



PIR FY 2023
Electric public transport - Costa Rica

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.: 10284	Umoja WBS: SB-009265
	SMA IPMR ID: 84232	Grant ID: S1-32GFL-000687
	Project Short Title: Electric public transport - Costa Rica	
Project Title	Accelerating the transition to electric public transport in the Greater Metropolitan Area of Costa Rica	
Duration months	Planned	36 months
	Age	24
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	Costa Rica	
GEF Focal Area(s)	Climate Change	
GEF financing amount	USD 876.712	
Co-financing amount	USD 8.329.090	
Date of CEO Endorsement/Approval	May 3rd 2021	
UNEP Project Approval Date (on Decision Sheet)	June 18th 2021	
Start of Implementation (PCA entering into force)	June 30th 2021	
Date of Inception Workshop, if available	December 10th, 2021	
Date of First Disbursement	September 1st 2021	
Total disbursement as of 30 June 2023	USD 482740	
Total expenditure as of 30 June 2023	USD 102594	
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	July 1st 2024
	Revised – Current PCA	N/A
Expected Terminal Evaluation Date	July 31 2024	
Expected Financial Closure Date	July 1 st 2025	

1.2. Project description

The project aims to reduce greenhouse gas emissions through the large-scale deployment of electric public transport vehicles in the Greater Metropolitan Area of Costa Rica. Aligned with the National Decarbonization Plan (2018-2050) and the National Electric Transport Plan 2018-2030, the project will contribute to a national goal for electrifying the taxi transport, a highly visible public transport sub-sector with more than 10,600 units across the country. This project aims to create the conditions for transitioning to a low-emission transport sector through the implementation of the following four components:

Component 1: Institutionalization of low-carbon electric mobility. The project will enhance governance and capacity for electric mobility. It will build the capacity of local financial institutions, taxi sector, and government officials on electric mobility, as key actors in supporting the scale-up of electric mobility. It will also support the establishment of an electric mobility working group, to improve coherence and inclusiveness in the design, implementation, and monitoring of electric mobility interventions in the public transport system.

Component 2: Short-term barrier removal through low-carbon e-mobility demonstrations. The project aims to generate confidence, experiences, and lessons learned on electric vehicles in day-to-day operation by undertaking a demonstration in the taxi sub-sector. The pilot program will operate 6 electric vehicles in the Juan Santamaría International Airport taxi fleet and test them for 12 months. The demonstration through the GEF project will serve to build confidence in electric vehicle technology in local circumstances, thus paving the way to broad technology adoption in the taxi sector and among private consumers. The project will also aim to collect data from of electric vehicle interventions, to strengthen their monitoring and evaluation.

Component 3: Preparing for scale-up and replication of low-carbon electric mobility. The project will aim to scale up project demonstrations by strengthening of the national enabling framework. The project will support the government and local financial institutions to strengthen fiscal incentives and financing products for electric mobility, to ensure they effectively create demand. The project will also support the development of proposals for vehicle energy efficiency regulations and long-term roadmaps for the electrification of the bus and taxi services, to ensure a strong policy framework and national planning for scaling up the demonstrations.

Component 4: Long-term environmental sustainability of low-carbon electric mobility. The project will develop regulation proposals for the sustainable long-term environmental management of the transition, ensuring that the reuse and end-of-use of electric batteries are managed in an environmentally sustainable way.

The project is being executed by CRUSA Foundation. CRUSA acts with the guidance of the Energy Directorate of the Ministry of Environment and Energy (MINAE). The main government partners integrate the Project Steering Committee (PSC): MINAE, Ministry of Public Works and Transport (MOPT), Public Transport Council (CTP), Public Service Regulation Authority (ARESEP), Costa Rican Electricity Institute (Grupo ICE), Ministry of Health, National Women's Institute (INAMU) and the Ministry of Finance. The project follows a multi-sector and multi-disciplinary stakeholder approach, including the cooperation with the National Bank of Costa Rica from the financial sector, and the University of Costa Rica, as a technical consulting team.

1.3. Project Contacts

Division(s) Implementing the project	Industry and Economy Division
Name of co-implementing Agency	N/A
Executing Agency(ies)	Costa Rica USA Foundation for Cooperation (CRUSA)

Names of Other Project Partners	Ministry of Environment and Energy of Costa Rica
UNEP Portfolio Manager(s)	Ruth Coutto, Geordie Colville
UNEP Task Manager(s)	Asher Lessels
UNEP Budget/Finance Officer	Fatma Twahir
UNEP Support/Assistants	Paula Cobas / Solange Rodriguez
EA Manager/Representative	Flora Montealegre Guillén
EA Project Manager	Karen Araya Varela
EA Finance Manager	Mariana Cortés Montoro
EA Communications Lead, if relevant	Cristina Weidlich Hidalgo

2. OVERVIEW OF PROJECT STATUS

2.1 UNEP PoW and UN

UNEP Current Subprogramme(s)	Climate action
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. (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)	N/A
UNSDCF / UNDAF linkages	UNDAF Costa Rica 2018-2022. Strategic Priority Area 1: Strengthened the capacities of public institutions, private organizations and civil society to facilitate and forge national, innovative, transformative and dialogue-based pacts and agreements, in order to accelerate the fulfilment of the SDGs for a development sustainable with equality.
Link to relevant SDG Goal(s)	SDG-7 Goal 7: Ensure access to affordable, reliable, sustainable and modern energy for all. SDG-13 Goal 13: Take urgent action to combat climate change and its impacts.
Link to relevant SDG Target(s)	<u>SDG-7</u> 7.1 By 2030, ensure universal access to affordable, reliable and modern energy services. 7.2 By 2030, increase substantially the share of renewable energy in the global energy mix. 7.b By 2030, expand infrastructure and upgrade technology for supplying modern and sustainable energy services for all in

	<p>developing countries, in particular least developed countries, small island developing States and landlocked developing countries, in accordance with their respective programmes of support.</p> <p><u>SDG-13</u> 13.2 Integrate climate change measures into national policies, strategies and planning. 13.b Promote mechanisms for raising capacity for effective climate change-related planning and management in least developed countries and small island developing States, including focusing on women, youth and local and marginalized communities.</p>
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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)	N/A	664,536	664,536	0
Greenhouse gas emission mitigated: Expected CO2e (indirect). Tons (2021-2036)	N/A	1,550,291	1,550,291	0
Energy saved Expected direct (MJ)	N/A	7,683,707,598	7,683,707,598	0
Energy saved Expected indirect (MJ)	N/A	17,925,262,095	17,925,262,095	0
Number of direct beneficiaries disaggregated by gender as co-benefit of GEF investment. Female		1625	1625	141
Number of direct beneficiaries		675	675	325

disaggregated by gender as co-benefit of GEF investment. Male				
Number of direct beneficiaries disaggregated by gender as co-benefit of GEF investment. Total		2300	2300	466

2.3. Implementation Status and Risk

	FY 2022	FY 2023	FY 20	FY 20	FY 20
PIR #	1 st	2 nd	3 rd	4 th
Rating towards outcomes (DO) (section 3.1)	S	S			
Rating towards outputs (IP) (section 3.2)	HS	MS			
Risk rating (section 4.2)	M	M			

Rating towards outcomes: Satisfactory (S), due to progress achieved in engaging stakeholders and public transport operators in long-term vision proposals development for the scale-up of electric mobility in Costa Rica (government institutions, taxi drivers, financial sector).

The Executing Agency has promoted an interinstitutional and interdisciplinary approach for integrating technical, regulatory, economic, and social aspects into all four project component strategies and for promoting the first public transport electric fleet in the country. Dialogues, training activities, and personalized advisory provided to taxi owners and drivers during the reporting period have built their confidence and awareness as to the technical viability of electric vehicles for airport taxi services. Moreover, the launch of the first financial product for the airport taxi sector as part of the pilot project, are key results aimed at engaging a group of 6 airport taxi concessionaries to purchase electric vehicles. Bus public transport operators have also been part of the dialogues and the planning processes promoted by the project, and have contributed to proposing short, medium, and long-term actions that will be integrated into the city roadmap for the effective deployment of electric bus fleets in the Metropolitan Area of San José.

Progress on creating a policy framework for ensuring the environmental sustainability of low-carbon electric mobility is related to the development of regulations proposals for integrated waste management of electric vehicle batteries.

Challenges remain in involvement and commitment from the public transport sector for enhancing the country's coordination capacity for promoting electric mobility.

Rating towards outputs: Satisfactory (S), due to progress achieved in creating the technical knowledge framework, capacities and inter-institutional coordination for the demonstration and scale-up project activities.

The four project components are on track and have been executed through consultation and validation processes with key government institutions at the technical level and key stakeholders of the country's electric mobility ecosystem. A cumulative of 466 beneficiaries (141 women and 325 men) have been reached during the project workshops and training activities.

Component 2 (pilot project) is facing some challenges for execution, leading to significant delay. The taxi pilot project design has been completed and the preparatory actions are in the final stage of execution. Based on the legal analysis carried out with the in Public Transport Council (CTP), the need for adjusting the operation permit approach was identified, considering that the taxi service concessions have a one-person-one-permit nature, as well as a mandatory requirement of vehicle ownership by the taxi concessionaries. Therefore, an adjustment of the pilot project design was approved during the reporting period, based on the agreements between high-level authorities and technical officers for using an existing mechanism for the pilot project implementation, consisting of a request by taxi concessionaries to the CTP, to change their conventional vehicles for electric units due to unit antiquity. The financial mechanism approved consists of the acquisition of 6 electric vehicles by selected airport taxi concessionaries through a credit scheme offered by the National Bank of Costa Rica. This proposal has allowed synergies between components 2 (pilot demonstration) and 3 (scale-up) related to the dialogue and articulation with financial entities.

International good practices have been integrated into the development of proposals adapted to the local context in technical and regulatory matters related to vehicle energy efficiency, integrated battery waste management, and long-term roadmaps for bus and taxi electrification. These proposals also considered government priorities, governance structures, technical requirements, capacity building, and infrastructure needs for creating the enabling environment for electric public transport scale-up.

The implementation of the Gender Action Plan has allowed to include gender mainstreaming throughout the project outputs, gender affirmative actions have resulted in an active participation of women taxi owners and drivers in the pilot project activities.

Knowledge and exchange activities promoted in coordination with the LAC Regional Platform have allowed the integration of lessons learned in the project design, especially from the Chilean Programme *Mi Taxi Eléctrico*.

Overall risk rating: Moderate (M)

Despite progress in project outcomes and outputs, the main challenges are related to the lack of alignment and consensus among government authorities on the strategies promoted by the project on public transport electrification. High-level political commitment and support from the Ministry of Public Works and Transport (MOPT) and its dependencies are required for addressing barriers to introducing the first e-taxis and habilitating the charging infrastructure at the Juan Santamaría International Airport, to avoid further delays on pilot execution. In addition, a new risk is related to the lack of financial capacity from the taxi concessionaries to access the financial offer, which can result in a smaller pool of candidates in the selection process for the pilot project.

2.4. Co-financing

Planned Co-finance Total:	USD 8,204,090
Actual to date:	USD 8,655,422 (105,5%) as of June 30 th 2023
Progress	The Co-financing target has been reached. The reported co-finance consists of 3,2% in in-kind contributions from CRUSA Foundation and MINAE, 7,6% in grants from CRUSA Foundation and the French Development Agency, and 89,2% in public investment from the Costa Rican Institute of Electricity (Grupo ICE).

2.5. Stakeholder engagement

Date of project steering committee meeting	1 st Steering Committee Meeting: November 24, 2021 2 nd Steering Committee Meeting: December 14 th , 2022
Stakeholder engagement	<p>Moderately satisfactory. Recommendation to engage project beneficiaries (e.g., taxi and bus drivers) has been adopted by the project.</p> <p>The Executing Agency has boosted a strategic collaborating partners network with the participation of government institutions, the financial sector, academia, cooperation agencies, and the private sector.</p> <p>The pilot project design has been completed with support from the Institutional Technical Committee integrated by the EA, the Directorate of Energy (MINAE), Sectoral Planning Secretariat from the Ministry of Public Works and Transport (MOPT), Public Transport Council (CTP), Costa Rican Electricity Institute (ICE), the Public Services Regulation Authority (ARESEP) and the University of Costa Rica (UCR). For the pilot project, a cooperation agreement has been signed with the National Bank of Costa Rica, and two other agreements are under negotiation for the installation of charging stations at the airport with Aeris Holding S.A. and the Costa Rican Electricity Institute (public sector).</p> <p>Engagement processes and dialogues with taxi and bus operators have allowed the identification of capacity-building needs, vehicle and infrastructure needs, regulatory modifications, and incentives for the deployment of EV technology in the public transport sector.</p> <p>The development of a specific grievance mechanism was not considered necessary in the CEO ED. Nevertheless, through the stakeholder engagement activities carried out during the reporting period, opportunities have been created to obtain queries and proposals from the various stakeholders during workshops, meetings, focus groups, surveys, interviews and other consultation mechanisms.</p> <p>The main challenges of the period are related to the engagement and commitment of high-level authorities. Hence, the Project Management Unit's priority efforts promoted dialogues and negotiations with the Vice Ministry of Transport, the Sectoral Planning Secretariat (MOPT), and CTP.</p>

2.6. Gender

Does the project have a gender action plan?	Yes
Gender mainstreaming	<p>Satisfactory. The project is implementing GAP and has conducted interviews with local and international experts in its implementation. In addition, the project has conducted FGDs with only women car owners and drivers.</p> <p>The Gender Action Plan is under implementation in coordination with the Women's National Institute (INAMU), as a member of the Project Steering Committee and technical partner on gender-based approaches. Semi-structured interviews aimed at local and international experts in Mobility and Gender were conducted to identify good practices and other key gender perspective strategies to support the project implementation. The sessions included an experience exchange with the Regional Platform and the Chilean Energy Sustainability Agency on how to implement the GEF 7 Gender Action Plans. Furthermore, the Regional Platform provided tools and lessons learned</p>

	<p>through the Webinar "Nexus between Sustainable Mobility and Gender Approach".</p> <p>As part of the pilot project design (D.2.1.2), a first focus group was organized with women taxi owners and drivers to gather information on the dynamics, challenges, and needs of women in the context of taxi services at the Juan Santamaría International Airport (AIJS). Based on this information and an analysis of good practices at the national and international levels, the gender component was integrated across the pilot project design. The report included i) gender-sensitive selection criteria, ii) communication strategy and channels that addressed women's needs, iii) commitment creation to raise awareness among pilot participants, iv) development of a training strategy tailored to women working at the AIJS, v) institutional and organizational context, vi) political and regulatory context, vii) gender-sensitive financing analysis, viii) data collection strategy, among other key elements. As a result of strategies to encourage greater participation of women in the process, 5 out of the 11 individuals who applied for the pilot project were women.</p> <p>As part of the D.3.3.1 "Baseline conditions for public bus transport services in the Greater Metropolitan Area (GAM)", the following elements were analyzed through gender lens: i) political and regulatory context; ii) institutional and organizational context; iii) technical-operational context; and iv) national and international experiences in public transport and electrification, v) analysis of the intersection between gender and transport.</p> <p>During the reporting period, the gender perspective was incorporated into the fleet assessment report (D.3.3.2), primarily in the analysis of technical characteristics. The gender component was also included in the roadmap for electric mobility and the deployment of electric buses (D.3.3.4), identifying key actions in the areas of i) capacity building and ii) vehicles and infrastructure. Additionally, a chapter on gender-responsive actions was created, addressing aspects such as employability and service provision.</p>
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2.7. Environmental and social safeguards management

Moderate/High risk projects (in terms of Environmental and social safeguards)	<p>Was the project classified as moderate/high risk CEO Endorsement/Approval Stage?</p> <p>Yes</p> <p>If yes, what specific safeguard risks were identified in the SRIF/ESERN?</p> <p>Social safeguard 2: Resource Efficiency, Pollution Prevention and Management of Chemicals and Wastes. In particular regarding:</p> <ul style="list-style-type: none"> - The impact that subsidies and other incentives would have on local public transportation users, taxi drivers and economically deprived groups. - battery reuse and recycle for sound circular economy.
New social and/or environmental risks	<p>Have any new social and/or environmental risks been identified during the reporting period?</p> <p>No</p>
Complaints and grievances related to social and/or environmental impacts	<p>Has the project received complaints related to social and/or environmental impacts (actual or potential) during the reporting period?</p> <p>No</p>

Environmental and social safeguards management	<p>Satisfactory. Safeguards reporting is aligned to the SRIF screening and safeguard recommendations.</p> <p>As documented at CEO Endorsement/ Approval, this is a moderate risk project that takes a “good practice” approach to safeguards, therefore a separate Environmental and Social Assessment or Management Plan was not established. It was identified that the project has a moderate risk regarding the social safeguard 2: Resource Efficiency, Pollution Prevention, and Management of Chemicals and Wastes. The main recommendations include the analysis of the impact that subsidies and other incentives would have on local public transport users, taxi drivers, and economically deprived groups and exploring policies on battery reuse and recycling for a sound circular economy. The main progress achieved so far is related to the development of proposals for regulations related to battery waste management throughout its lifecycle. Additionally, gender perspective has been integrated into the designing of the training activities, roadmaps, and the taxi pilot project by addressing women and vulnerable groups’ needs and interests.</p>

2.8. Knowledge management

Knowledge activities and products	<p>At the regional level, knowledge and products exchange is managed through close coordination with the Support and Investment Platform for Latin America and the Caribbean of the Global Programme on Electric Mobility. Specific actions are discussed in sections 3.1 and 3.2.</p> <p>At the national level, coordination with the Energy Directorate and the Project Technical Committee is oriented towards sharing lessons learned and good practices from the local electric mobility ecosystem. All knowledge and documents generated from project activities will be made available through CRUSA online web site.</p> <p>At the project level, the data and knowledge are managed through a cloud system and a project management online tool, and final versions have been validated with the institutional counterparts from the technical committee. Also, at the Executing Agency level, CRUSA Foundation is currently working on the implementation of an institutional knowledge management strategy route, including the development of its instruments for dissemination and communication.</p>
Main learning during the period	<p>The public transport pilot projects design must be based on a comprehensive review of the legal framework. Any revision or adjustment of the related regulations will require a significant time, not compatible with the project’s limited execution timeframes.</p> <p>High political level commitment and participation in the decision-making processes is the key to achieve institutional barrier removal for the introduction of EV technology in the public transport sector.</p> <p>Consultation and validation processes with taxi owners and drivers should follow a bottom-up approach at the early design stages to integrate the sector needs and technical requirements for the development of a viable proposal to promote the early adoption of EVs.</p>

	<p>Early involvement of the financial sector in the design stages can reduce the uncertainties and barriers related to financial mechanisms' access by the taxi sector.</p> <p>Gender affirmative actions have been proven to be an effective strategy for equal participation of women taxi owners and drivers in taxi services electrification.</p>
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2.9. Stories to be shared

Stories to be shared	<p>Publications in main newspapers and media outlets in Costa Rica:</p> <p>Costa Rica continues betting on electric mobility (Channel 7- Teletica): https://dashboard.controles.co.cr/publica/61d6e6a5df561f5c50c86671?clienteld=58a61a9b83434b207f0eab74</p> <p>Airport taxi drivers will travel hand in hand with the environment (Teletica): https://www.teletica.com/nacional/taxistas-del-aeropuerto-y-repartidores-de-correos-viajaran-de-la-mano-con-el-ambiente_302475</p> <p>Bet on changing airport taxis, new ones would be electric vehicles (Channel 6- Noticias Repretel): https://dashboard.controles.co.cr/publica/61d6ddbdcdf561f5c50c85295?clienteld=58a61a9b83434b207f0eab74</p> <p>With six electric cars the transition begins in taxis at the Juan Santamaría airport (La Nación): https://www.nacion.com/el-pais/servicios/con-seis-autos-electricos-comienza-transicion-en/SJKSHS7BINH6PP65FUXPYNHQQE/story/</p> <p>Pilot plan will bring electric taxis to Juan Santamaría Airport (La República): https://www.larepublica.net/noticia/plan-piloto-llevara-taxis-electricos-al-aeropuerto-juan-santamaria</p> <p>Tourists will learn about the Costa Rican environmental vocation when traveling with electric taxis from the airport (La República): https://www.larepublica.net/noticia/turistas-conocerian-vocacion-ambiental-tica-al-transportarse-con-taxis-electricos-desde-el-aeropuerto</p> <p>A new project endorsed by the MOPT, as well as the Ministry of Health and the Ministry of Finance seeks to reduce Greenhouse Gas emissions by promoting electric mobility of the public transport (Radio Columbia): https://dashboard.controles.co.cr/publica/61d6edd2df561f5c50c877b4?clienteld=58a61a9b83434b207f0eab74</p> <p>CRUSA Foundation promotes electric taxi plan in the Airport (Channel 13 SINART): https://dashboard.controles.co.cr/publica/61d5e03edf561f5c50c759ea?clienteld=58a61a9b83434b207f0eab74</p> <p>Ideas on Sustainability – Electric transport (Amelia Rueda): https://ameliarueda.com/audios/ideas-sostenibilidad-aporte-transporte-gases-efecto-invernadero-crusa-noticias-costa-rica</p>
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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 level	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 ¹
Objective: Facilitate the large-scale deployment of electric public transport vehicles in the Greater Metropolitan Area of Costa Rica	Greenhouse Gas Emissions Mitigated (metric tons of CO _{2e})	0	N/A	Total direct (2021-2036): 664,536 tCO _{2e} Total indirect (2021-2036): 1,550,291 tCO _{2e}	0 (in progress)	<p>The project is on track to meet the target of mitigating GHG emissions.</p> <p>Expected direct greenhouse gas emissions mitigated by the project are estimated from implementing the demonstration pilot in the airport taxi fleet.</p> <p>The EA completed the pilot redesign with the technical assistance of the University of Costa Rica, as a consulting team, and with support from the Project Technical Committee. The final arrangements under execution are related to the selection process of the taxi concessionaries based on the credit payment capacity analysis and contractual negotiations for the installation of charging stations at the airport. The pilot project implementation is expected to start in September 2023.</p> <p>In addition, as a result of project activities, a cooperation agreement has been signed between the CRUSA Foundation and the National Bank of Costa Rica to provide a credit scheme for the acquisition of the pilot project EVs under more favourable conditions. This financial agreement will increase access of taxi drivers to the banking system, facilitating electric vehicle penetration and emissions reductions, beyond the scope of the project pilot.</p>	S

¹ 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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	Number of direct beneficiaries disaggregated by gender as co-benefit of GEF investment	0	700	2300 people 1150 men 1150 women	466 people 141 women 325 men	<p>Cumulative progress related to the number of direct beneficiaries sums up to 466 persons (141 women and 325 men). The mentioned project beneficiaries participated in the following activities during the reporting period:</p> <ul style="list-style-type: none"> • Capacity building and engagement activities with the taxi sector: i) first in-person meeting and training with airport taxi leaders; ii) gender focus group with women taxi owners and drivers; iii) Demonstrative training session of EV technology for airport taxi owners and drivers; iv) Pilot project validation session with airport taxi leaders; v) First call for applications informative session directed to taxi airport concessionaires; vi) Demonstrative e-ride and test drive with airport taxi owners and drivers to the Pacific coast tourist sites; vii) Second call for applications informative session; viii) An in-person visit to selected EV import companies with taxi concessionaires. • Planning process for electrification of bus public transport services: roadmap consultation session with the financial sector, public institutions, cooperation agencies, academia, bus operating companies and fleet providers. • Workshop with relevant stakeholders on possible vehicle energy efficiency technical standards. • Training and validations sessions on EV batteries: i) First electromobility fair and diagnosis of battery state of health; ii) Workshop to consider possible for regulating the waste management (including re-use and recycling) of electric vehicle batteries and identify options for a proposal to be submitted to the Ministry of Health. • Knowledge and experiences exchange with LAC countries: i) first GEF 7 LAC Investment & Support Platform meeting and in-person training programme. ii) Sessions with the GEF7 executing agencies from Ecuador and Chile (Agency of Sustainability Energy). 	S
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Project objective and Outcomes	Indicator	Baseline level	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 ¹
						The implementation of the demonstration pilot in the taxi sector will allow to reach a significant number of direct beneficiaries, including taxi users. Pilot project is expected to start implementation in September 2023.	



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<p>Outcome 1.1: Government and other key stakeholders demonstrate enhanced coordination and capacity for promoting electric mobility</p>	<p><u>Indicator 1.1:</u> Number of new initiatives developed/undertaken with participation of multiple government agencies and involvement of civil society and private sector</p>	0	2	4	1 (in progress)	<p>The development of new multi-stakeholder initiatives is on track.</p> <p>A multi-stakeholder engagement approach for the pilot project has resulted in the creation of the following key partnerships:</p> <ul style="list-style-type: none"> • A technical committee has been created as an advisory team for the pilot project design and implementation, which has provided lessons learned from other initiatives related to public transport electrification. Key public stakeholders are part of this technical group, including the Directorate of Energy (MINAE), Sectoral Planning Secretariat from the Ministry of Public Works and Transport (MOPT), Public Transport Council (CTP), Costa Rican Electricity Institute (ICE), and the Public Services Regulation Authority (ARESEP). The committee is coordinated by CRUSA Foundation, and the University of Costa Rica participates as a technical consulting team. • A cooperation agreement has been signed between the CRUSA Foundation and the National Bank of Costa Rica to provide a credit scheme for the acquisition of the pilot project EVs under more favourable conditions. • A draft agreement proposed by Aeris, the airport private administration company, is under negotiation for installing charging stations. <p>During the reporting period, priorities were focused on obtaining the support and active participation from MOPT, as the transport governing body in CR.</p> <p>As part of the validation process with the Ministry of Health regarding EV battery waste management, a technical committee was proposed for providing advisory and follow-up in the adoption of the regulations.</p>	MS
	<p><u>Indicator 1.2:</u> Number of reports on experiences and</p>	0	0	2	2	<p>During the reporting period, two knowledge documents have been shared with the GEF 7 LAC Investment & Support Platform:</p>	S



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	<p>lessons learned from the Costa Rica project shared with the Global Programme on Electric Mobility</p>					<p>-The Application Guidelines for the Pilot Project E-Taxi CR. The guidelines followed lessons learned from the Chilean Programme Mi Taxi Eléctrico. It includes information on the technical characteristics of electric vehicles and chargers, the benefits, selection criteria, and obligations for the taxi concessionaries.</p> <p>-The Application Guidelines for Monitoring of internal combustion engine vehicles, which includes information on the monitoring systems.</p> <p>Moreover, UNEP and the Centre for Sustainable Mobility (CMS) from the LAC Regional Platform have provided knowledge resources and feedback for deliverables:</p> <ul style="list-style-type: none"> • (D.2.2.1) Report assessing good practices locally and globally for data acquisition and management systems for electric taxi services. • (D.3.2.1) Report reviewing global good practices on standards for vehicle energy efficiency, developed including by building upon previous GFEI efforts and drawing on the Global Programme's support. • (D.4.1.1) Report of regional and global good practices for standards and laws for regulating the waste management (including reuse and recycling) of electric vehicle batteries, and recommendations for such management in the Costa Rican context. <p>During the first GEF7 in-person meeting in November 2022, national project needs and opportunities for collaboration in terms of technical support and training were discussed with the Support and Investment Platform for Latin America and the Caribbean, including the development of best practices reports to be shared with the regional platform.</p> <p>Furthermore, project progress has been presented during the Help Desk Meetings of the Regional Platform held in March and May 2023.</p>	
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Project objective and Outcomes	Indicator	Baseline level	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 ¹
						With the support of the LAC Regional Platform, five knowledge and experiences exchange sessions have been conducted with the GEF7 Projects of Chile and Ecuador. Lesson learned from the Chilean Program <i>Mi Taxi Eléctrico</i> have serve as a key input for <i>E-Taxi CR</i> pilot project.	
Outcome 2: Costa Rican citizens begin to <u>use</u> electric mobility for their public transport needs	<u>Indicator 2</u> Number of users of airport electric taxis	0	670	2020 people 1010 men 1010 women	0	<p>The target of 2020 users of airport electric taxis is on track.</p> <p>The pilot project design has been completed and contractual arrangements are at the final stage. Coordination actions are on track with Aeris Holding, the airport administration company, a key partner for developing a strategy to engage airport visitors in the use of the airport electric taxis.</p> <p>A Gender Action Plan as well as activities for the identification of users' dynamics and needs by gender are under implementation. The pilot project monitoring system's final design considers the collection of gender-disaggregated data, to help inform the progress on this target.</p> <p>The pilot project implementation is expected to start in September 2023.</p>	S

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Project objective and Outcomes	Indicator	Baseline level	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 ¹
<p>Outcome 3.1: Taxi drivers demonstrate willingness to purchase electric vehicles.</p>	<p>Number of credit applications to purchase electric vehicles presented by taxi drivers</p>	<p>0</p>	<p>0</p>	<p>10 credit applications</p>	<p>11 (110%)</p>	<p>The target regarding the number of credit applications by taxi drivers has been achieved, but as long as the project continues, the activities to promote access to financial instruments will also continue.</p> <p>The adjusted pilot design consists of the acquisition of 6 electric vehicles by selected airport taxi concessionaries through a credit scheme.</p> <p>As a project result, an agreement was signed between the CRUSA Foundation and the National Bank of Costa Rica (BNCR), the country's largest public bank, to launch a new financial product tailored to the payment capacity of airport taxi owners for the demonstration project. This 2-year program offers preferential credit conditions, such as a 3% per annum interest rate over 96 months maximum.</p> <p>A call for applications was launched in early March 2023, and a total of 11 taxi concessionaries (5 women and 6 men) applied to the credit product offered by the BNCR. Payment capacity analysis is being carried out by the bank and the selection process is expected to be completed by the EA in July 2023.</p> <p>Gender affirmative actions were implemented to promote the engagement and participation of women taxi concessionaries in the selection process. Moreover, the EA has provided 1:1 support and follow-up to the 11 taxi concessionaries for completing the selection process steps.</p>	<p>HS</p>

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Project objective and Outcomes	Indicator	Baseline level	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 ¹
<p>Outcome 3.2: Public transport operators electrify their fleets in the Metropolitan Area of San Jose (ASMJ)</p>	<p>Number of public transport fleet operators that introduce electric vehicles into their fleets in the Great Metropolitan Area (GAM)</p>	<p>0</p>	<p>1</p>	<p>3</p>	<p>0 (in progress)</p>	<p>The project is supporting the introduction of the first 6 electric vehicles in the airport taxi fleet and its operation is expected to start in September 2023. Moreover, engagement and training activities directed to airport taxi owners and drivers were organized during the reporting period, and their interest in purchasing electric vehicles has been confirmed through surveys and validation sessions.</p> <p>During the reporting period, a Training Programme for taxi and bus operators has been designed for addressing their capacity-building needs and promoting the scaling-up of EVs for public transport services.</p> <p>Finally, the long-term roadmap for electrification of bus public transport services in the Metropolitan Area of San Jose is at its final development stage, as a joint effort between the GEF7 and the Solutions Plus Programme.</p> <p>The vision of this roadmap is to provide short, medium and long-term results in an effective deployment of fleets of electric buses, that will arrive between 2023 and 2025 (short term) and will continue in the medium (2026-2030) and long (2031-2035) with a consistent framework.</p>	<p>S</p>

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Project objective and Outcomes	Indicator	Baseline level	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 ¹
Outcome 4.1 The Costa Rican government takes action towards implementing laws which ensure the environmental sustainability of low-carbon electric mobility	Proposal for updating law 8839 and its related regulations reviewed by the Ministry of Health.	0	0	Proposal reviewed by the Ministry of Health	0 (in progress)	<p>The project is on track to develop a proposal for regulations aimed at waste management of electric vehicle batteries.</p> <p>The first stage related to the analysis of regional and global good practices for standards and laws for regulating the waste management of electric vehicle batteries and recommendations for such management in the Costa Rican context has been concluded. The recommendations addressed in the report are: i) Procedure for handling batteries; ii) Safety performance; iii) Battery and battery packs for replacement and conversion; iv) Quality control of vehicles and their batteries; v) Proposals for the reuse of batteries; vi) Procedures for pre-testing and managing second-life batteries. This study includes an analysis of the country's technical requirements and a specific review of regulations, which allows suggestions to be implemented at the national level, taking into account international references.</p> <p>The findings of this study were presented to the Ministry of Health and the Ministry of Energy and Environment on May 2023. A final proposal is under development and expected to conclude in July 2023.</p>	S



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

Outputs/Activities ²	Expected completion date ³	Implementation status as of 30 June 2022 (%) (Towards overall project target)	Implementation status as of 30 June 2023 (%) (Towards overall project target)	Progress rating justification ⁴ , description of challenges faced and explanations for any delay	Progress rating ⁵
COMPONENT 1: Institutionalization of low-carbon electric mobility.					

² Outputs and activities (or deliverables) as described in the project logframe (and workplan) or in any updated project revision.

³ The completion dates should be as per latest workplan (latest project revision).

⁴ 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.

⁵ To be provided by the UNEP Task Manager



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Outputs/Activities ²	Expected completion date ³	Implementation status as of 30 June 2022 (%) (Towards overall project target)	Implementation status as of 30 June 2023 (%) (Towards overall project target)	Progress rating justification ⁴ , description of challenges faced and explanations for any delay	Progress rating ⁵
<p>Output 1.1: Stakeholders are trained on technical, regulatory, financial and operational aspects of scaling-up electric taxis.</p>	<p>March 2024</p>	<p>5%</p>	<p>15%</p>	<p>Activities to achieve this output are aligned with workplan.</p> <p><u>Progress</u></p> <p>The design phase of a training plan aimed at the public transport sector (bus and taxi modality), the institutional sector and the financial sector has been completed during the reporting period.</p> <p>The training plan is based on a capacity needs assessment, by using the following methods:</p> <ul style="list-style-type: none"> • Interviews with institutional actors from the transport and energy sector, financial entities, and public transport operators (bus and taxi modalities), as well as with professionals related to electric mobility. Preliminary identification of capacity-building needs was carried out along with the Directorate of Energy and the former Costa Rican Committee for Electrification of Public Transport (CETP). • Consultation workshops with the bus public transport ecosystem. • Bibliographical review of electric mobility projects related to bus electrification. <p>Electric distribution companies (Costa Rican Institute of Electricity - ICE-and the National Power and Light Company -CNFL-), as well as universities and technical education organizations have been identified as the main partners for this output, and early conversations have been carried out for collaborating with the University of Costa Rica, the National Institute of Apprenticeship (INA), and the ECACtrónica Technical Automotive Institute. Opportunities for collaborating in capacity-building activities were discussed with the Support and Investment Platform for Latin America and the Caribbean of the Global Programme on Electric Mobility.</p> <p>A Technical Training Program called “Women in Electric Mobility” is under execution with ECACtrónica and is financed by CRUSA Foundation. The program is focused on training 30 women on low-speed 2-wheel electric vehicles (LSV). Lessons learned from this program will be used for designing the GEF7 project’s trainings with a gender-responsive approach.</p>	<p>S</p>



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<p>Output 1.2: An electric mobility multi-stakeholder working group is created and an online platform strengthened for enhancing coordination of national decision-makers.</p>	<p>May 2024</p>	<p>10%</p>	<p>20%</p>	<p>Activities to achieve this output are behind the work plan schedule.</p> <p><u>Progress</u></p> <p>The Project Management Unit has allocated resources and efforts during the reporting period to coordinate with government institutions, academia, the private sector, civil society, and other actors to advance project activities and to build capacity at the national level.</p> <p>As of December 2022, the <i>Costa Rican Committee for Electrification of Public Transport (CETP)</i> was part of the governance and consultation mechanism to support electric vehicle scale-up at the institutional technical level. The CEPT was led by the Energy Directorate of MINAE, with the participation of the main public institutions in the field, cooperation agencies, and academia. This committee is no longer operational and has not been replaced by any other decision-making or governance body.</p> <p>Therefore, all inter-institutional coordination activities at the technical level have been achieved through the Project Technical Committee established in 2021. Nevertheless, main challenges during the reporting period were related to the engagement of new high political representatives from the transport sector.</p> <p>Besides the EA efforts in the articulation with the different stakeholders, priorities of this period were oriented towards dialogues and negotiations with the Vice Ministry of Transport, the Sectoral Planning Secretariat from the Ministry of Public Works and Transport (MOPT), and the Public Transport Council (CTP). As the governing body in the transport sector, MOPT was appointed by the government as the leading institution for implementing the electric mobility agenda in the current administration.</p> <p>Due to the reassignments of high official representatives from the Ministry of Public Works and Transport, confirmation about the coordination mechanisms and the appointment of a new representative in the Project Steering Committee is under discussion as of June 2023. This will be the next key step to restart the review of proposals with MOPT and MINAE about the opportunities to strengthen the governance mechanism on the electrification of public transport with a multi-stakeholder approach.</p> <p>Preliminary requirements for the online platform have been discussed with the Energy Directorate. Nevertheless, due to the uncertainties arise during the pilot project redesign discussions and the government support for the project proposals, the scope and expected results of this deliverable will be discussed with the government in the next period.</p>	<p>MS</p>
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Outputs/Activities ²	Expected completion date ³	Implementation status as of 30 June 2022 (%) (Towards overall project target)	Implementation status as of 30 June 2023 (%) (Towards overall project target)	Progress rating justification ⁴ , description of challenges faced and explanations for any delay	Progress rating ⁵
				A comprehensive revision of Output 1.2 will be carried out in the next period.	
COMPONENT 2: Short term barrier removal through low-carbon e-mobility demonstrations.					



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<p>Output 2.1: The technical, social and economic viability of six electric vehicles in airport taxi fleets is demonstrated to local and national stakeholders.</p>	<p>June 2024</p>	<p>10%</p>	<p>40%</p>	<p>Activities to achieve this output are behind the work plan schedule.</p> <p><u>Progress</u></p> <p>A Technical Committee has been created as an advisory team for the pilot project design, providing lessons learned from other initiatives related to public transport electrification. Key public stakeholders are part of this technical group, including the Directorate of Energy (MINAE), Sectoral Planning Secretariat from the Ministry of Public Works and Transport (MOPT), Public Transport Council (CTP), Costa Rican Electricity Institute (ICE), the Public Services Regulation Authority (ARESEP), and CRUSA as the EA. The Electrical Engineering School from the University of Costa Rica was selected as the consultant team to provide technical assistance to the pilot project design and implementation.</p> <p>Two stages have been executed during the reporting period: I. Pre-design (Jul-Sep 2022); and II. Pilot project re-design (Oct 2022 – Feb 2023). Phase 1 and 2 of the pilot project has been executed between March and June 2023.</p> <p><u>I. PRE-DESIGN STAGE</u> Main actions developed during the preliminary design phase included: i) mapping and characterization of stakeholders; ii) analysis of good practices and international and local case studies, iii) analysis of the political and legal framework for taxi services operation based on Law 7969 and its regulations; iv) EV market study; v) EV semi-rapid chargers market study; vi) vehicle monitoring systems market study; vii) study of available financing products for EV purchase (including leasing, renting and credit-schemes). Barriers to accessing these products were also addressed.</p> <p><u>II. PILOT PROJECT RE-DESIGN STAGE</u> A pilot project redesign was proposed based on the current legal framework of Costa Rica, and was approved by UNEP in March 2023, moving from a taxi renting scheme to the acquisition of 6 electric vehicles by selected airport taxi concessionaries through a credit scheme. The redesign proposal has been completed (related to D.2.1.2) and was validated by the Technical Committee.</p> <p>The pilot project phase 1 is on track. Executed activities include:</p> <ul style="list-style-type: none"> • Selection of the pilot project EVs • Capacity building and engagement activities with taxi owners and concessionaries • Selection process of 6 airport taxi concessionaries for the pilot project. • Financial mechanism for vehicle acquisition with the National Bank of Costa Rica (BNCR) 	<p>MS</p>
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Outputs/Activities ²	Expected completion date ³	Implementation status as of 30 June 2022 (%) (Towards overall project target)	Implementation status as of 30 June 2023 (%) (Towards overall project target)	Progress rating justification ⁴ , description of challenges faced and explanations for any delay	Progress rating ⁵
				<ul style="list-style-type: none"> • A contract between CRUSA Foundation and Aeris is under negotiation as of June 2023, for installing electric vehicle charging infrastructure at the airport. • Design of the operating mechanism of electric vehicles. • Vehicle monitoring strategy, charging plan; maintenance plan; Technical support for taxi drivers in emergencies; (f) General Technical Support Guide and Information collection strategy for users; concessionaires and drivers • A Training Plan was designed. The plan includes the methodology and proposed contents for the workshop to train drivers and other key stakeholders on vehicle usage, data management, and pilot protocols (related to D.2.1.5), as well as the workshops for taxi owners and drivers, regulators, and other key stakeholders as required for ensuring the effective operation of the pilot project (related to D.2.1.7) <p>The airport taxi EVs are expected to be operative during the years 2023 and 2024 as part of the pilot project and will continue its operation beyond the project period.</p>	



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Outputs/Activities ²	Expected completion date ³	Implementation status as of 30 June 2022 (%) (Towards overall project target)	Implementation status as of 30 June 2023 (%) (Towards overall project target)	Progress rating justification ⁴ , description of challenges faced and explanations for any delay	Progress rating ⁵
<p>Output 2.2: Taxi data management practices are tested by taxi drivers and government officials to facilitate the uptake of electric vehicle taxis.</p>	April 2024	20%	40%	<p>Activities to achieve this output are behind the work plan schedule.</p> <p><u>Progress</u></p> <p>The “Report assessing good practices locally and globally for data acquisition and management systems for electric taxi services” was completed and validated with the Pilot Project Committee and the Regional Platform (D.2.2.1 is completed). The report includes:</p> <ul style="list-style-type: none"> • Overview of good practices related to monitoring systems in selected electric mobility projects at a local and global level, including lessons learned from the Chilean Programme “Mi Taxi Eléctrico” executed by the Energy Sustainability Agency and feedback from the Regional Platform. • Key monitoring variables identified from case studies of national and global electromobility projects. • Development of a local market study on data acquisition and management systems. <p>Based on the market study, a 3-week test with GEOTAB monitoring systems was conducted.</p> <p>A Monitoring Plan has been developed and validated with the Pilot Project Committee. The following activities have been concluded:</p> <ul style="list-style-type: none"> • The definition of technical specifications for commercial monitoring systems for electric and conventional vehicles carried out. As a result, Geotab's GO9 telematics device was selected (related to D.2.2.2). • A presentation session of the monitoring process proposal was carried out with taxi concessionaries in June 2023. • The conceptualization of the operational data report's structure has begun and is expected to conclude in August 2023. 	S
<p>COMPONENT 3: Preparing for scale-up and replication of low-carbon electric mobility</p>					



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Outputs/Activities ²	Expected completion date ³	Implementation status as of 30 June 2022 (%) (Towards overall project target)	Implementation status as of 30 June 2023 (%) (Towards overall project target)	Progress rating justification ⁴ , description of challenges faced and explanations for any delay	Progress rating ⁵
<p>Output 3.1: Financial instruments and fiscal incentives to encourage taxi owners to purchase electric vehicles are strengthened.</p>	December 2023	10%	25%	<p>Activities to achieve this output are aligned with workplan.</p> <p><u>Progress</u></p> <p>The main progress on this output is related to launching a new financing program with the state-run National Bank of Costa Rica, the country's largest bank. As a project result, this 2-year program is the project's first initiative for providing airport taxi owners with a credit offer for purchasing an electric vehicle. Financing contracts with the 6 selected taxi concessionaires are expected to be completed in August 2023.</p> <p>Engagement of financial institutions has been carried out during the bus electrification roadmap consultation process. A total of 10 financial entities and 34 of their representatives have participated, including the state-owned commercial banks (National Bank of Costa Rica, Bank of Costa Rica, Popular and Community Development Bank), private institutions (BAC San José, Promérica Bank, LAFISE, Improsa Group, BCT Bank, CAFSA) and multilateral institutions such as the Central American Bank for Economic Integration (CABEI). Among the main findings were the creation of new business models for bus operators, improved risk mitigation strategies and more certainty, the creation of new public policies that promote public transport, charging infrastructure, and adequate financing for the public transport system.</p> <p>This process has also allowed a knowledge exchange to identify the financial sector capacity building needs that will be addressed as part of Component 1, through the Capacity Building Plan.</p>	HS



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<p>Output 3.2: Standards for regulating electric and internal combustion engine vehicles are presented for adoption by the Ministry of Environment and Energy.</p>	<p>August 2023</p>	<p>5%</p>	<p>60%</p>	<p>Activities to achieve this output are aligned with workplan.</p> <p><u>Progress</u></p> <p>Preparatory activities for this output included internal training regarding the establishment of the baseline for energy consumption of light vehicles using the Global Fuel Economy Initiative methodology and knowledge exchange with the Regional Platform on energy efficiency policies, vehicle energy labeling, etc.</p> <p>A report was concluded by reviewing global best practices on standards for vehicle energy efficiency, by building upon previous GFEL efforts and drawing on the Global Programme's support, and recommendations for updating Decree 25584 "Regulation for the Regulation of the Rational Use of Energy" (D.3.2.1).</p> <p>The report includes:</p> <ul style="list-style-type: none"> • International case analysis of good vehicular energy efficiency practices (Argentina, Chile, Mexico, Brazil, Republic of Korea, United States of America, European Union, Germany, and Japan). • Study of the national regulations on vehicle energy efficiency. • Recommendations for improving the control of vehicle energy efficiency in Costa Rica such as: i) definition of the energy consumption baseline; ii) vehicle energy labeling; iii) information campaigns for consumers and vehicle buyers; iv) development of representative driving cycles for Costa Rica, v) restrictions on the used vehicle market; and vi) promotion of more efficient vehicle technologies. <p>The findings and proposals were addressed in a consultation workshop with key stakeholders in June 2023, including the participation of the project implementers (CRUSA, UNEP, and MINAE), the institutional sector (MOPT, National Road Safety Council -COSEVI-, Ministry of Finance, Costa Rican Petroleum Refinery -RECOPE-), private sector (Dekra as the mandatory vehicle inspection provider, Institute of Technical Standards of Costa Rica -INTECO- and vehicle importers), cooperation agencies (GIZ), academia (National Learning Institute -INA-, CEA Institute, and the consultant team from the University of Costa Rica). The Vice Minister of Transport participated in the first part of the workshop, providing its support to the dialogue between the different actors.</p>	<p>S</p>
<p>Output 3.3: Long-term roadmaps for the electrification of public buses and taxis are presented for adoption by the Ministry of Environment and Energy and the Ministry of Public Works and Transportation.</p>	<p>April 2024</p>	<p>15%</p>	<p>40%</p>	<p>Activities to achieve this output are aligned with workplan.</p> <p><u>Progress</u></p>	<p>S</p>

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				<p>Coordination with key public institutions has supported the roadmap development, including MOPT, MINAE, CTP, ICE, ARESEP, and CRUSA Foundation, with technical assistance from the local consultant “Electric Mobility Country Specialist”.</p> <p>A diagnosis of technical, regulatory, operational, and financial aspects related to bus services was completed in the second half of 2022. This first diagnosis phase is based on a revision and research on policies, plans, and projects in the bus sector. Moreover, a consultation workshop and semi-structured interviews with key stakeholders were carried out with government institutions, bus operating companies, bus suppliers and public transport chambers, public and private banking.</p> <p>The diagnosis was presented in the report “<i>Baseline conditions for public bus transport services in the Greater Metropolitan Area (GAM)</i>” (D.3.3.1), which included: i) Political and regulatory context; ii) Institutional and organizational context; iii) Technical-operational context; iv) Financial context; v) Context of the intersection between gender and transport; and vi) National and international experiences around public transport and electrification.</p> <p>The assessment of existing bus public transport service fleets in ASMJ and gender-sensitive recommendations for their electrification was completed in January 2023 (D.3.3.2). Data recollection on the bus fleets was carried out with the support of key public institutions.</p> <p>This analysis contains information on i) characterization of the public transport fleet in the Metropolitan Area of San Jose, including age, technologies, major brands, fleet size and replacement plans; ii) updated situation on bus operators’, ridership (how many passengers are transported per month), and latest news on the modernization of public transport strategies; iii) financing conditions and main projects associated to the electrification of bus fleets; iv) electric network conditions around bus depots and their suitability for bus charging infrastructure; identification of needs, challenges and opportunities from interviews with main stakeholders of the public transport ecosystem.</p> <p>Lessons learned about bus electrification in LAC and collaboration opportunities were discussed during the GEF 7 in-person training in Santiago, with participation of a MOPT representative. As a result, synergies were promoted between the GEF7 project and the Solutions Plus Programme to support the bus roadmap development (D.3.3.4), this collaboration process was executed during the first half of 2023.</p> <p>Three workshops were held with the participation of 55 representatives from 40 different organizations from the financial</p>
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Outputs/Activities ²	Expected completion date ³	Implementation status as of 30 June 2022 (%) (Towards overall project target)	Implementation status as of 30 June 2023 (%) (Towards overall project target)	Progress rating justification ⁴ , description of challenges faced and explanations for any delay	Progress rating ⁵
				<p>sector, relevant institutions, and operators/providers of bus public transport services, to provide inputs for the roadmap.</p> <p>The roadmap's final validation is expected to be completed in August 2023 with the Ministry of Environment and Energy and the Ministry of Public Works and Transport.</p>	
COMPONENT 4. Long-term environmental sustainability of low-carbon electric mobility.					



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<p>Output 4.1: Updated laws and regulations for waste management of electric vehicle batteries are presented for adoption by the Ministry of Health.</p>	<p>July 2023</p>	<p>10%</p>	<p>70%</p>	<p>Activities to achieve this output are aligned with workplan.</p> <p><u>Progress</u></p> <p>The report of regional and global good practices for standards, norms, and policy frameworks for regulating the waste management of electric vehicle batteries and recommendations for the Costa Rican context has been completed (D.4.1.1). The report is based on the following sources of information:</p> <ul style="list-style-type: none"> • Review of the local regulations on battery management, treatment, and tax incentives, and identification of the different requirements needed throughout the useful life of the batteries. • Analysis of good practices and regulations from international referents, including EU, Canada, Japan, Chile, and Colombia. • Surveys and interviews to local actors to determine the baseline situation on technical, infrastructure, and equipment aspects at laboratory and industrial levels. Includes information importers and waste management companies from the private sector (Fortech, Ecoeficiencia, Grupo Q, Aisa Inversiones Energéticas, Paze S.A. EVLAB, Autostar/CEA) and academic institutions (INA, UCR). • A technical review analysis of international procedures and regulations that are being investigated to be applied during the useful life of electric vehicle batteries and after it. Both recycling and reuse procedures were studied, and the quality and safety regulations related to them. <p>Based on this analysis, the recommendations for an integrated waste management of batteries in Costa Rica addressed in the report are: i) procedure for handling batteries; ii) safety performance; iii) batteries and battery packs for replacement and conversion; iv) Quality control of vehicles and their batteries; v) Proposals for the reuse of batteries; vi) procedures for pre-testing and managing second-life batteries.</p> <p>The need for a national electric vehicle database and their batteries' state of health (SOH) was identified as part of this process. As a trial, the First Electromobility Fair for the SOH diagnosis of electric vehicle batteries with more than 5 years of use was held in late March 2023.</p> <p>A total of 140 people (including EV users and EV media spokespeople) participated in this public and free event organized in alliance with the University of Costa Rica, the project's consultant team, and CEA Institute, a private academic institution. The attendees participated in talks about the GEF7 project, technical principles of electric vehicles, and battery waste management.</p> <p>A validation workshop was carried out with the Ministry of Health in May 2023, to discuss the proposals for regulating the waste management of electric vehicle batteries (D.4.1.2). Key stakeholders</p>	<p>S</p>
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Outputs/Activities ²	Expected completion date ³	Implementation status as of 30 June 2022 (%) (Towards overall project target)	Implementation status as of 30 June 2023 (%) (Towards overall project target)	Progress rating justification ⁴ , description of challenges faced and explanations for any delay	Progress rating ⁵
				<p>also participated in the session, including the Ministry of Energy and Environment, Institute of Technical Standards of Costa Rica (INTECO) and the consultant team from the University of Costa Rica.</p> <p>As a result of this workshop, the Ministry of Public Health proposed the development of a decree that contains all aspects related to integrated battery waste management and to create a permanent technical committee to guarantee its implementation. A follow-up meeting was held in mid-June 2023 between the Ministry of Public Health and the Energy Directorate of MINAE to coordinate actions related to the mentioned regulation proposals.</p> <p>These proposals will be consolidated for this Output's final report, which is expected to be concluded in July 2023.</p>	

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	S	S
3. Implementation schedule	S	M
4. Budget	L	L
5. Financial Management	L	L
6. Reporting	L	L
7. Capacity to deliver	L	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

Risk	Risk affecting:	Risk Rating							Variation respect to last rating	
	Outcome / outputs	CEO ED	PIR 1	PIR 2 (this PIR)	MTR	PIR 3	PIR 4	PIR 5	Δ	Justification
Electric vehicles are not widely available in Costa Rica for purchasing as taxis.	Outcomes 2-3	L	L	L					=	No changes respect to the previous rating. The situation remains at low risk and actions are being taken to mitigate it by project management team.
Rental companies do not participate in the project.	Outcome 2	L	L	L					=	No changes respect to the previous rating. This is no longer a risk due to changes in the pilot project design.
The executing agency (CRUSA), as a non-governmental agency, is not able to achieve effective participation and support of governmental stakeholders.	All outcomes & outputs	L	L	S					↑	Uncertainties regarding the support of governmental stakeholders have increased due to the lack of alignment and consensus among government authorities on public transport electrification. Actions were planned to mitigate this risk (table B).
Low commitment from the public sector stakeholders	All outcomes & outputs	M	M	S					↑	Low commitment from high-level authorities during the reporting period has delayed decision-making processes related to the project execution.

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affects the execution of project activities.										Actions were planned to mitigate this risk (table B)
Lack of interest or participation and resistance from market players and the private sector effects execution of project activities.	Outcomes 1-3	L	L	L					=	No changes respect to the previous rating. The situation remains at low risk and actions are being taken to mitigate it by project management team.
Electric vehicles in the pilot aren't able to serve certain areas, generating public backlash	Outcome 2	M	L	L					=	No changes respect to the previous rating. The situation remains at low risk and actions are being taken to mitigate it by project management team.
The bus electrification roadmap is not ready in time to guide the September 2021 concessions, due to a lack of access to data or political engagement.	Outcomes 2-3	M	L	L					=	No changes respect to the previous rating. This is no longer a risk. Due to changes in the project design, the roadmap completion date has been modified.
In-effective disposal of electric vehicle batteries leads to soil or water contamination.	Outcome 4	L	L	L					=	No changes respect to the previous rating. The situation remains at low risk and actions are being taken to mitigate it by project management team.
Legal restrictions and interest from private and public banks to finance the purchase of electric vehicles for the pilot project due to taxi concessionaires' high credit risk profile.	Outcome 2	NA	L	L					=	No changes respect to the previous rating. The situation remains at low risk and actions are being taken to mitigate it by project management team.
EV global supply chain disruptions and increased demand for electric vehicles in the local market could delay pilot execution.	Component 2	NA	M	L					↓	Current risk rating is low, due to mitigation actions taken by the project management team. The 6 electric vehicles for the pilot project are already in stock at the selected vehicle distribution company.
Lack of financial capacity from the taxi concessionaries to assume a debt obligation for the acquisition of electric vehicles to be tested in the pilot project, under the credit's conditions offered by the banks.	Component 2	NA	NA	M					NA	This is a new risk identified, rated as moderate risk. Actions were planned to mitigate this risk (table B).
The airport charging infrastructure is not ready in time to start the pilot execution, due to the requirements set by the airport's private administrator and limited	Component 2	NA	NA	S					NA	This is a new risk identified, rated as significant risk. Actions were planned to mitigate this risk (table B).

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influence of the public authorities.										
Consolidated project risk		NA	M	M					=	No changes respect to the previous rating.

Table B. Outstanding Moderate, Significant, and High risks

Risk	Actions decided during the previous reporting instance (PIR _{t-1} , MTR, etc.)	Actions effectively undertaken this reporting period	Additional mitigation measures for the next periods		
			What	When	By whom
<p>The executing agency (CRUSA), as a non-governmental agency, is not able to achieve effective participation and support of governmental stakeholders.</p> <p>&</p> <p>Low commitment from the public sector stakeholders affects the execution of project activities.</p>	<p>Create pilot resolution action plan, including:</p> <ul style="list-style-type: none"> - Key issues to be addressed. - Identification of political support required. - Key actors to be contacted (CTP, MOPT, rental agencies). - Identification of other options, including how these may support the original objective of the pilots, and other pros and cons. - Timeline, including key decision points. 	<ul style="list-style-type: none"> - The normative restriction analysis regarding taxi services and the evaluation of alternatives, lead to the redesign of the pilot project approved by UNEP in March 2023. - High-level dialogue with the Vice-minister of Transport (MOPT), Directorate of Energy Director (MINAE) and the Executive Director of the Public Transport Council (CTP) to discuss the coordination, monitoring and support mechanisms for the project implementation. - A support request letter was sent to the Vice-minister of Transport and the Executive Director of the Public Transport Council, with a proposal to enhance project coordination actions. - Participation of technical officers from the Sectoral Planification Secretariat of MOPT in the coordination meetings for the pilot project execution. 	<ul style="list-style-type: none"> -A Project Mission of UNEP in Costa Rica will be carried out to promote a dialogue with high-level authorities of MOPT and MINAE to confirm the government priorities on the electric mobility agenda and its support to the project implementation. - Enhance interaction among EA MINAE and MOPT within the technical working group with the participation of MOPT, CTP, and other institutional partners, that will hold meetings regularly, to guide compliance with regulations and institutional priorities. -Call a Project Steering Committee, the project's highest governance body for decision-making and strategic definitions, to jointly define the next steps 	<p>July 2023</p> <p>July- December 2023</p> <p>September 2023</p>	<p>UNEP task Manager</p> <p>Project Management Team, MINAE, MOPT, CTP</p> <p>Project Management Team, Steering Committee</p>

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<p>Lack of financial capacity from the taxi concessionaries to assume a debt obligation for the acquisition of electric vehicles to be tested in the pilot project, under the credit's conditions offered by the banks.</p>	<p>NA</p>	<ul style="list-style-type: none"> - The EA has established a financial support scheme to cover the incremental costs for the acquisition of the 6-pilot project EVs. - A cooperation agreement has been signed with the National Bank of Costa Rica (BNCR) to provide the taxi concessionaires with a credit scheme under favourable conditions. - Identification and incidence for the participation of taxi concessionaires with an obligation to replace their internal combustion engine vehicle due to unit antiquity. - Meetings with taxi leaders and trainings to demonstrate the economic benefits of using electric vehicles versus internal combustion vehicles associated with reduced operation and maintenance costs. - The four EV options for the pilot project selected by the EA, based on market research and a competitive bidding process, included an electric vehicle option with a highly competitive market price. This EV was the option of choice of all the taxi applicants, offering them a greater possibility of assuming the related bank loan obligation. 	<ul style="list-style-type: none"> - The EA will continue to provide personalized assistance to the taxi concessionaries to meet all requirements and deadlines mandated by the bank. - Signing of financial contracts between the BNCR and the selected 6 taxi concessionaries, within the framework of the cooperation agreement between CRUSA and BNCR - Systematization of findings and lessons learned from the financial capacity analysis of taxi concessionaries carried out by the BNCR. 	<p>July- December 2023</p> <p>August 2023</p> <p>September- December 2023</p>	<p>Project Management Team</p> <p>Project Management Team and BNCR,</p> <p>Project Management team Financial Consultant (to be hired)</p>
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		<ul style="list-style-type: none"> - The EA has provided 1:1 support and follow-up to the taxi concessionaries that applied to purchase an electric vehicle through the credit product offered by the BNCR. 			
<p>The airport charging infrastructure is not ready in time to start the pilot execution due to the requirements set by the airport's private administrator and the limited influence of the public authorities.</p>	NA	<ul style="list-style-type: none"> - A technical committee, with the participation of the EA, MINAE, ICE, and UCR, joined efforts to prepare a project proposal with the requirements established by Aeris, the airport's private administrator. - The EA and MINAE have requested support from the airport authorities in charge of providing the permits for the chargers' installation, the Civil Aviation Technical Council (CETAC), and its Supervisor Body. - A contract between CRUSA Foundation and Aeris is under negotiation. - The EA has presented the challenges and risks related to the requisites and Aeris' prolonged response time to the Vice Minister of Transport as the governing body on the field. - The EA and MINAE have identified alternative sites near the airport. 	<ul style="list-style-type: none"> - The EA will prepare an adjusted contract proposal to be signed between CRUSA Foundation and Aeris, with adjusted timeframes and requisites. The proposal will be presented to Aeris with the support of MINAE and MOPT. - The EA will coordinate with MOPT and MINAE to engage the Minister and Vice Minister of Transport in the negotiation process with Aeris. - Evaluation of alternative sites for installing the semi-rapid chargers (Public parking sites managed by the municipality, private sites from a public university campus, and hotels near the airport). Consultation with the beneficiaries will be carried out to define the feasibility of the proposed alternatives. 	July - August 2023	Executing agency, MINAE, MOPT, Consultant teams.



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

Project Minor Amendments

Minor amendments are changes to the project design or implementation that do not have significant impact on the project objectives or scope, or an increase of the GEF project financing up to 5% as described in Annex 9 of the Project and Program Cycle Policy Guidelines.

Please tick each category for which a change occurred in the fiscal year of reporting and provide a description of the change that occurred in the textbox. You may attach supporting document as appropriate.

To be completed by Task Managers

5.1 Table A: Listing of all Minor Amendment

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

Minor amendments	<ul style="list-style-type: none"> - Revised workplan, to adjust expected timeline for Component 1, 2 and 3 - Revised budget: re-categorize and combine budget lines - Re-design of pilot project due to existing regulations (from rental to EV acquisition) - Revised result framework, to adjust target on beneficiaries (regarding users for taxi pilots, gender participation targets and financial incentives application)
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5.2 Table B: History of project revisions and/or extensions

Version	Type	Signed/Approved by UNEP	Entry into Force (last signature Date)	Agreement Expiry Date	Main changes introduced in this revision
Original legal instrument	PCA (CEO ED)	30 June 2021		1st July 2025	N/A
Amendment 1	Revision	18 November 2022	18 November 2022	1st July 2025	Budget revision to rephase expenditures, reallocate Consultancy on data management budget to Consultancy on electric mobility and transport line, and recategorize a few budget lines within their same original component.

GEO Location Information:

The Location Name, Latitude and Longitude are required fields insofar as an Agency chooses to enter a project location under the set format. The Geo Name ID is required in instances where the location is not exact, such as in the case of a city, as opposed to the exact site of a physical infrastructure. The Location & Activity Description fields are optional. Project longitude and latitude must follow the Decimal Degrees WGS84 format and Agencies are encouraged to use at least four decimal points for greater accuracy. Users may add as many locations as appropriate. Web mapping applications such as [OpenStreetMap](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 Required field	Latitude Required field	Longitude Required field	Geo Name ID Required field <u>if</u> the location is not an exact site	Location Description Optional text field	Activity Description Optional text field
San José	9.93333	-84.08333	3621849		

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

N.A.