countries, including by fostering innovation and significantly increasing, by 2030, the number of research and development personnel per</li> </ul> |

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|  | <p>million population and public and private sector expenditures on research and development.</p> <ul style="list-style-type: none"> <li>• 9.a Facilitate the development of sustainable and resilient infrastructure in developing countries through enhanced financial, technological and technical support to African countries, least developed countries, landlocked developing countries and small island developing states.</li> <li>• 9.b Support domestic technology development, research and innovation in developing countries, including by ensuring a policy environment conducive to industrial diversification and value addition to commodities, inter alia.</li> <li>• 9.c Significantly increase access to information and communications technology and strive to provide universal and affordable Internet access in the least developed countries by 2020.</li> </ul> <p>SDG-11</p> <ul style="list-style-type: none"> <li>• 11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all and improve road safety, including through the expansion of public transport, with special attention to the needs of persons in vulnerable situations, women, children, persons with disabilities and older persons.</li> <li>• 11.6 By 2030, reduce the negative per capita environmental impact of cities, including by paying special attention to air quality and the management of municipal and other wastes.</li> <li>• 11.a Support positive economic, social, and environmental linkages between urban, peri-urban, and rural areas by strengthening national and regional development planning.</li> </ul> <p>SDG-13</p> <ul style="list-style-type: none"> <li>• 13.2 To incorporate climate change measures into national policies, strategies and plans.</li> <li>• 13.3 Improve education, awareness and human and institutional capacity for climate change mitigation, adaptation, mitigation and early warning.</li> <li>• 13.b Promote mechanisms to build capacity for effective climate change planning and management in the least developed countries and small island developing States, with particular emphasis on women, youth, and local and marginalized communities.</li> </ul> |
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**2.2. GEF Core Indicators:**

| Indicators   | Targets – Expected Value |                 |              | Materialized to date |
|--|--------------------------|-----------------|--------------|----------------------|
|  | Mid-term                 | End-of-project  | Total target |                      |
| Greenhouse gas emission mitigated: Expected CO2e (direct) tons (2021-2036) | NA                       | 40 tons avoided | 225,779      | 0                    |

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|   |    |       |               |     |
|---|----|-------|---------------|-----|
| Greenhouse gas emission mitigated: Expected CO2e (indirect). Tons (2021-2036)                 | NA | 0     | 219,531       | 0   |
| Energy saved Expected direct (MJ)   | NA | 0     | 2,610,573,890 | 0   |
| Energy saved Expected indirect (MJ)   | NA | 0     | 2,538,333,408 | 0   |
| Number of direct beneficiaries disaggregated by gender as co-benefit of GEF investment Female | NA | 2,880 | 2,880         | 115 |
| Number of direct beneficiaries disaggregated by gender as co-benefit of GEF investment Male   | NA | 2,650 | 2,650         | 197 |
| Number of direct beneficiaries disaggregated by gender as co-benefit of GEF investment Total  | NA | 5,530 | 5,530         | 312 |

**2.3. Implementation Status and Risk**

|   | FY 2023         | FY 20           | FY 20           | FY 20           | FY 20 |
|---|-----------------|-----------------|-----------------|-----------------|-------|
| PIR #   | 1 <sup>st</sup> | 2 <sup>nd</sup> | 3 <sup>rd</sup> | 4 <sup>th</sup> | ....  |
| Rating towards <b>outcomes (DO)</b> (section 3.1) | S               |                 |                 |                 |       |
| Rating towards <b>outputs (IP)</b> (section 3.2)  | S               |                 |                 |                 |       |
| <b>Risk rating</b> (section 4.2)                  | L               |                 |                 |                 |       |

*Rating towards outcomes: The rating is S.* Although changes are associated with the technology demonstration pilot, it will be implemented during the first half of 2024. In addition, progress in people and initiatives achieved by the project, the generation of reports on lessons learned and the work with the

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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.

During this period, some changes have been implemented to adjust the pilot project scope. The main change required was 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 has effectively occurred during this period. Therefore, it was assessed that is not feasible to carry out the pilot as initially planned. Therefore, pilot project 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 and promote the investment of regional governments in electromobility through this subsidy model.

The main achievements of the project during this period are related to the coordinated work with other initiatives being developed around electromobility in the country. Many of these initiatives are also executed by the Agency of Energy Sustainability, with the support of the Ministry of Energy, Ministry of Transport and Telecommunications, and Ministry of the Environment. This coordination has allowed for the consolidation of efforts and effective use of resources with the purpose of accelerating the adoption of electromobility in different regions of the country. The goal is to create the necessary enabling conditions for its widespread deployment.

An example of this is the success achieved through the "+Carga rápida" program, which aims to connect Chile through public access fast-charging infrastructure, in collaboration with two international funds, GIZ and GEF, as part of the current project. Through a co-financing model, investment in this type of infrastructure is accelerated, and by the end of 2023, 32 fast-charging points will be operational. This means that each of the 16 regions of the country will have at least 1 fast charger for electric vehicles.

**Rating towards outputs:** The rating is **S**. Changes in demonstration pilot generated a delay in the achievement of outputs related to pilot project, however, these will be achieved during the first half of 2024. On the other hand, the outputs associated with the coordination of initiatives and organizations around electromobility, progress in training and workshops and the development of studies on financial instruments for the acquisition of electric vehicles, investment roadmap for the long-term viability of electric grids in the context of mass penetration of electromobility and development of regulations that allow and encourage the reuse, recycling and proper disposal of batteries from electromobility, have had a highly satisfactory progress during the current period.

**Overall risk rating:** The overall level of risk is **Low**.

The main risk is that applications to the competition associated with the electric vehicle and residential charging infrastructure subsidy fund require more time than planned, and this could further delay the pilot implementation.

**2.4. Co-financing**

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| <p><b>Planned Co-finance.</b><br/><b>Total:</b> USD 18,520,000</p> | <p>The total co-financing committed under GEF7 Electromobility corresponded to USD 18,520,000, through the co-financing of the following partners:</p> <ul style="list-style-type: none"> <li>• e-Mobility Chile Spa (formerly Enel X)</li> <li>• Sociedad Austral de Electricidad Sociedad Anónima (SAESA)</li> <li>• Empresa Nacional de Energía S.A. (ENEX)</li> <li>• Ministry of Transport and Telecommunications</li> <li>• Ministry of Energy</li> <li>• Ministry of Environment</li> <li>• Production Development Corporation (CORFO)</li> <li>• Agency of Sustainability Energy</li> </ul> |
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| <b>Actual to date:</b> | <p>However, during the launching of the GEF7 Electromobility Project, in the first semester of 2022, two additional companies joined as co-financiers: EMASA and COPEC Voltex.</p> <p>Up to present co-finance reached 73,963,980 USD (more than 100%)</p> |
| <b>Progress</b>        | During the executing period, co-financing reached 73,963,980 USD; exceeding the commitment acquired in the CEO Endorsement Document.   |

**2.5. Stakeholder engagement**

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| <b>Date of project steering committee meeting</b> | <ul style="list-style-type: none"> <li>- 1st Steering Committee (01/02/2022)</li> <li>- Launching of the Project (12/04/2022)</li> <li>- 2nd Steering Committee (10/06/2022)</li> <li>- 3rd Steering Committee (30/03/2023)</li> </ul>  |
| <b>Stakeholder engagement</b>                     | <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, with strong focus on engaging economically vulnerable groups. 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>Work has been carried out collaboratively with the following stakeholders:</p> <ul style="list-style-type: none"> <li>- Regional counterparts: For the 3 pilots (Antofagasta, Talca and Puerto Montt), work is being carried out with the Regional Government, Regional Energy Secretariat, Regional Transport Secretariat and Municipality.</li> <li>- Co-financiers: In addition to the co-financiers committed to the project, 2 additional companies 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)</li> <li>- 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.</li> <li>- Technical Working Group: Meetings are being coordinated with counterparts of fixed-route taxis associations (Conatacoch, Contramen), private companies and with local universities in the regions where the pilots will be implemented, aiming at identifying lessons learned, gaps in the electromobility ecosystem at a decentralized level, build databases of stakeholders in the regions and</li> </ul> |

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|  | <p>discuss needs (technical, financial and regulatory) in the territories<br/>Some of the companies and universities contacted have been:</p> <ul style="list-style-type: none"> <li>○ Banks and financial institutions: Banco Estado, Banco BCI, Banco Falabella, Tanner, Nuevo Capital, Autofin.</li> <li>○ Companies related to batteries: Sustrendlab, Andes Electronics, Sisercom, etc.</li> <li>○ Leasing companies: ALD, Europcar, Grandleasing, Econorent, Tattersall, Tucar.</li> <li>○ Electric vehicle and charging infrastructure companies: Copec Voltex, ENEX, Enel X, Nissan, Andes Motor, ASTARA, ANAC</li> <li>○ Universities: University of Chile, Catholic University, University of Antofagasta, University of Costa Rica.</li> </ul> |
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**2.6. Gender**

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| <b>Does the project have a gender action plan?</b> | Yes  |
| <b>Gender mainstreaming</b>                        | <p>The Gender Action Plan of the GEF7 Electromobility Project 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 <u><i>Energy Agenda 2022 - 2026</i></u>. 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><b>STAGE 1: DIAGNOSIS</b></p> <ul style="list-style-type: none"> <li>• Develop a robust diagnosis, through the analysis of information, the establishment of a baseline and the definition of indicators and goals.</li> <li>• Analyze gender gaps in the transportation sector and develop opportunities and recommendations to be applied within the framework of the Program.</li> </ul> <p><b>STAGE 2: CREATION OF A NETWORK SPACE FOR FUTURE WOMEN AND TRAINING</b></p> <ul style="list-style-type: none"> <li>• Create a network linking the Program through the generation of collaboration spaces where they can participate and have an instance of information exchange on training and new technologies associated with efficient transport and electromobility.</li> <li>• Generate instances of capacity building and training in new technologies, mainly in efficient driving, electromobility and energy efficiency in the transport sector.</li> </ul> <p><b>STAGE 3: PILOTING AND DISSEMINATION</b></p> <ul style="list-style-type: none"> <li>• Design and implement a pilot program that allows for greater labor insertion of women in the freight transportation and electromobility sector.</li> <li>• Share lessons learned and figures, creating a public and friendly access space with information related to the gender approach in the transportation sector.</li> </ul> <p>The first product developed was the Standard for including a Gender Approach in bids and tenders (attached as an annex to this report). The objective is to incorporate a gender approach in consultancies, tenders, training and in general in all activities implemented within the GEF7 Electromobility. 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> |



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|  | <p>In addition, for all the workshops we have considered targeting an audience, as well as exhibitors, preferably of equal numbers.</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.</p> |
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**2.7. Environmental and social safeguards management**

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| <b>Moderate/High risk projects (in terms of Environmental and social safeguards)</b>                           | <p>Was the project classified as <b>moderate/high risk</b>?<br/>Yes</p> <p>If yes, what specific <b>safeguard risks</b> were identified in the SRIF/ESERN?</p> <ul style="list-style-type: none"> <li>• Potential long-term environmental and health impact</li> <li>• Financial instruments: I economic feasibility to the borrowers.</li> <li>• Insufficient interest for recycling Lithium considering Chile has large Lithium mining and industry.</li> <li>• COVID-19 occupational safety and health (OSH) issues of the partners, subcontractors</li> <li>• potentially affected marginalized and vulnerable population in terms of project's proposed policy and strategies for them.</li> <li>• Project level grievance mechanism should be stated clearly in the project document and established to handle any complaints swiftly.</li> </ul>  |
| <b>New social and/or environmental risks</b>   | <p>Have any new social and/or environmental risks been identified during the reporting period?<br/>No</p>  |
| <b>Complaints and grievances related to social and/or environmental impacts (to be filled in by TM and EA)</b> | <p>Has the project received complaints related to social and/or environmental impacts (actual or potential) during the reporting period?<br/>No</p>  |
| <b>Environmental and social safeguards management</b>  | <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.</p> <p>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 is currently underway in cooperation with banking and financial institutions to identify gaps and prospects in accessing credit and/or subsidies for this particular segment.</p> <p>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</p> |

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|  | <p>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.</p> <p>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.</p> <p>In this context, the project will provide training programs specifically targeted towards women for the diagnosis and maintenance of electric vehicles. Additionally, efforts will be made to encourage 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 insued 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.</p> <p>Additionally, within the framework of the <u>Just Transition Strategy in the Energy sector</u> 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 <u>Framework Law on Climate Change</u>. 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.</p> <p>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.</p> <p>On issues related to complaints, the Energy Sustainability Agency uses the "<u>Portal Transparencia</u>", a platform that allows requests for information and complaints within the framework of the <u>Law on Access to Public Information</u>.</p> |
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**2.8. Knowledge management**

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| <b>Knowledge activities and products</b> | <p>During this period of project implementation, the following dissemination/coordination activities have been carried out:</p> <ul style="list-style-type: none"> <li>- <a href="#">1st Steering Committee</a> (01/02/2022): 18 attendees, having participated all the institutions that make up the Committee.</li> <li>- Launching of the Project (12/04/2022): 63 attendees and by streaming 1400 visualizations (please review the following links: <a href="#">Inception Workshop 1.0</a> / <a href="#">Inception Workshop 2.0</a>)</li> </ul> |
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|   | <ul style="list-style-type: none"> <li>- <a href="#">2nd Steering Committee</a> (10/06/2022): 16 attendees, having participated all the institutions that make up the Committee.</li> <li>- <a href="#">3rd Steering Committee</a> (30/03/2023): 15 attendees, having participated all the institutions that make up the Committee.</li> </ul> <p>Additionally, the project has been presented in international workshops, such as the <a href="#">Sweden Innovation Week</a> (09/06/2022), <a href="#">RELIEVE 2022</a> (July 2022), the National Taxi and Fixed Route Taxi Day (12/08/2022), <a href="#">MOTORTEC CHILE 2022</a> (6-8/09/2022), <a href="#">Experiencia E</a> (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 and testimonies in the country regarding the electrification of small public transport and freight transport. More information can be found <a href="#">here</a>.</p> <p>Finally, in April and May 2023, members of the project presented in 2 additional instances:</p> <ul style="list-style-type: none"> <li>• ASE - IEA Exchange EV to Grid Integration (20/04/2023)</li> <li>• Seminario Desafíos para implementar la electromovilidad en Chile (08/06/2023)<sup>1</sup></li> </ul> <p>The <a href="#">GEF7 Electromobility website</a> was developed, containing information on the project, , guides, agents of change and news.</p> <p>Finally, a communications campaign on social media was developed to raise awareness on th the project activities and expected results at the national and local levels:</p> |
| <p><b>Main learning during the period</b></p> | <p>Regardless of the advances in electromobility in the country, leasing is limited to certain operating conditions that are far from the fixed-route cab segment, since this segment has high mileage and, given that there is no clarity regarding the residual value of EVs in the Chilean market, the costs associated with this service model are very high, making it unsuitable for short periods of time.</p>   |

**2.9. Stories to be shared**

|                                    |   |
|------------------------------------|---|
| <p><b>Stories to be shared</b></p> | <p>Through the cooperation of two international funds, GEF and GIZ, the “<a href="#">+carga rápida</a>” project is being developed in Chile, which seeks to connect 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.</p> |
|------------------------------------|---|

<sup>1</sup> [https://twitter.com/Agencia\\_SE/status/1666872750500085761](https://twitter.com/Agencia_SE/status/1666872750500085761)  
<https://centrodeenergiaucl/>

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**3. PROJECT PERFORMANCE AND RISK**

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

| Project objective and outcomes  | Indicator   | Baseline                   | Mid-term target                     | 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 2023  | Progress rating <sup>2</sup> |
|---|---|----------------------------|-------------------------------------|---|---|---|------------------------------|
| Accelerate and scale-up the adoption of electric vehicles in Chilean regions. | Indicator A: Tons of direct GHG emissions avoided during project. | Baseline A: 0 tons avoided | Mid-point target A: 20 tons avoided | End-of-project target A: 200 tons avoided | 0   | <p>In order to meet this indicator, GEF7 Electromobility project considered technology demonstrations in 3 regions of Chile (the operation of 2 vehicles per region, for 12 months): Antofagasta Region, Maule Region (Talca) and Los Lagos Region (Puerto Montt)</p> <p>Progress towards the outcome includes:</p> <ul style="list-style-type: none"> <li>- Approval of Decree 44 (May 2022) that allows to have a technological demonstration model that would rotate fixed-route taxis, since the fleet of these in</li> <li>- Public competitive bidding process carried out. The process was unsuccessful, i.e., no applicants were received.</li> <li>- Direct contact with potential firms to evaluate reasons for the non-application. The following companies were contacted: <ul style="list-style-type: none"> <li>• Tucar</li> <li>• Granleasing</li> <li>• Tattersall</li> <li>• Mitta</li> <li>• Gildemeister</li> <li>• Econorent</li> <li>• ALD Automotive</li> </ul> </li> <li>- Adjustment of the technological demonstrations design, 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, validated by the GEF7 Electromobility Steering Committee, on March 30, 2023</li> <li>- New competitive bidding process will be carried out for subsidy fund. The terms and conditions of the competition will be published in August 2023, and applications will be received until December 2023. The awarding of subsidies will then begin between the third quarter of 2023 and the 1st semester 2024.</li> </ul> | S                            |

<sup>2</sup> Use GEF Secretariat required six-point scale system: Highly Satisfactory (HS), Satisfactory (S), Marginally Satisfactory (MS), Marginally Unsatisfactory (MU), Unsatisfactory (U), and Highly Unsatisfactory (HU).

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| Project objective and outcomes   | Indicator  | Baseline         | Mid-term target          | End-of-project target                                  | Progress as of current period<br><br>(numeric, percentage, or binary entry only) | Summary by the EA of attainment of the indicator & target as of 30 June 2023  | Progress rating <sup>2</sup> |   |   |                                       |    |    |                                     |   |    |                                     |   |   |                                     |   |   |  |    |    |  |   |    |  |    |    |   |   |    |   |  |    |              |            |            |                                       |      |  |   |
|--|--|------------------|--------------------------|--|--|---|------------------------------|---|---|---------------------------------------|----|----|-------------------------------------|---|----|-------------------------------------|---|---|-------------------------------------|---|---|--|----|----|--|---|----|--|----|----|---|---|----|---|--|----|--------------|------------|------------|---------------------------------------|------|--|---|
|  | Indicator B:<br>Number of direct project beneficiaries (women and men) | Baseline B:<br>0 | Mid-point target B:<br>0 | End-of-project target B:<br>Women: 2,880<br>Men: 2,650 | 115 women,<br>197 men  | <p>Direct beneficiaries reached at June 2023:</p> <table border="1" data-bbox="1129 532 1902 1170"> <thead> <tr> <th>Activity</th> <th>W</th> <th>M</th> </tr> </thead> <tbody> <tr> <td>Launching of the Project (12/04/2022)</td> <td>18</td> <td>45</td> </tr> <tr> <td>1st Steering Committee (01/02/2022)</td> <td>9</td> <td>11</td> </tr> <tr> <td>2nd Steering Committee (10/06/2022)</td> <td>7</td> <td>8</td> </tr> <tr> <td>3rd Steering Committee (30/03/2023)</td> <td>8</td> <td>7</td> </tr> <tr> <td>Bilateral meetings with Steering Committee</td> <td>20</td> <td>30</td> </tr> <tr> <td>Technical Working Group meetings (include companies, co-financing partners, universities, Fixed-route taxi trade associations at national level, etc.)</td> <td>5</td> <td>51</td> </tr> <tr> <td>Meetings with regional counterparts (regional governments, Regional Energy and Transportation Secretariats, municipalities, Fixed-route taxi trade associations at regional level, etc.)</td> <td>39</td> <td>21</td> </tr> <tr> <td>Meetings with other countries implementing GEF7 Electromobility</td> <td>9</td> <td>11</td> </tr> <tr> <td>Interviews carried out in the framework of the GEF7 Electromobility Project consultancies</td> <td></td> <td>13</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>115</b></td> <td><b>197</b></td> </tr> <tr> <td>Launching of the Project (12/04/2022)</td> <td colspan="2">1509</td> </tr> </tbody> </table> <p align="right">[Women: W / Man: M]</p> <p>To achieve this indicator, regional capacity building workshops, pilots, and any other multi-stakeholder communication and dissemination spaces will be key.</p> | Activity                     | W | M | Launching of the Project (12/04/2022) | 18 | 45 | 1st Steering Committee (01/02/2022) | 9 | 11 | 2nd Steering Committee (10/06/2022) | 7 | 8 | 3rd Steering Committee (30/03/2023) | 8 | 7 | Bilateral meetings with Steering Committee | 20 | 30 | Technical Working Group meetings (include companies, co-financing partners, universities, Fixed-route taxi trade associations at national level, etc.) | 5 | 51 | Meetings with regional counterparts (regional governments, Regional Energy and Transportation Secretariats, municipalities, Fixed-route taxi trade associations at regional level, etc.) | 39 | 21 | Meetings with other countries implementing GEF7 Electromobility | 9 | 11 | Interviews carried out in the framework of the GEF7 Electromobility Project consultancies |  | 13 | <b>TOTAL</b> | <b>115</b> | <b>197</b> | Launching of the Project (12/04/2022) | 1509 |  | S |
| Activity   | W  | M                |                          |  |  |   |                              |   |   |                                       |    |    |                                     |   |    |                                     |   |   |                                     |   |   |  |    |    |  |   |    |  |    |    |   |   |    |   |  |    |              |            |            |                                       |      |  |   |
| Launching of the Project (12/04/2022)  | 18   | 45               |                          |  |  |   |                              |   |   |                                       |    |    |                                     |   |    |                                     |   |   |                                     |   |   |  |    |    |  |   |    |  |    |    |   |   |    |   |  |    |              |            |            |                                       |      |  |   |
| 1st Steering Committee (01/02/2022)  | 9  | 11               |                          |  |  |   |                              |   |   |                                       |    |    |                                     |   |    |                                     |   |   |                                     |   |   |  |    |    |  |   |    |  |    |    |   |   |    |   |  |    |              |            |            |                                       |      |  |   |
| 2nd Steering Committee (10/06/2022)  | 7  | 8                |                          |  |  |   |                              |   |   |                                       |    |    |                                     |   |    |                                     |   |   |                                     |   |   |  |    |    |  |   |    |  |    |    |   |   |    |   |  |    |              |            |            |                                       |      |  |   |
| 3rd Steering Committee (30/03/2023)  | 8  | 7                |                          |  |  |   |                              |   |   |                                       |    |    |                                     |   |    |                                     |   |   |                                     |   |   |  |    |    |  |   |    |  |    |    |   |   |    |   |  |    |              |            |            |                                       |      |  |   |
| Bilateral meetings with Steering Committee   | 20   | 30               |                          |  |  |   |                              |   |   |                                       |    |    |                                     |   |    |                                     |   |   |                                     |   |   |  |    |    |  |   |    |  |    |    |   |   |    |   |  |    |              |            |            |                                       |      |  |   |
| Technical Working Group meetings (include companies, co-financing partners, universities, Fixed-route taxi trade associations at national level, etc.)                                   | 5  | 51               |                          |  |  |   |                              |   |   |                                       |    |    |                                     |   |    |                                     |   |   |                                     |   |   |  |    |    |  |   |    |  |    |    |   |   |    |   |  |    |              |            |            |                                       |      |  |   |
| Meetings with regional counterparts (regional governments, Regional Energy and Transportation Secretariats, municipalities, Fixed-route taxi trade associations at regional level, etc.) | 39   | 21               |                          |  |  |   |                              |   |   |                                       |    |    |                                     |   |    |                                     |   |   |                                     |   |   |  |    |    |  |   |    |  |    |    |   |   |    |   |  |    |              |            |            |                                       |      |  |   |
| Meetings with other countries implementing GEF7 Electromobility  | 9  | 11               |                          |  |  |   |                              |   |   |                                       |    |    |                                     |   |    |                                     |   |   |                                     |   |   |  |    |    |  |   |    |  |    |    |   |   |    |   |  |    |              |            |            |                                       |      |  |   |
| Interviews carried out in the framework of the GEF7 Electromobility Project consultancies  |  | 13               |                          |  |  |   |                              |   |   |                                       |    |    |                                     |   |    |                                     |   |   |                                     |   |   |  |    |    |  |   |    |  |    |    |   |   |    |   |  |    |              |            |            |                                       |      |  |   |
| <b>TOTAL</b>   | <b>115</b>   | <b>197</b>       |                          |  |  |   |                              |   |   |                                       |    |    |                                     |   |    |                                     |   |   |                                     |   |   |  |    |    |  |   |    |  |    |    |   |   |    |   |  |    |              |            |            |                                       |      |  |   |
| Launching of the Project (12/04/2022)  | 1509   |                  |                          |  |  |   |                              |   |   |                                       |    |    |                                     |   |    |                                     |   |   |                                     |   |   |  |    |    |  |   |    |  |    |    |   |   |    |   |  |    |              |            |            |                                       |      |  |   |

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| Project objective and outcomes   | Indicator   | Baseline | Mid-term target | End-of-project target | Progress as of current period<br>(numeric, percentage, or binary entry only) | Summary by the EA of attainment of the indicator & target as of 30 June 2023  | Progress rating <sup>2</sup> |
|--|---|----------|-----------------|-----------------------|--|---|------------------------------|
| Outcome 1: The government demonstrates enhanced coordination, consultation and capacity for promoting inclusive uptake of electric mobility in the Chilean regions | Indicator 1A: Number of e-mobility initiatives undertaken involving participation of multiple governmental agencies or ministries | 0        | 2               | 6                     | 8  | <p>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.</p> <p>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 implementation of the My Electric Taxi project and many others in the regions of Chile.</p> <p>In the context of the project, at least 8 e-mobility initiatives involving participation of multiple governmental agencies or ministries will be implemented:</p> <ol style="list-style-type: none"> <li>1. Antofagasta region: GEF7 E-mobility pilot</li> <li>2. Maule region: GEF7 E-mobility pilot</li> <li>3. Los Lagos region: GEF7 E-mobility pilot</li> <li>4. Atacama region: Mi Taxi Eléctrico</li> <li>5. Metropolitana region: Mi Taxi Eléctrico</li> <li>6. O'Higgins region: Mi Taxi Eléctrico</li> <li>7. Biobio region: Mi Taxi Eléctrico</li> <li>8. GEF6 Chilean Sustainable Transport Strategy - CLETS</li> </ol> | HS                           |

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| Project objective and outcomes  | Indicator  | Baseline | Mid-term target | End-of-project target | Progress as of current period<br>(numeric, percentage, or binary entry only) | Summary by the EA of attainment of the indicator & target as of 30 June 2023  | Progress rating <sup>2</sup> |
|---|--|----------|-----------------|-----------------------|--|---|------------------------------|
|   | Indicator 1B:<br>Number of reports on experiences and lessons learned from the Chile child project shared with the Global Programme on Electric Mobility | 0        | 1               | 2                     | 1  | <p>Reports on lessons learned from national and international experiences in electromobility and on pilot implementation at territorial level, among others, will be considered.</p> <p>Currently, completed a:</p> <ol style="list-style-type: none"> <li>1. Guide of Electromobility in fixed-route taxis, specifically about lessons learned in the regulatory environment.</li> </ol> <p>Digital tools will be developed to guide various counterparts, in terms of:</p> <ol style="list-style-type: none"> <li>2. Electromobility Best Practices Guide (2nd semester 2023)</li> <li>3. Tools for the granting of credits and/or subsidies for electric vehicles (2nd semester 2023)</li> <li>4. Impacts of Electromobility on the Electric System (1st semester 2024)</li> <li>5. Second Life Opportunities for Batteries from Electromobility (1st semester 2024)</li> </ol> <p>Following the implementation of electric vehicle subsidies and charging infrastructure, the following will also be developed:</p> <ol style="list-style-type: none"> <li>6. Final report on electric vehicle techno-economic and environmental performance in the pilots, differentiated by city (End of the Project).</li> </ol> | S                            |
| Outcome 2:<br>Citizens of Chilean regions begin to use electric mobility for their public transport needs | Indicator 2:<br>Number of Chilean region citizens using electric mobility for their public transport   | 0        | 0               | 45,000 km travelled   | 0  | Please see Progress towards Outcome 1- Indicator A. Actions being taken by the GEF7 Electromobility team will allow progress towards meeting both indicators, which are directly related to each other.   | S                            |

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| Project objective and outcomes   | Indicator  | Baseline                            | Mid-term target | End-of-project target | Progress as of current period<br>(numeric, percentage, or binary entry only) | Summary by the EA of attainment of the indicator & target as of 30 June 2023  | Progress rating <sup>2</sup> |
|--|--|-------------------------------------|-----------------|-----------------------|--|---|------------------------------|
| Outcome 3: The private sector purchases electric vehicles to use as fixed-route taxis in Chilean regions | Indicator 3: Number of vehicles purchased with support of financial instruments for use as fixed-route taxis | Existing vehicle replacement scheme | 0               | 30                    | 0  | <p>Activities to meet this indicator will be carried out during 2023 and 2024. In accordance with what is indicated in the Summary of "Indicator A: Tons of direct GHG emissions avoided during project". Moreover, prior work is being carried out regarding financing of EV taxis.</p> <p>The Project team worked with banks and financial institutions (Tanner, BCI, Banco Estado, Autofin, Nuevo Capital) in a preliminary diagnostic stage to identify the main gaps in terms of financial instruments for the replacement of conventional vehicles with electric vehicles. In order to support institutions in developing financial products that meet the needs of fixed-route cab drivers in Chilean regions who wish to purchase electric cabs.</p> <p>Based on the previous diagnosis, bidding conditions were developed for a consultancy whose main objective is to provide tools to decision makers in the granting of loans and/or subsidies for electric vehicles.</p> <p>The main results of the aforementioned consultancy are a solid diagnosis of the current scenario in terms of available financial instruments, gaps and needs for training and reinforcement, the development of learning material and the realization of training sessions based on the developed diagnosis and dissemination material of the implemented project.</p> <p>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 December 2023.</p> | S                            |



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| Project objective and outcomes   | Indicator   | Baseline | Mid-term target | End-of-project target   | Progress as of current period<br><br>(numeric, percentage, or binary entry only) | Summary by the EA of attainment of the indicator & target as of 30 June 2023   | Progress rating <sup>2</sup> |
|--|---|----------|-----------------|---|--|--|------------------------------|
| <i>Outcome 4: The Chilean government takes action towards implementing standards for ensuring the environmental sustainability of electric mobility.</i> | 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 | 0        | 0               | Proposal is considered formally on at least one occasion by the Ministry of Environment | 0  | <p>In order to achieve this indicator 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 batteries within the framework of the Extended Producer Responsibility Law.</p> <p>Additionally, the GEF project 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. In addition to compiling the aforementioned background to achieve the application of the Extended Producer Responsibility Law to batteries from electromobility, the consultancy aforementioned will conduct three regional training workshops where the reusing, recycling and final disposal of vehicles will be addressed, thus seeking to promote the long-term sustainability of electric mobility in the country.</p> <p>The bidding conditions for the consultancy were published in July 2023, therefore its implementation is expected to begin in September 2023 and end in May 2024.</p> | S                            |

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

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| Outputs/Activities <sup>3</sup>  | Expected completion date <sup>4</sup> | Implementation status as of 30 June 2022 (%) | Implementation status as of 30 June 2023 (%) | Progress rating justification <sup>5</sup> , description of challenges faced and explanations for any delay   | Progress rating <sup>6</sup> |
|--|---------------------------------------|--|--|---|------------------------------|
| <b>COMPONENT 1: Institutionalization of low-carbon electric mobility</b>                                   |                                       |  |  |   |                              |
| Output 1.1: <i>A national electric mobility coordination body is created for governmental stakeholders</i> | Jul-24                                | 20%  | 50%  | <p>In order to support the government in demonstrating greater coordination, consultation and capacity building in the promotion of electric mobility in Chile's regions and improve the efficiency of human and financial resources and the impact of interventions, GEF 7 Electromobility project has contributed to strengthen the instances coordination already existing in the country.</p> <p>The main framework for electromobility is given by "Estrategia Nacional de Electromovilidad" (published in January 2022 and Approved by Exempt Resolution 8 of 02/24/20227): The new National Electromobility Strategy, promoted by the Ministry of Energy, Ministry of Transport and Telecommunications, Ministry of Environment and Energy Sustainability Agency; is a state policy that aims to develop a roadmap to move towards the development of sustainable transport, 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, with complementary objectives: R&amp;D&amp;I projects in electromobility and regulatory/normative management.</p> <ol style="list-style-type: none"> <li>1) Center for Sustainable Acceleration in Electromobility (CASE)8,9 (starts October 11, 2022): Seeks to develop and accelerate the insertion of E-mobility through R&amp;D&amp;i projects in conjunction with large and small companies, public policies, training, etc.</li> <li>2) Roundtable for the Advancement of E-mobility in Chile10 (started on December 13, 2022): Seeks to generate enabling conditions for a massive deployment of E-mobility, mainly in terms of regulations. The members of GEF7) are part of CASE and the Electromobility Roundtable.</li> </ol> | HS                           |

<sup>3</sup> Outputs and activities (or deliverables) as described in the project logframe (and workplan) or in any updated project revision.

<sup>4</sup> The completion dates should be as per latest workplan (latest project revision).

<sup>5</sup> As much as possible, describe in terms of immediate gains to target groups, e.g. access to project deliverables, participation in receiving services; gains in knowledge, etc.

<sup>6</sup> To be provided by the UNEP Task Manager

<sup>7</sup> <https://www.bcn.cl/leychile/navegar?idNorma=1173033>

<sup>8</sup> <https://www.revistaei.cl/2023/01/24/centro-de-aceleracion-sostenible-de-electromovilidad-en-abril-partiria-ejecucion-de-proyectos/#>

<sup>9</sup> <https://centroelectromovilidad.cl/>

<sup>10</sup> <https://energia.gob.cl/noticias/nacional/ministerios-de-energia-y-transportes-presentan-mesa-para-el-avance-de-la-electromovilidad-en-chile#:~:text=Electromovilidad%20en%20Chile-Ministerios%20de%20Energ%C3%ADa%20y%20Transportes%20presentan%20Mesa%20para,de%20la%20Electromovilidad%20en%20Chile&text=%C2%B7%20Su%20objetivo%20es%20realizar%20un,de%20tecnolog%C3%ADa%20en%20el%20pa%C3%ADs.>

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| Outputs/Activities <sup>3</sup>  | Expected completion date <sup>4</sup> | Implementation status as of 30 June 2022 (%) | Implementation status as of 30 June 2023 (%) | Progress rating justification <sup>5</sup> , description of challenges faced and explanations for any delay  | Progress rating <sup>6</sup> |
|--|---------------------------------------|--|--|--|------------------------------|
| Output 1.2: A multi-stakeholder consultation strategy is implemented to engage all Chilean region stakeholders in the transition to electric mobility. | Jun-24                                | 10%  | 70%  | <p>GEF7 E-mobility team elaborated a multi-stakeholder consultation strategy in order to frame the entire management and implementation of the project itself, mainly at the decentralized level.</p> <p>A 70% progress rate is declared, since this strategy will generate results (capacity building, concerns/needs assessment, etc.), which will be collected and systematized throughout the project.</p> | S                            |

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| Output 1.3: Chilean region local governments and other stakeholders are trained on technical, financial, and regulatory aspects of electric mobility | Jul-24  | 5%   | 20%   | <p>1) The new version of the GEF7 Electromobility web page was recently published, in order to have a more complete platform, which allows visualizing the contents of the project in a technical, but at the same time didactic way for the different users: <a href="https://gef7electromovilidad.cl/">https://gef7electromovilidad.cl/</a></p> <p>2) Different instances of dissemination of the GEF7 Electromobility project have been developed, and in turn, the team implementing the project has been trained to ensure proper execution: A spreadsheet detailing the different training and dissemination activities, their subject, target audience, date and information/links of interest has been included in the deliverables.</p> <p>3) Work is underway on the design of the different capacity-building initiatives within the framework of GEF7 Electromobility, which will be developed during the second half of 2023 and the first half of 2024 as follows:</p>   | S |  |   |   |              |                                      |  |   |   |                                      |   |  |  |                   |   |   |   |
|--|---|--|---|--|---|--|---|---|--------------|--------------------------------------|--|---|---|--------------------------------------|---|--|--|-------------------|---|---|---|
|  |   |  |   | <table border="1"> <thead> <tr> <th>N° work-shops</th> <th>Topic</th> <th>Objective</th> <th>Stakeholders</th> </tr> </thead> <tbody> <tr> <td>3<br/>(Antofagasta, Maule, Los Lagos)</td> <td>Technical feasibility of fixed route taxi fleet electrification + Economic prospects of electric mobility for fixed route taxi fleet</td> <td>For attendees to understand the technical and theoretical complexities of the comprehensive implementation of an electric mobility system. + That attendees understand the economic and financial components associated with electromobility in its use as a collective in a didactic manner.</td> <td>Professionals from regional and local governments. + Owners and drivers of fixed-route taxis.</td> </tr> <tr> <td>3<br/>(Antofagasta, Maule, Los Lagos)</td> <td>Electric vehicle safety and accident intervention</td> <td>That attendees acquire skills and technical, theoretical and practical knowledge that will enable them to attend accidents associated with electric vehicles or charging infrastructure while protecting their own physical integrity.</td> <td>Focused on first response emergency units such as firefighters and first responders.</td> </tr> <tr> <td>2<br/>(Santiago o)</td> <td>Roadmap for harnessing the flexibility of electric vehicles</td> <td>Implement a participatory work methodology to generate a roadmap to enable technologies that take advantage of the flexibility generated by electric vehicles (EVs) as a distributed energy resource.</td> <td>Face-to-face event in Santiago with counterparts from the public, private and academic sectors.</td> </tr> </tbody> </table> |   | N° work-shops  | Topic   | Objective   | Stakeholders | 3<br>(Antofagasta, Maule, Los Lagos) | Technical feasibility of fixed route taxi fleet electrification + Economic prospects of electric mobility for fixed route taxi fleet | For attendees to understand the technical and theoretical complexities of the comprehensive implementation of an electric mobility system. + That attendees understand the economic and financial components associated with electromobility in its use as a collective in a didactic manner. | Professionals from regional and local governments. + Owners and drivers of fixed-route taxis. | 3<br>(Antofagasta, Maule, Los Lagos) | Electric vehicle safety and accident intervention | That attendees acquire skills and technical, theoretical and practical knowledge that will enable them to attend accidents associated with electric vehicles or charging infrastructure while protecting their own physical integrity. | Focused on first response emergency units such as firefighters and first responders. | 2<br>(Santiago o) | Roadmap for harnessing the flexibility of electric vehicles | Implement a participatory work methodology to generate a roadmap to enable technologies that take advantage of the flexibility generated by electric vehicles (EVs) as a distributed energy resource. | Face-to-face event in Santiago with counterparts from the public, private and academic sectors. |
|  |   |  |   | N° work-shops  |   | Topic  | Objective   | Stakeholders  |              |                                      |  |   |   |                                      |   |  |  |                   |   |   |   |
|  |   |  |   | 3<br>(Antofagasta, Maule, Los Lagos)   |   | Technical feasibility of fixed route taxi fleet electrification + Economic prospects of electric mobility for fixed route taxi fleet | For attendees to understand the technical and theoretical complexities of the comprehensive implementation of an electric mobility system. + That attendees understand the economic and financial components associated with electromobility in its use as a collective in a didactic manner. | Professionals from regional and local governments. + Owners and drivers of fixed-route taxis. |              |                                      |  |   |   |                                      |   |  |  |                   |   |   |   |
| 3<br>(Antofagasta, Maule, Los Lagos)   | Electric vehicle safety and accident intervention           | That attendees acquire skills and technical, theoretical and practical knowledge that will enable them to attend accidents associated with electric vehicles or charging infrastructure while protecting their own physical integrity. | Focused on first response emergency units such as firefighters and first responders.            |  |   |  |   |   |              |                                      |  |   |   |                                      |   |  |  |                   |   |   |   |
| 2<br>(Santiago o)  | Roadmap for harnessing the flexibility of electric vehicles | Implement a participatory work methodology to generate a roadmap to enable technologies that take advantage of the flexibility generated by electric vehicles (EVs) as a distributed energy resource.                                  | Face-to-face event in Santiago with counterparts from the public, private and academic sectors. |  |   |  |   |   |              |                                      |  |   |   |                                      |   |  |  |                   |   |   |   |

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| Outputs/Activities <sup>3</sup>  | Expected completion date <sup>4</sup> | Implementation status as of 30 June 2022 (%) | Implementation status as of 30 June 2023 (%) | Progress rating justification <sup>5</sup> , description of challenges faced and explanations for any delay   |   |  |   | Progress rating <sup>6</sup> |
|--|---------------------------------------|--|--|---|---|--|---|------------------------------|
|  |                                       |  |  | 4 (Antofagasta, Maule, Los Lagos) + 5 virtuales   | Training on risk assessment and decision making for electric vehicle (EV) lending in Chile. | Training on 1) EV battery degradation curves over time and use, 2) Residual economic value of EV batteries, 3) International experience regarding battery life (e.g. users continue to use EV despite SOH less than 80%), 4) Risks associated with lithium batteries and high voltage equipment in EV accidents, 5) Failure rates of EVs and their components, 6) TCO of EVs, 7) EV maintenance costs. | Banking, financial institutions, public sector, Regional Governments, Regional Ministerial Secretariats, Municipalities, etc. |                              |
|  |                                       |  |  | 3 (Antofagasta, Maule, Los Lagos)   | Environmental sustainability of electric mobility   | Build capacity on circular economy business models, reuse, recycling and final disposal of electric vehicles, including their batteries and components.  | Utilities, consultants, start-ups, universities, private sector.  |                              |
|  |                                       |  |  | 3 (Antofagasta, Maule, Los Lagos)   | Electromobility scholarships for women - EMASA (Cofinancier GEF7 Electromobility)           | Approach to the world of Electromobility   | 5 women per region, linked to the mechanical or energy sector   |                              |
| <b>COMPONENT 2: Short term barrier removal through low-carbon e-mobility energy demonstrations</b>   |                                       |  |  |   |   |  |   |                              |
| Output 2.1: The viability of 6 electric vehicles as part of the fixed-route taxi fleet is demonstrated to local and national stakeholders in Antofagasta, Puerto Montt and Talca | Jul-24                                | 25%  | 30%  | Please see Summary of "Outcome 1- Indicator A: Tons of direct GHG emissions avoided during project", because the same evidence applies to explain the progress achieved in these outputs. Since Indicator A corresponds to the GHG emissions reduced by the implementation of the technology demonstration pilot and the subsidy of 30 electric vehicles and their corresponding charging infrastructure. |   |  |   | S                            |
| Output 2.2: Evidence of the viability of electric vehicles in Antofagasta, Puerto Montt and Talca is disseminated to national and Chilean region decision-makers.                | Jul-24                                | 0%   | 10%  |   |   |  |   | S                            |
| <b>COMPONENT 3: Preparing for scale-up and replication of low-carbon electric mobility</b>   |                                       |  |  |   |   |  |   |                              |

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| Outputs/Activities <sup>3</sup>   | Expected completion date <sup>4</sup> | Implementation status as of 30 June 2022 (%) | Implementation status as of 30 June 2023 (%) | Progress rating justification <sup>5</sup> , description of challenges faced and explanations for any delay  | Progress rating <sup>6</sup> |
|---|---------------------------------------|--|--|--|------------------------------|
| Output 3.1: Financial instruments are created to incentivize fixed-route taxi owners to purchase electric vehicles in Chilean regions   | Jul-24                                | 10%  | 40%  | Please see Summary of “Indicator 3: Number of vehicles purchased with support of financial instruments for use as fixed-route taxis”, because the same evidence applies to explain the progress achieved in this output regarding the creation of financial instruments.   | HS                           |
| Output 3.2: 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  | Jun-24                                | 10%  | 10%  | This Output will be worked on during 2024 based on the results of the consultancy associated with Output 3.1.  | S                            |
| Output 3.3: 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                    | Jun-24                                | 15%  | 35%  | <p>Insufficient information is available on the impacts of a massive increase in vehicles and electric charging infrastructure on electric grids. Initial meetings with National Energy Commission, Universities, Superintendence of Electricity and Fuels, Consulting Firms were held to identify technical and regulatory needs. Based on the information gathered, TORs were prepared for a consultancy to quantify the impacts of electromobility on the Chilean electricity system and the cost-benefit of flexibility strategies for electric vehicles. This consultancy will 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 implementation started in May 2023.</p> <p>In June 2023, the first workshop was held with the objective of validating the methodology to be used in the development of the study by academia, public and private organizations of the energy and transportation sector. During the course of the study, other participatory instances of validation and generation of the aforementioned roadmap will be generated. The consultancy is expected to be completed in May 2024.</p> | S                            |
| <b>COMPONENT 4: Long-term environmental sustainability of low-carbon electric mobility</b>  |                                       |  |  |  |                              |
| Output 4.1: Waste companies are trained in reusing, recycling and final disposal of vehicles (both conventional and electric) and electric vehicle batteries  | Jun-24                                | 10%  | 20%  | Please see Summary of “Outcome 4- 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”, because the same evidence applies to explain the progress achieved in these Outputs.   | S                            |
| Output 4.2: 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 | Jul-24                                | 10%  | 20%  |  | S                            |

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**4. Risk Rating**

**4.1 Table A. Project management Risk**

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

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

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**

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.

| Risk   | Risk affecting:                    | Variation respect to last rating |     |                  |       |       |      | Justification  |
|--|------------------------------------|----------------------------------|-----|------------------|-------|-------|------|--|
|  | Outcome / outputs                  | CEO ED                           | MTR | PIR 1 (this PIR) | PIR 2 | PIR 3 | Δ    |  |
| 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.             |       |       | N/A. | To mitigate this risk, the generation of Supreme Decree N°44 was promoted, which regulates the new registrations of cabs associated with 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.             |       |       | 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,                               |

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|   |   |   |  |   |  |  |   |  |
|---|---|---|--|---|--|--|---|--|
| Risk 3: Reduced MTT subsidy due to changing priorities (political)  | Outcome 2 / Output 2.1, Output 2.2  | M |  | 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 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 |  | 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 |  |  | = | 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<br>Outcome 3 / Output 3.1  | 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 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, 1.3<br>Outcome 2 / Output 2.1, 2.2<br>Outcome 3 / Output 3.1, 3.2, 3.3<br>Outcome 4 / Output 4.1, Output 4.2 | M |  | 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, 1.3<br>Outcome 2 / Output 2.1, 2.2   | L |  | L |  |  | = | The rating of this risk is maintained.   |



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|   |  |      |  |   |  |   |   |
|---|--|------|--|---|--|---|---|
|   | Outcome 3 /<br>Output 3.1,<br>3.2, 3.3   |      |  |   |  |   |   |
|   | Outcome 4 /<br>Output 4.1,<br>Output 4.2 |      |  |   |  |   |   |
| Risk 9: In-effective disposal of electric vehicle batteries leads to soil or water contamination. (Environmental) | Outcome 4 /<br>Output 4.1,<br>Output 4.2 | M    |  | 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 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 /<br>Output 2.1,<br>Output 2.2 | N/A. |  | 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.  |
| Consolidated project risk   |  | M    |  | L |  | ↓ | The overall level of risk is Low.<br>The main risk is that applications to the competition associated with the electric vehicle and residential charging infrastructure subsidy fund require more time than planned, and this could delay the pilot implementation.   |

**Table B.** Outstanding Moderate, Significant, and High risks

| Risk  | Actions decided during the previous reporting instance (PIR <sub>t-1</sub> , MTR, etc.)  | Actions effectively undertaken this reporting period   | Additional mitigation measures for the next periods  |                      |  |
|---|--|--|--|----------------------|--|
|   |  |  | What   | When                 | By whom  |
| Risk 4: Lack of technical support on the maintenance and deployment of vehicles and infrastructure in regional cities reduces pilot effectiveness. (Capacity) | Training courses were planned to support local actors in order to build technical capacity on the use of vehicles.<br>3 workshops will be held in each pilot region:<br>1. Technical feasibility of bus electrification - Directed to public sector professionals in pilot regions.<br>2. Economic perspectives of E-mobility for application in buses – | During this period:<br>- 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 | July- December 2023. | The project team, in coordination with the Ministry of Energy and local authorities. |

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|  |   |   |   |                      |  |
|--|---|---|---|----------------------|--|
|  | <p>Directed to Taxi/bus owners and drivers.</p> <p>3. Safety of electric vehicles and accident intervention for emergency units - Directed to emergency units, fire departments, ambulances.</p> <p>In addition, training will be provided on electric vehicle financing and battery reuse and recycling.</p> |   | charging infrastructure and emergency response.   |                      |  |
| <p>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 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> | N/A.  | <p>In order to mitigate these risks, meetings are being held with electric vehicle suppliers, to encourage their participation in the project.</p> <p>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>Identify and apply lesson learned from other initiatives:</p> <ul style="list-style-type: none"> <li>- 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</li> </ul> <p>Facilitate application to the Project's subsidy fund through the development and dissemination of guidelines.</p> | July – December 2023 | Project team with the support of the Communications area of the Agency of Energy Sustainability in coordination with regional authorities. |
| <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 risk factor, since if the applications are not received within the project execution period, part of the budget cannot be implemented.</p>   |   |   |   |                      |  |
| <p>Risk 12: Risk Factor (Table A) 7. Capacity to deliver. The event associated with the risk factor of implementation schedule it 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>  |   |   |   |                      |  |

**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.

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**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.

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**Project Minor Amendments**

**5.1 Table A: Listing of all Minor Amendment**

- |  |   |
|--|---|
| <input type="checkbox"/> Results framework<br><input checked="" type="checkbox"/> Components and cost<br><input type="checkbox"/> Institutional and implementation arrangements<br><input type="checkbox"/> Financial management<br><input checked="" type="checkbox"/> Implementation schedule<br><input type="checkbox"/> Executing Entity<br><input type="checkbox"/> Executing Entity Category | <input type="checkbox"/> Minor project objective change<br><input type="checkbox"/> Safeguards<br><input type="checkbox"/> Risk analysis<br><input type="checkbox"/> Increase of GEF project financing up to 5%<br><input type="checkbox"/> Co-financing<br><input type="checkbox"/> Location of project activity<br><input type="checkbox"/> Other |
|--|---|

|                         |   |
|-------------------------|---|
| <b>Minor amendments</b> | To adjust budget lines according to revised structure of team experts and to adjust pilot project design. |
|-------------------------|---|

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

| Version                   | Type     | Signed/Approved by<br>UNEP | Entry into Force (last<br>signature Date) | Agreement<br>Expiry Date | Main changes introduced in this revision   |
|---------------------------|----------|----------------------------|---|--------------------------|--|
| Original legal instrument | PCA      | August 2, 2021             | August 2, 2021                            | 01 August 2024           |  |
| Revision 1                | Revision | June 30, 2022              | June 30, 2022                             | 01 August 2024           | to rephrase unspent activities and to reorganize activities between the components |

**GEO Location Information:**

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

| Location Name<br>Required field | Latitude<br>Required field | Longitude<br>Required field | Geo Name ID<br>Required field <u>if</u> the location is not an exact site | Location Description<br>Optional text field | Activity Description<br>Optional text field |
|---------------------------------|----------------------------|-----------------------------|---|---|---|
| Antofagasta                     | -23.64                     | -70,40                      |   |   |   |
| Talca                           | -35,42                     | -71,66                      |   |   |   |
| Puerto Montt                    | -41,47                     | -72,94                      |   |   |   |
|                                 |                            |                             |   |   |   |

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

|      |
|------|
| N/A. |
|------|